



THE PILOT

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Kingdom Pilots'
Association

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A DECADE OF INTERNATIONAL PILOTAGE

From the Honorary President of the International Maritime Pilots' Association

TRANSLATION OF ADDRESS BY HIS MAJESTY THE KING TO THE GENERAL ASSEMBLY OF THE INTERNATIONAL MARITIME PILOTS' ASSOCIATION

I was glad to accept my appointment as Honorary President of the "International Pilots' Association" when the proposal was made. As Honorary President, as a sailor, as the King of Spain, and as a man with a deep affection for everything and everyone connected with the sea, I am particularly pleased to have the opportunity, on the occasion of your Annual General Meeting, to extend to you my warm good wishes for great success in all your undertakings.

Others will find more fitting words of praise for the irreplaceable figure of the Pilot; but I consider myself (and am proud to do so) as one of the many who fully understand the importance of his work and the extent of his responsibilities: giving advice and guiding the complicated manoeuvres of ships which are ever increasing in size within the restricted space of port facilities, whose growth has not run parallel with the volume and tonnage of maritime traffic.

For this reason I should be particularly pleased to be with you if this could give you a satisfaction which is equivalent to mine, or to that felt by others like me commanding a ship or forming part of the crew when the pilot is at last on board to help us to safe anchorage in port.

Unfortunately, I am unable to be with you today but it is my earnest wish that my words of warm welcome will reach each and everyone of those attending the Annual General Meeting.

JUAN CARLOS I, KING OF SPAIN

EUROPEAN PARLIAMENT

Contribution to the debate on pilotage, Strasbourg 17th April 1980, by

Amédée Turner, QC, MEP

Mr Turner.—Mr President, I think what has come through most in this debate is that one must have the same for all. Every port must have the same regulations so that nobody cheats on the other, so you do not have easier conditions in one port than in another and that is why Mr Davignon is here and that is why Mr Davignon is so important for what this debate is about. We must have harmonised laws for all the ports of Europe and that is why it is not a matter of nation States or governments and parliaments as he said, it is a matter for the Commission to make sure that all the governments of the Community have the same regulations.

Now I must point out that the Danish members of our group have reservations on what I am about to say and so I speak for all except the Danish members of the European Democratic Group. I am proposing this. There is an urgent need for compulsory pilotage in all congested waters between the coasts of the Member States of the Community, the Mediterranean, the Channel and the North Sea. Now this is something that was put forward in fact in 1971 by all the pilots of the International Maritime Pilots Association, the European Maritime Pilots Association, the United Kingdom Maritime Pilots Association and is, in fact, law now in

UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W8

(01-727 1844)

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1978	G C Howison (Clyde) 11 McPherson Drive, Gourrock, Renfrewshire	(Gourrock 31928)
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German waters. So what I am proposing is something which it has been said for years and years should be part of the law of the Community. There should be compulsory pilotage of oil tankers in the congested waters of the Community.

Now you might ask, "why compulsory", and the answer is this: the good ships do not need pilots so much and would take them on board. It is the other ships which do not take pilots on board who need them and, therefore, one must have compulsion in this proposal and we need a directive, if I may say this to Mr Davignon, so that pilotage in the congested waters is compulsory and not optional.

Now you know that even a sophisticated master of a very large oil tanker probably only passes through the Channel twice in one year and yet every day of the year 800 ships pass through the Channel. Now it is clear from that that there is a very grave risk of accidents, either collisions or wrecking of one sort or another, and I understand that three-quarters of all accidents that occur are due to human error. Now the advantages of having pilots on board ships are numerous. First of all, they know the latest traffic schemes near the coast in question; secondly, they bring on board their own communication equipment; thirdly, they actually speak the language of the coastal country along which they are passing. Lastly, and I think most important of all—and again I speak to Mr Davignon—who, I think, is listening, if you have a pilot on board he is concerned solely with the traffic of the channel he is passing through, he is not concerned with the commercial advantage of cutting corners, as is often the case when you have a master of a ship who is in the hands of an owner who is anxious to make the greatest profit he possibly can. It is no good having merely voluntary pilotage because the good ships take pilots on board anyway and the older ones, who cause most of the accidents, do not take them on board and therefore it must be compulsory. Now nobody in this debate except Mrs Ewing—who I am glad to say supported me in advance of my speech—nobody has said that we must have compulsory pilotage in all the waters round our coasts in the Community and I mean the Mediterranean, the Channel and the North Sea. I ask the

Commission to bring forward a directive which provides for the nations themselves with their own maritime authorities to arrange for compulsory pilotage and I hope this parliament will accept this proposal.

Tomorrow, my group will indeed put forward an amendment to Mrs Ewing's motion, which will call upon the Commission to make proposals to improve standards of safety and conduct in Community waters and I stress here it calls on the *Commission* of the Community to make these proposals. I draw attention to paragraph 2 (c) which speaks of "the establishment of the aim of the maritime authorities of the Member States of compulsory pilotage for all oil tankers in transit through congested waters between or adjacent to the coasts of Member States". Now if we pass this tomorrow, it will be something which the pilots have asked for for the last nine years. So may the Commission propose a formal directive to be accepted by the authorities of the Member States.

Obituary**JACK TROWSDALE**

Jack Trowsdale, a retired Cinque Ports Pilot, died on the 2nd July 1979. Jack went to sea in 1912, serving his apprenticeship on vessels owned by the International Steamship Line (Marwood) of Whitby and obtained his Second Mates' Certificate in 1917. During the war years 1914-18 he was torpedoed twice aboard the vessels *Cilicia* and *Valencia*, one being sunk off the West African Coast and the other in Robin Hood's Bay.

International Line sold the remainder of their vessels about 1920, after which Jack served for a short period under his father on the Whitby vessel *Eihelfreda*. Prior to entering the pilot service in 1928 he sailed on the *Waterwitch* and then on Wm. Cory's coastal ships.

During his pilotage career Jack became choice pilot for the P & O Line and he conducted the *Canberra* on her maiden voyage around the coast of Britain.

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From the General Secretary and Legal Adviser

UKPA Legal Defence Insurance—Policy 20004375 Navigators & General Insurance Company Ltd

1. You will of course be aware that all UKPA members are automatically covered by the above policy in the event of an incident taking place which is likely to lead to suspension or discontinuance of the licence by any Pilotage Authority in the UK. There is a £10,000 limit for the defence of each incident in the event of suspension or discontinuance.

2. Any incident which is reported to the Pilotage Authority must be reported to the Navigators and General Insurance. Where the incident is of a more serious nature, it is vital that the member concerned should receive legal assistance from a local solicitor at the outset of the incident and before the pilot's report is submitted to the Pilotage Authority.

3. Cases have recently come to my attention where early legal assistance at the pre-report stage would have obviated lengthy legal proceedings. In order to assist UKPA members in their quest for justice and a fair hearing, the Navigators and General Insurance have agreed to extend the following Special Concessions to UKPA members:

A. As from today's date, any UKPA

member who is involved in a serious incident or one that is likely to lead to possible suspension or discontinuance of licence would be able to approach direct any of the local solicitors named in an approved list* before the member submits his report to the Pilotage Authority; thereby saving endless pitfalls in further legal proceedings.

B. At the same time as the member involved in an incident consults the local solicitor, he must also phone the Navigators and General Insurance (01-377-8000) giving a brief account of the incident and the name of the solicitor consulted so that appropriate instructions are given to the solicitor by the Navigators.

C. Within 10 days of consulting the solicitor, the member must send full details of the incident to the Navigators.

4. The above procedure for instant legal assistance is a special concession for UKPA members.

* Obtainable from HQ.

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Jack, who was a keen golfer and gardener, retired from the pilot service in 1968 at the age of seventy.

CHARLES WATSON

The longest surviving pensioner from the Southampton and Isle of Wight Pilot Service passed away just nine months before he would have reached his hundredth birthday. Captain Watson was awarded the OBE for long and meritorious sea service in 1952, when he retired.

He first went to sea on the Union Liner *Norman* in 1894, working as a deckboy for £1 a month. The schooner *Moir* was his first command and amongst his many experiences he was privileged to sail in the King's racing yacht *Britannia*.

He became a Trinity House Pilot in 1912 and, by World War II had been chief pilot for the many Canadian Pacific vessels at Southampton. After the war he became Union Castle's senior pilot and, for his last three years, Southampton's senior pilot.

KEP

TOM WILLIAMSON

It is with deep regret that the Yarmouth Pilots report the sudden death of Tom Williamson on 22nd January 1980.

Born in 1916, Tom went to sea with Andrew Weir at the age of 15. He was first licensed as a London Channel Pilot on 9th August 1949. During his time in London he took an active part in the running of the Pilot Station, serving for

(Continued foot of next page)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

REPORT OF IMCO PROCEEDINGS 1978 - 1980

Since the activity of the 1978 Conference on the Standards, Training and Certification of Watchkeepers, the intervening two year period to date has been quieter, but no less busy and a number of matters of concern to pilots have been in the forefront of IMCO's work.

In the two year period since the last general meeting in Kyoto the Association has attended the meetings of the sub-committees on Safety of Navigation, Life Saving Appliances, Design and Equipment and Standards of Training and Watchkeeping, the Maritime Safety Committee, Council and Assembly.

Safety of Navigation

During the two year period much of the sub-committee's time has been devoted to the development of carriage requirements and performance standards for automatic radar plotting aids; the routing of ships; matters related to the 1972 Regulations for the Prevention of Collision at Sea; ship movement reporting systems; operational performance standards for shipborne navigational aids; world wide

(Continued from previous page)

many years on the General Purposes Committee, also as Hon Secretary and Pilot Representative at Trinity House. On 10th October 1972 he transferred to the Yarmouth and Southwold Pilot Station and soon took an active part in local affairs, being Chairman and later becoming President of the Cliffe-side Community Association.

In 1979 he accepted the appointment as Hon Secretary of the Gorleston and Yarmouth Lifeboat. He was very popular and respected by the Coxswain and Crew of the lifeboat, also the local RNLi Committee.

Tom will be sadly missed by all in Gorleston-on-Sea. He leaves a wife and married daughter. His ashes were scattered at sea from the Gorleston Lifeboat.

BW

VHF navigational channel; amendments to the International Code of Signals; signal requirements for ships carrying dangerous goods in harbour limits; review of international requirements and recommendations for navigational aids; deep sea pilotage in the North Sea and English Channel; units for indicating wind speed; collision avoidance systems; matters related to search and rescue; accuracy requirements and harmonisation of radio navigation systems; Omega differential correction systems; bridge lay-out; guidance on the use of VHF at sea; recorder of operational data for ships.

Matters related to 1972 Regulations for the Prevention of Collision at Sea. Some countries supported the sub-committee's view, reached at the 21st session, that amendments would only be justified in cases of serious error or ambiguity which could be assessed as a result of information from users, and those countries who were of the opinion that the amendments proposed consist only of corrections, clarifications and important improvements to the rules.

The sub-committee considered in particular Rule 10 and a draft amendment was prepared for submission to the twelfth Assembly (November 1981), for implementation immediately thereafter. This amendment would cater for survey and lighthouse service vessels, etc, which were unable to perform their duties without contravening Rule 10.

The application of Rule 10 to vessels laying or repairing submarine cables or pipe lines was also considered.

Concern was expressed that in a recent case the Scottish court had ruled that a power driven vessel which was underway but lying stopped was not a give-way vessel in relation to another power driven vessel approaching from her starboard beam. The courts of England and the United States of America take the contrary view.

World-Wide VHF Navigational Channel

This matter remains under discussion and countries were divided on whether such a channel was needed, but the majority view was that there is such a need. It was agreed that the range of communication should be limited and that there should be no more than two active loudspeakers on the bridge.

Amendments to the International Code of Signals

Although IMPA expressed reservations on the proposal put forward by the United Kingdom it was agreed that the letter P, when made by sound signal, by a vessel at sea would indicate "I require a pilot". Canada supported the IMPA reservations and suggested alternatives, but the USA supported the United Kingdom and the proposal was approved.

Also on a proposal from the United Kingdom the sub-committee agreed to delete from the Code the use of semaphore as a means of communication.

Signal Requirements for Ships Carrying Dangerous Goods in Harbour Limits

In response to a request for information it was disclosed that in most countries the International Code flag 'B' is used by day and an all round, fixed red light is used by vessels carrying dangerous goods in harbour limits, and in spite of the reservations of the United Kingdom it was agreed that if signals were to be used, they should be the international code flag 'B' by day and a single, all round, fixed red light by night.

However, the display of these signals shall depend on the regulatory authority deciding when a ship shall be required to exhibit them, bearing in mind the type of ship, the traffic situation, the lay-out of the port and the categories and quantities of dangerous goods carried. A decision as to whether the exhibition should not be required while ships are under way was deferred.

Review of International Requirements and Recommendations for Navigational Aids

Draft performance standards have been prepared for devices to indicate speed, distance covered through the water or over the ground, for ARPA and navigational radar equipment.

The Federal Republic of Germany proposed that Regulation 12 of Chapter III should include a requirement that all new ships of 100,000 tons gross and upwards be fitted with a rate-of-turn indicator and, in spite of the opposition of the ICS, it was agreed as a matter of priority to develop the performance standards at the next session (early 1981), in order that the FRG proposal could be approved as a Resolution at the XIIth Assembly, in November 1981. If adopted, this Resolution will bring into effect a proposal first made in a paper to the Maritime Safety Committee, by IMPA, in August 1973.

Deep Sea Pilotage in the North Sea and English Channel.

The United Kingdom, on behalf of the countries bordering the English Channel and North Sea, submitted a paper, "Rules and Regulations for the Good Government of Deep Sea Pilotage". The sub-committee took note of the paper and was informed by a representative of the EEC that the European Community Council, in December 1978, had adopted a directive endorsing the rules and regulations contained in the paper.

The rules and regulations became operative on January 1st 1980, and a draft Assembly Resolution for submission to the XIIth Assembly was prepared inviting all member governments to encourage ships flying their flags to use the services of adequately qualified deep sea pilots.

Units for Indicating Wind Speed

After taking note of a paper from Canada and information provided by the World Meteorological Organisation, it was agreed that for meteorological observations provided by ships, weather bulletins and gale warnings provided for shipping, wind speed should be expressed in knots and in addition metres/second may be used if the wind force is not given in Beaufort notation.

Matters Related to Search and Rescue

The sub-committee examined a proposed revised surface-air code of visual signals for use by survivors, which had been submitted by ICAO, and concurred with the proposals. So far, the 1979 Search and Rescue Convention had been signed by

three countries, subject to ratification.

Collision avoidance systems. Opinions of governments were sharply divided on the need to carry these systems, their reliability and their performance standards. Views were expressed that ARPA (automatic radar plotting aids) should not be required until more experience had been gained, that they should be restricted to vessels over 10,000 GRT and that sufficient time be allowed before any required date for the carriage of the system for seafarers to be adequately trained in the use of the system and acquire an understanding of the limitations of the system.

Guidance on the use of VHF at Sea

The sub-committee has prepared a revised text of the "Guidance on the use of VHF at sea" and this has been circulated to all governments for comment. Certain amendments have been put forward by the United Kingdom government and the Secretariat has been instructed to prepare a re-edited text of the Guidance, which would include the United Kingdom proposals, and final consideration will be given to the text at the next session of the sub-committee.

Bridge Lay-out

The sub-committee agreed at its next session to consider international guide lines on bridge designs and lay-out and it is hoped that certain basic principles will be accepted which will enable a draft resolution to be prepared for adoption at the XIIth Assembly, in November 1981.

Recorder of Operational Data for Ships

The sub-committee noted information concerning a Norwegian research project on the feasibility of developing a recorder of operational data for ships similar to an aircraft flight recorder ("black box"), and Japan has agreed to provide technical details on experiments carried out in that country with data recorders.

Standards of Training and Watchkeeping

Following the international conference on the training and certification of seafarers, the Convention on Standards of Training, Certification and Watchkeeping, 1978, the Convention was opened for signature on December 1st 1978, and so far it has been ratified by the Federal

Republic of Germany, the German Democratic Republic and the USSR.

Consideration has been given to developing a standard form and title for an international certificate of competency, and a preliminary draft text was prepared for recommended certificates for masters and officers.

Manning scales for seagoing ships have been considered and the principle of an eight hour working day, as opposed to the principle of working hours being negotiated collectively between shipowners and seafarers, was discussed.

Basic principles were considered and ship-board activities that should be carried out were defined so that the operation and maintenance of the ship and its equipment and the carriage of cargo would not pose hazards to seafarers, passengers and other persons, to property or to the environment.

There was a difference of opinion between delegations as to whether manning scales should be settled individually for each vessel or whether basic manning scales were desirable and the matter is to be further considered.

The training, qualification and operational procedures for maritime pilots was an agenda item for the 13th session of the sub-committee, held in April 1980.

Life Saving Appliances

The Safety of Life at Sea Convention (SOLAS) 1974, having been ratified by at least 25 countries owning at least 50% of the world's gross tonnage, entered into force on May 25th 1980.

Since our meeting in Japan there have been two meetings of the sub-committee on Life Saving Appliances, and the two major items of work have been the revision of Chapter III of SOLAS, 1974 and the prevention of hypothermia.

Consideration of the last named subject has concentrated on one of two types of survival suit, one for use by survivors in life rafts who have been in the water for a short time or for persons who may have to enter survival craft from the water and an exposure suit with a higher degree of protection for a person who may not be able to enter a survival craft.

A working group also prepared revised draft guide lines to seafarers on problems

associated with cold water and the mitigation of its effects. These guide lines include advice for seafarers on accidental immersion and the steps necessary to survive and the principles of treating persons rescued from cold water.

Previous work of the sub-committee dealing with accommodation ladders used for embarking/disembarking pilots was

adopted by the XIth Assembly as an IMCO Resolution, A426 (XI), a copy of which is attached to this report.

Following the writing of this report, and before the meeting in Mexico City there will be another meeting of the sub-committee on Life Saving Appliances. Any matters of importance or significance will be the subject of a verbal report.

(Continued)

IMCO

RESOLUTION A.426(XI)

adopted on 15 November 1979

ARRANGEMENTS FOR EMBARKING AND DISEMBARKING PILOTS IN VERY LARGE SHIPS

THE ASSEMBLY,

RECALLING Article 16(i) of the Convention on the inter-Governmental Maritime Consultative Organisation concerning the functions of the Assembly,

RECALLING ALSO Regulation 17, Chapter V of the International Convention for the Safety of Life at Sea, 1974,

RECALLING FURTHER resolution A.275(VIII) which recommends performance standards for mechanical pilot hoists and resolution A.332(IX) concerning arrangements for embarking and disembarking pilots in very large ships,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its thirty-eighth session,

1. ADOPTS the recommendation on arrangements for embarking and disembarking pilots in very large ships, the text of which is annexed to the present resolution;
2. REVOKES resolution A.332(IX).

ANNEX

RECOMMENDATION ON ARRANGEMENTS FOR EMBARKING AND DISEMBARKING PILOTS IN VERY LARGE SHIPS

1. In all ships where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 metres, and when it is intended to embark and disembark pilots by means of the accommodation ladder in conjunction with a pilot ladder, the ship should carry an accommodation ladder on each side, unless the accommodation ladder is capable of being transferred.
2. The ladder should be sited leading aft. When in use, the lower end of the ladder should rest firmly against the ship's side within the parallel body length of the ship and within the mid-ship half section and clear of all discharges. Equally safe arrangements which might be more suitable for special types of ships should be acceptable.
3. The length of the accommodation ladder should be sufficient to ensure that its angle of slope does not exceed 55 degrees.
4. The lower platform of the accommodation ladder should be in a horizontal position when in use.
5. Intermediate platforms, if fitted, should be self-levelling. Treads and steps of the accommodation ladder should be so designed that an adequate and safe foothold is given at the operative angles.

The PILOT

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6. The ladder and platform should be equipped on both sides with stanchions and rigid handrails, but if handgrips are used they should be tight and properly secured. The vertical space between the handrail or handrope and the stringers of the ladder should be securely fenced.
7. The pilot ladder should be rigged immediately adjacent to the lower platform of the accommodation ladder and the upper end should extend at least 2 metres above the lower platform.
8. Lighting should be provided at night such that the full length of the ladder is adequately lit.
9. If a trap door is fitted in the ladder platform to allow access from and to the pilot ladder, the aperture should be not less than 750 x 750mm. In this case the after part of the lower platform should also be fenced as in paragraph 6, and the pilot ladder should extend above the lower platform to the height of the handrail.
10. Accommodation ladders, together with any suspension arrangements or attachments, fitted and intended for use in accordance with this recommendation, should be to the satisfaction of the Administration.

Design and Equipment

The work of the sub-committee during the last two years which is of direct concern to pilots has centred on two subjects, noise levels on board ships and steering systems and manoeuvrability of ships.

IMPA was concerned about the levels of noise on ships' bridges caused by main engines and auxiliary machinery, ventilation systems, *etc* and proposed that consideration be given to seeking ways of reducing these levels in the interest of safety of navigation.

Other papers on this subject were more wide ranging considering levels of noise in all the main parts and sub-divided parts of the ship, particularly the engine room and machinery spaces and the accommodation (sleeping areas, public rooms, galleys and both inside and outside recreational areas).

Noise Level in Ships

A Working Group was established to draw up a draft Code of Practice for Noise Levels in Ships. This included a glossary of definitions, a list of the areas in the ship to which the Code would apply and a table of noise levels in some of those spaces which are permitted by those countries which have already drawn up regulations.

The main concern of the Working Group appears to be the effect of noise on the crews' health and, to a lesser extent, their efficiency, and to this end a further table was drawn up which appeared to be

a consensus of the maximum levels appearing in national codes.

In the case of ships' bridges the maximum level of noise recommended to be permitted was second only to those levels permitted for engine rooms and machinery spaces, *etc*.

IMPA expressed concern that the high level of noise permitted on the bridge might, even in the short term, have an effect on the threshold of audibility of pilots and navigating watchkeepers, especially in areas of poor visibility and/or traffic.

Since the *Amoco Cadiz* disaster the matter of ships' steering gear and the manoeuvrability of ships has become a major item on the sub-committee's agenda, and this is an on-going subject, covering such aspects as the provision of duplicated hydraulic systems oil reservoirs, and low oil level alarms, arrangements for short distance emergency towing, the towing of VLCCs, the inadequacy of the anchor equipment of large tankers in an emergency, and new types of braking devices.

Comments are being sought on the effect that duplication of propulsion units and rudders may have on the manoeuvring of large ships.

Following the writing of this report, and before the meeting in Mexico City, there will be another meeting of the sub-committee on Design and Equipment. Any matters of importance or significance will be the subject of verbal reports.

J A Edmondson

PILOTS, CERTIFICATES and COSTS SOME QUESTIONS

I am sure that it does not need the wisdom of Solomon to realise that pilotage exemption certificates and pilotage costs comprise the two most destructive forces facing our industry today. Here we have a classic vicious circle, inspired by the shipowners and fostered by the pilotage authorities, where the whole cost of the service provided is reflected in the bill to the user. The indirect beneficiaries, such as the public and other port users, exempt and certificated, contribute either a pittance or nothing to its provision. Consequently as costs rise due to inflation, pay awards and the like, the compulsion to obtain exemption from pilotage becomes greater. If more certificates are subsequently granted, then the users must pay more to sustain the service, and the compulsion becomes greater and so on. In the end what happens? Either the pilotage service disappears in a puff of smoke, or we are faced with presenting 499 ton schuyts with £1000 bills.

Since the United Kingdom is not alone in providing a pilotage service, let us see how some other countries deal with this problem. The following information is neither wishful thinking nor hearsay but extracted from the Royal Commission on Canadian Pilotage, Volume III, 'Pilotage in Other Countries'.

AUSTRALIA

All port pilotage dues are taxes and do not reflect the true cost of pilotage.

BELGIUM

Pilotage dues, which are compulsory whether or not a pilot is taken, are paid to the Government, and do not reflect the true cost of pilotage.

DENMARK

Pilotage in parts which are not financially viable is subsidised by an 'equalisation fund' run by the Government.

FRANCE

Pilotage operations in themselves must be self supporting, but some expenses are met

from public funds. There exists, however, means to provide for the compulsory payment of dues by all port users to provide the pilots with a reasonable income, and hence ensure the existence of an adequate service.

GREECE

Pilotage is a public service maintained for the convenience of shipping. The dues are not therefore a measure of the services rendered, but a tax levied on its users, and potential users, to maintain the service.

ITALY

Twenty per cent of the pilotage dues are contributed to finance the Pilots' Federation. After paying operational costs, the Federation maintains out of these funds an equalisation fund from which financial assistance is given to pilot guilds (districts) whose monthly earnings fall below a given minimum following a decrease in traffic.

THE NETHERLANDS

As pilotage in the Netherlands is a government service the dues paid cannot reflect the true cost of pilotage.

NORWAY

Pilotage is regarded as a public service that must be maintained for the convenience of shipping. Hence as a rule pilotage is not compulsory, but because the service must be maintained a compulsory payment system exists in order to make shipping pay maintenance costs.

SWEDEN

Pilotage is a public service maintained for the convenience of shipping, and even though the dues do not reflect the costs their compulsory payment applies.

UNITED STATES

In order to maintain the service the compulsory payment of dues is generally the rule in State Law, rather than pilotage itself being compulsory.

WEST GERMANY

Pilotage Rates are divided into two categories: Dues, paid to the government for the upkeep of the service; Fees, paid to the pilots in remuneration.

However, the dues are solely the means of recovering the expenses borne by the public in maintaining the service. Compulsory payment of the dues is more often than not required.

From the above examples you can see that in many other countries there exist means of financing the pilotage service, either through cross subsidisation, or compulsory payment of the dues, or public funds, or all three. Therefore in very few countries does the pilotage bill presented to the Master reflect the total cost of the service he receives. The United Kingdom is a major exception to this rule.

Why should this be so? Section 17 (1) p. 00 of the 1913 Act can require the owners of ships whose masters and mates have exemption certificates to pay up to the full relevant pilotage dues to the pilot fund or account in a district. And yet, to my knowledge up to a relatively short while ago, only Belfast instituted such a procedure. Latterly they have been followed by the Humber, London and Southampton, and this only with great difficulty. Even so, these contributions are pitifully small, and the funds gained are not being used to maintain the service in any case. Indeed, in London and Southampton they are assisting in its dismantling. Why have not the Pilotage Authorities seized upon this ready source of income to assist in the provision of new boats, and equipment? I have no doubt that the shipowners have always vigorously opposed any changes being made, especially if it directly affected their company. The ports would not like to see one of their competitive assets being withdrawn, namely to be able to use a port regularly and avoid paying towards the pilotage. The pilots' and the Pilotage Authority's past views are harder to appreciate.

As mentioned above, I would have thought Authority representatives would appreciate more funds to support their operation. Why haven't the pilots done more to press for this money? Now we are

faced with not only steeply rising costs, but an extension of compulsory pilotage, which I suggest will probably mean an extension of the pilotage certificate system and not more pilots. Note that there is a stated policy both by ACOP and repeated in the Guidance Notes for Pilotage Authorities recently issued by the Commission, that pilot manning levels should be reduced until they are in line with the demand for pilots after all qualified applicants have obtained their certificates. We cannot look forward to any 'equalisation fund' to subsidise earnings, nor do we have the assistance of public funds. The proposed so-called compensation and contingency funds are a very pale shadow indeed of such arrangements as have been quoted above.

What then can we do to try and remedy this state of affairs? A useful start could be made if the pilots flooded the Department of Trade with applications under Section 18 of the 1913 Act for By-Laws demanding substantial contributions from certificate holders. Also pilots could try to educate their Pilotage Authorities as to the dangers ahead with regard to pilot boat funding. In my view it is unfortunate that only two districts objected to the Commission Levy, as this is just another example of costs being applied only to the user. We must also not forget that the proposed contingency and compensation funds will get their money in the same way. Why should not certificate holders contribute towards such funds, and also to our pension fund? After all, they are displacing pilots. It has been said that to follow this policy will mean the inevitable creation of a pilotage commissioner to represent the interests of the certificate holders to the further detriment of pilots. This is, of course, a danger. Whether the appointment would be to the further detriment of pilots is arguable. However it has not yet been proved, whereas the problem of spreading the cost of pilotage is with us now.

In the beginning of this article I outlined what I thought was a major cause for concern. It is my opinion that most other of our problems pale to insignificance in comparison, and we should be devoting all our energies to its solution.

July 1980

N C Walker

THE 1979 MERCHANT SHIPPING BILL AND PILOTAGE LAW

*This is the Text of a Talk given to the Humberside Branch of the Nautical Institute by
Frank Berry OBE, MNI*

Tradition has it that Richard Coeur de Lion, during a crusade, heard of a Code of Sea Laws called 'The Judgements of Oléron' and introduced them in this country (Oléron is an island north of the mouth of the Gironde which provided landfall and shelter for wine ships and gave its name to 24 very ancient judgements of maritime problems resembling an even older set of laws propounded in Rhodes). More rules were added during the 14th Century and bound in a volume called: *The Black Book of the Admiralty* which was a principal guide to behaviour at sea kept in the Admiralty Court until the 19th Century. The 24 laws showed a rough kind of equity and conspicuous among them is an example of mediaeval justice, 'If a Pilot undertook to take a ship into port and through his fault the ship was lost, the crew, if they pleased, might take him to the windlass and cut off his head without being bound to answer before any judge.'

It is reasonable to suppose this Statute established the high professional pilotage standards that have subsequently been maintained and it is fair to say that all reports on pilotage have been aimed at improving the organisation of pilotage to give pilots effective support.

Early Merchant Shipping and Pilotage Laws seem to coincide with the invention of the 3-masted sailing ships which first appear in records and illustrations from about 1380-1430.

For centuries pilotage operations in England have been centred around the Trinity House Organisations and to this day they still participate actively in its administration. A Royal Commission on Pilotage set up in 1836 processed the Merchant Shipping Acts of 1854 and 1894 which purported to consolidate public and general Acts relating to pilotage but maintained certain obsolete provisions which promoted such chaos and confusion that finally led to the Board of Trade in

1909 appointing a departmental committee to enquire into the state of Pilotage Law. Their report was presented in 1911 and most of the recommendations were embodied in the 1913 Pilotage Act.

With the intervention of the First World War it was not until the late 1920s before Pilotage Orders in various pilotage districts had been introduced. Meantime, the Aliens Restriction Amendment Act 1919 had an effect on the issue of Pilotage Certificates to foreigners and the 1936 Pilotage Authorities Limitation of Liabilities Act limited liability to £100 per licensed pilot (quite a substantial sum for a large Pilot Service in those days);

Since the Second World War, starting with the 1962 Rochdale Committee Report, various recommendations for the reorganisation of pilotage have been tabled such as Port Transport Studies; The Amalgamation of Port Services and Pilotage; Port Nationalisation—leading to the Steering Committee Report of 1974; The Advisory Committee on Pilotage Report 1977; Policy Statements and the Merchant Shipping Bill of 1979; and in spite of this, certain clauses on pilotage during the passage through the House of Lords were taken 'on the nod' owing to the imminent dissolution of Parliament, and before Royal Assent was given.

It is perhaps worthy of note that throughout the protracted and detailed investigation into pilotage no word of criticism on the standards of professional service was received, indeed, admiration for the high standards of service given by the pilots in all weathers was in evidence. An object of the new legislation was to provide an organisational framework to give pilots effective support.

The main innovation of the new Merchant Shipping Act 1979 was to establish a Pilotage Commission whose functions, amongst other things, are . . . 'to give to the Secretary of State, and to pilotage authorities, dock and harbour authorities,

pilots and shipowners, such advice as the Commission considers appropriate for any of the following purposes, namely:

'securing by means of pilotage the safety of navigation in ports of and waters off the coasts of the United Kingdom;

'ensuring that efficient pilotage services are provided for those ports and waters and, in particular, that suitable equipment is provided in connection with those services;

'ensuring that the terms of service of pilots providing those services are fair; and

'promoting standards, in the qualifications which entitle persons to apply for pilots' licences and in the training of pilots, which are uniform for areas which the Commission considers are of the same kind' . . .

The Act also gives Pilotage Authorities³ greater flexibility to adopt arrangements⁵ for compulsory pilotage appropriate to local conditions and more effective control over the issue of Pilotage Certificates and, subject to local stipulations and Commission requirements, Pilotage Certificates will be available to certain nationals of principal states of the European Community.

It is also noteworthy that the disciplinary clauses in the 1913 Pilotage Act have been maintained with only slight amendments

such as the omission of Section 48 1(a) which precluded pilots from having interests in premises licensed for the sale of intoxicating liquors, tobacco, tea, etc. Moreover, limits of pecuniary fines were up-dated and substantially increased.

Pilots are, of course, self-employed and it is significant that a Pilotage Authority can exercise far more stringent discipline over the pilots than over their employees because of the Industrial Relations and Security of Employment Acts.

The Act does not define the term Pilot but this was judicially defined in a 1918 case as 'a person taken on board at a particular place to conduct a ship through a river road or channel or from or into a port.'

'The 1913 Act avoids any definition of the relationship between the master and the pilot but case law indicates that the share of the responsibility for the navigation and conduct of the ship to be borne by each when a ship is being piloted depends on the circumstances of the case. Two guiding principles emerge. First, it is the pilot who is in control of the navigation of the ship and is entitled to give directions as to speed, course, stopping, reversing, and the like. Secondly, that throughout the period when the pilot has control, the master must be close at hand to give the pilot his active assistance to organise the co-operation of his crew and to give his advice, but not so as to amount to undue interference' (SCOP).

RETHINKING RECOVERY

With the prospect of a new 52 foot high-speed cutter for the Tees Pilot Service, thoughts turned to a purpose-built recovery device to be fitted during building, and our technical committee spent a full day with the company who were to construct the aluminium wheelhouse for the new cutter. Colour slides of the "A" frame fitted to the *High Force* were shown, and its advantages and drawbacks were discussed at length. The ease and simplicity of its operation, coupled with compactness of stow though still rigged for readiness, were offset by the limited deck space amidships, and its inability to be swung round to land rescuer/casualty on the foredeck, made us

listen to possible alternative ideas.

Regular practising had confirmed and strengthened our belief that the only position for the siting of a recovery frame on the new cutter was amidships, or a possibility of foredeck location, providing a free standing frame or like arrangement which could satisfactorily and practically work and yet not impede pilots' safe access to and from the ship's side. (Daytime stern recovery had been tried out at sea, and had proved a frightening exercise which hasn't been repeated.) With the intention of having a narrow wheelhouse giving some 3' 6" deckspace either side, we all leant towards the idea of perhaps a slightly more

improved and versatile "A" frame, feeling that uniformity of equipment and technique on the two cutters would be a good thing. Thoughts of a swinging davit, centrally mounted on top of the wheelhouse and able to plumb over either side amidships, with a variety of locking methods, were talked about. We were unconvinced of its certainty of foolproof operation at night-time in adverse weather, and hints of climbing or difficult stretching to release levers/pins, *etc.*, were a non-starter. Eventually we felt that a short davit fitted on either side of the wheelhouse roof, each able to swing through almost 180 degrees, with a series of locking positions, could be a possible improvement to the "A" frame on the *High Force*. Hand-operated winches under each davit were a further betterment, with a proviso that the davit could be easily swung out, locked in position and the winch operated by one man.

The Tees Pilot Service took delivery of the *White Force* in the Spring of this year, and regular practices with the davit have since taken place in some far from calm sea conditions, and with pilots of varying weights. Initial practising showed the davits, though not as free to move as we would like, to be effective and to have a distinct advantage over the "A" frame in that the casualty, once winched up clear of the deck, could be swung in safety onto the foredeck at all times in full view of the helmsman, but has highlighted some difficulty in locating the five locking positions in the 180 degrees arc of swing. Modifications are to be carried out to correct this fault.

The cutter on sea station carries the rescue strop and harness we've used since 1977 and three immersion suits—medium, large and extra large. Different immersion suits have been tried, we being fortunate in having a manufacturer of skin suits/immersion suits here on Teesside: we have settled for a single zip, one piece immersion suit which pilots can don, fully dressed, within a minute. Recently, we changed our ideas of recovery techniques and are trying what to us is a quicker and less cumbersome method applicable to either cutter, whether fitted with "A" frame or davit. "Sod's Law" can only affirm that should we be unfortunate enough to lose someone else over the side it will be at night-time, in bad weather, and either a pilot on the

cutter or a pilot in the water, unfamiliar with the equipment and recovery technique. Two simulated rescues of "first-timers" were held, with the intention of proving the point, and took 11 and 9 minutes respectively to recover someone from the sea—far too long. How many of us could survive for that time in the sea, in the winter without the protection of an immersion suit; whilst those on the cutter don an immersion suit, safety harness swing out the davit/frame, clip on and lower, or be lowered, into the sea with a rescue strop—and that's once the casualty has been spotted and the position safely reached?

Paul Dunn, vividly recalling the indescribable relief of getting hold of the cutter even though the lifting from the water has then to take place, has made us rethink ideas somewhat and we now feel the priority should be to have someone over the side in an immersion suit, attached to the cutter by an "umbilical cord" to hold and support the man in the water. This achieved, the engines can be stopped, if necessary, and even the helmsman can then swing out the davit/frame and send down the lifting strop to safely bring up the casualty and the rescuer in turn. To this end, platted cordage some 6 metres long is permanently fastened to the rail on either side which the rescuer clips on to the immersion suit, once donned, and then jumps over the side to reach the man in the water—the 6 metres allowing enough freedom to be able to reach out for him but at the same time keep him clear of the propellers should the cutter be making way through the water. This technique can confidently be carried out in 2 minutes.

Perhaps we may find yet an even more successful and quicker way of reaching and supporting the man in the water, but the need for continual practice must remain paramount, because for ourselves the increasing distance out to sea into more exposed waters to meet big snips means that much more vigilance need be exercised. As local fishermen and "weekend sailors" say—"a high speed pilot cutter, always on station is on the scene first and we think of you as the first lifeboat to arrive".

Mike Irving,
Tees Pilot,

Member of National Technical Committee.

Coastlines

Trinity House

At a Court at Trinity House on Tuesday 12th August 1980, Captain John Arthur Neale Bezzant, DSC, RD, RNR, Elder Brother and Member of the Board of Trinity House, was sworn in as Nether Warden in place of Captain John Edwards Bury who retired as an active Elder Brother on 28th July 1980.

Also in place of Captain Bury, Trinity House is pleased to announce the appointment of Captain Ian Rodger Charles Saunders as Chairman of the Sub-Commissioners of Pilotage for the Isle of Wight District of the Trinity House Pilotage Service.

European Pilots' Football

This year's European football competition was held in Middlesbrough. Eleven teams arrived from the continent by air, sea, coach and train. They brought many supporters with them and almost 400 people were received by Tees Pilots.

Whilst abroad Tees Pilots have always suffered in the competition by their unwillingness to go to bed early the night before the big games. This year we saw to it that all carried the same handicap by organising a grand party of welcome. This was a huge success and the football next day was a model of sportsmanship which many of our professionals could usefully copy.

The competition was won by Antwerp Brabo who beat Ostend in the final. Other teams taking part included Flushing, Ijmuiden-Amsterdam, Elbe-NOK1, Weser-Emms-NOK2, Rotterdam Harbour, Rotterdam Waterway, Rouen-Le Havre and, of course, The Tees Dribblers.

A Civic Reception and grand Ball was held at the Town Hall where the Mayor of Middlesbrough presented the prizes, The much sought after 'Fair Play Trophy' was donated by the Harbour Master, Peter Lewis, and he presented it to this year's winners, the team from Rouen-Le Havre.

The final morning was a sight to behold

as our friends left for home clutching bad heads and most of Marks and Spencers. Next year the competition is in Antwerp and we shall be there to hand over the "Host Trohpy" which we hold for this year.

Meanwhile, sleepy Tees Pilots have returned to more mundane matters, having sent the bill to the Pilotage Commission to sort out. That is what they are there for, isn't it?

Len Sidgwick

Pilots' Golfing Society

The 5th Annual National Pilots' Golf Society meeting took place in somewhat changeable weather at Hawkstone Park, Shrewsbury from Monday 8th to Wednesday 10th September. As in the past, this proved to be a popular event. This year 31 pilots from as far apart as Bristol, SE Wales, Liverpool, Humber, Tees and Firth of Forth attended.

Competition for the three trophies was very keen, the tightest finish coming when playing for the Hawkstone Cup, with all places having to be decided on the back nine.

This year's winners:

"Pilots Trophy" (Medal)

1st W Range, Liverpool.

2nd H Kernighan, Liverpool.

3rd D Nesbitt, Humber.

"Wilmslow Cup" (Better Ball Medal)

1st D White (Forth) and R Smith

(Liverpool).

2nd C Smith (SE Wales) and T Russell (Bristol).

3rd A Lithgo (Tees) and T Carrigan (Tees).

"Hawkstone Cup" (Stableford)

1st T Carrigan (Tees).

2nd A Stanton (Tees)

3rd H Kernighan (Liverpool).

There will be another meeting next year, the venue and dates as yet to be finalised. Anyone wanting further information then please contact me on Hull 814116.

Hope to see some more new faces next year.

Brian Freeman, Humber Pilot

Local Secretaries

Aberdeen	...	A. F. L. Esson	...	Aberdeen Harbour Pilots, North Pier, Aberdeen
Barrow-in-Furness	...	A. Macdonald	...	10 Infield Gardens, Barrow-in-Furness, Cumbria
Belfast	...	N. C. E. McKinney	...	8 Alt-Min Avenue, Belfast 8, N. Ireland
Blyth	...	M. K. Purvis	...	4 St. Ronans Drive, Seaton Sluice, Whitley Bay, Tyne and Wear
Brixham	...	R. J. Curtis	...	"Abrigo" 20 Furzeham Park, Brixham, Devon
Clyde	...	W. Brown	...	"Pentland" 66 Belmont Road, Kilmacolm, Renfrewshire
Coleraine	...	W. Dalzell	...	Harbour Office, Coleraine, Co. Derry, N. Ireland
Dundee	...	B. Watson	...	82 Grangehill Drive, Monifieth, Dundee, Tayside
Exeter	...	B. L. Rowsell	...	17 Camperdown Terrace, Exmouth, Devon
Falmouth:	...	Mrs. V. W. Telling	...	14 Arwenack Street, Falmouth, Cornwall
Fleetwood	...	R. D. Pratt	...	16 Thirlmere Avenue, Fleetwood, Lancs.
Fowey	...	M. H. Randolph	...	Moorlands Farm, Treesmill, Tywardreath, Par, Cornwall
Gloucester	...	B. H. Richards	...	Southerly, 60 Combe Avenue, Portishead, Nr. Bristol, BS20 9J5
Goole	...	R. Shaw	...	54 Mill Beck Lane, Cottingham, North Humberside
Grangemouth	...	W. C. Gardner	...	6 Parkhead Road, Linlithgow, West Lothian
Hartlepool	...	B. G. Spaldir	...	24 Kesteven Road, Fens Estate, West Hartlepool
Hull	...	P. Church	...	58 Westminster Drive, Grimsby, South Humberside
Inverness	...	H. Patience	...	"Altmory" 2 Glenburn Drive, Inverness IV2 2ND
Ipswich	...	D. A. Ingham	...	Ipswich Pilotage Office, Dock Head, Ipswich, Suffolk IP3 0DP
Lancaster	...	H. Gardner	...	Greystones, 128 Morecambe Road, Lancaster
Leith	...	R. Hay	...	39 Christiessiller Avenue, Craigminty, Edinburgh
London:				
Sea Pilots South	...	R. L. Mann	...	7 Springfield Road, Cliftonville, Margate, Kent
Sea Pilots West	...	M. J. G. McDonald	...	Turks Hill, Taylors Lane, Higham, Nr. Rochester, Kent
River	...	P. A. Carden	...	The Old Rectory, 91 Windmill St, Gravesend, Kent
Medway	...	T. G. Hannaford	...	175 Wards Hill Road, Minster, Sheppey, Kent
Sea Pilots North	...	R. M. Dick	...	24 Seafield Road, Dovercourt, Essex
Londonderry	...	C. J. McCann	...	Shrove, Greencastle, Co. Donegal, Ireland
Lowestoft	...	W. Craig	...	57 Royal Avenue, Lowestoft, Suffolk
Milford Haven	...	B. I. Evans	...	Rock Cottage, Wellington Gardens, Hakin, Milford Haven, Dyfed
Montrose	...	A. G. Brown	...	6 Panmarc Terrace, Montrose, Angus DD10 8HD
Neath	...	A. Boshier	...	24 Thorney Road, Baglan, Port Talbot, Glam.
Orkney	...	W. Cowie	...	7 Faraclett, Kirkwall, Orkney KW15 1XD
Peterhead	...	D. J. MacKinnon	...	1 Acacia Grove, Peterhead, Aberdeenshire
Plymouth	...	J. A. McLean	...	Pilot Office, 2 The Barbican, Plymouth, Devon
Poole	...	P. Colville	...	7 Gorse Rd, Corfe Mullen, Nr Wimborne, Dorset
Port Talbot	...	J. Parry	...	6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.
Portrush	...	T. Doherty	...	16 Crocnamack Square, Portrush, Co. Antrim, N. Ireland
Preston	...	M. Purvis	...	Pilotage Office, The Docks, Preston, Lancs.
Prestatyn	...	A. M. Hatton	...	The Orchard, 8 Stoneby Drive, Prestatyn, Clwyd LL19 9PE
Shetland	...	B. J. L. Cheevers	...	3 Burgadale, Brae, Shetland
Shoreham	...	E. Wray	...	Shoreham Pilotage Service, Watch House, Beach Road, Portslade, Brighton, Sussex
Southampton, Isle of Wight and Portsmouth	...	P. R. Carling	...	Pilot Office, Berth 37, Eastern Docks, Southampton, SO1 1AG
South East Wales	...	E. F. Williams	...	39 Arles Road, Ely, Cardiff, CF5 5AN
Sunderland	...	J. Patterson	...	c/o Sunderland Pilot Office, Old North Pier, Roker Sunderland, Co. Durham
Teignmouth	...	S. C. Hook	...	7 Ivy Lane, Teignmouth, Devon
Tees	...	D. T. Parker	...	"Stonehenge", The Green, Low Worsall, Yarm, Cleveland TS15 9PJ
Trent	...	C. J. Hunt	...	4 Anlaby Park Road North, Kingston-upon-Hull, HU4 6XP
Tyne	...	J. R. Phillips	...	6 Mowbray Road, North Shields, Tyne and Wear
Watchet	...	N. P. Stokes	...	2 Cottiford, Bicknoller, nr. Taunton, Somerset TA4 4LR
Wisbech	...	D. Locke	...	Adderley House, Burrett Road, Walsoken, Wisbech, Cambs.
Workington	...	M. Ditchburn	...	68 Loop Road North, Whitehaven, Cumberland
Yarmouth	...	R. Wright	...	Pilot Station, Riverside Road, Gorleston-on-Sea, NR31 6P2 Norfolk