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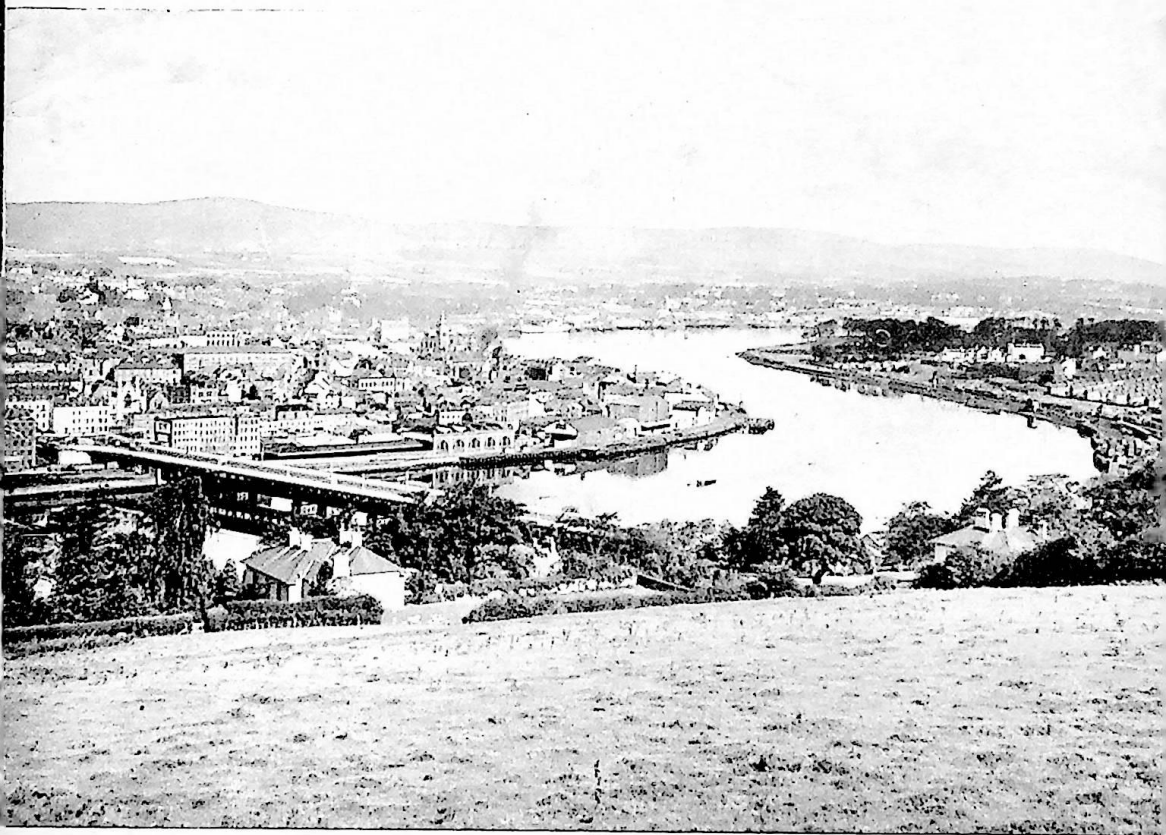
The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)



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July, 1964



Londonderry, capital of the Ulster province of the same name, at the mouth of the river Foyle. The port where there is a keen branch of the U.K.P.A. with Mr. C. M. O'Donnell as secretary is flourishing, has extensive oil imports brought by tankers up to 800 ft. in length, and cake and limestone for British Oxygen Chemicals Ltd. for the manufacture of acetylene gas. There is also a large increase in the export of seed potatoes. The picture of the port is by courtesy of The Londonderry Sentinel.

HEAD OFFICE OF THE ASSOCIATION:

SHANNON COURT • CORN STREET • BRISTOL

C. D. GRIFFITHS, O.B.E., D.F.C., — General Secretary and Solicitor
to whom all communications are to be addressed

United Kingdom Pilots' Association

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Executive Committee :

Date elected:

- 1961 F. V. JANES (Southampton), Sunrise, 67, Lakewood Road, Chandlers Ford, Hants.
- 1961 R. D. BALMAIN (London, River), 24, Pine Avenue, Gravesend.
- 1962 J. H. INNES (Clyde, Glasgow), Pilot Office, 16, Robertson Street, Glasgow, C.2.
- 1962 L. R. SLADE (Cardiff), 3 Cherwell Road, Penarth.
- 1962 R. H. FARRANDS (North Channel), 451, Main Road, Dovercourt, Essex.
- 1963 G. W. DUNN (Humber), 7, Grove Lane, Waltham, Grimsby.
- 1963 T. W. FLEMING (Clyde, Gourouk), 5, Ashton Road, Gourouk.
- 1963 S. GREEN (Barrow), The Moorings, 2, Prospect Avenue, Barrow-in-Furness.
- 1963 G. W. GIBBINS (Sunderland), 1, Featherstone Street, Roker, Sunderland.

Finance Committee :

THE TWO VICE-PRESIDENTS AND L. R. SLADE

General Secretary and Solicitor :

C. D. GRIFFITHS, O.B.E., D.F.C., Shannon Court, Corn Street, Bristol 1.

Auditor :

J. B. WATLING, F.C.A. (MESSRS. WATLING AND PARTNERS, Bristol).

Editor of "The Pilot" :

ALFRED CURTHOYS, 79, Gloucester Road, S.W.7 (FREmantle 0500).

CONFERENCE IN OCTOBER

THE 77th CONFERENCE of the U.K.P.A. will be held on board H.Q.S. Wellington on Wednesday and Thursday, 28th and 29th October, 1964 beginning at 10 a.m. on each day. The Executive Committee as usual will meet on the day before the opening of Conference probably at 11 o'clock. This was the decision of the Executive which met in the ship in April, when the business was so heavy and important that the meeting ran into two days, the 14th and 15th.

Mr. D. H. Tate who was in the chair and has worked so strenuously in the pilots' interests for many years caused considerable consternation by announcing that in view of the enormous inroads upon his spare time resulting from the many duties he had undertaken he did not intend to submit himself for re-election as a vice-president at the Conference. That was the position when the meeting closed but the hope was expressed by all that he would give the matter further consideration. Happily he has yielded to that desire, and is prepared to carry on for at least another year.

The three senior members of the Executive Committee who are due to retire in accordance with the rules are Messrs. R. D. Balmain, J. H. Innes and F. V. Janes. The first two have agreed to submit themselves for re-election and are accordingly eligible without nomination, but Mr. Janes is likely to be retiring from the pilotage service in November and will not be seeking re-election.

Pilots wishing to submit further candidates are asked to do so in writing signed by the candidate and two ordinary members of his branch. Nomination papers should be received at the Head Office of the Association at Shannon Court, Bristol 1 by Tuesday, 15th September. The same date applies for the submission of resolutions for the Conference agenda.

The Conference reception will be held in the Livery Hall of Guildhall, London, on 28th October at 5.45 p.m. Delegates and visitors present at Conference will be welcome to attend, together with one guest each, free of charge. If they desire to bring additional guests, tickets can be obtained from Head Office at a guinea per head. Mr. Griffiths requests local secretaries to let him know the names of delegates and visitors attending Conference from their port, together with the number of guests who will be accompanying them at the reception, at least ten days before, so that he can make proper arrangements with the caterers. If no final decision as to delegates etc. has by then been made, please let him know the approximate numbers.

The next meeting of the Executive Committee will be on 7th and 8th July.

It may occur to some members that although the Association was founded 80 years ago the forthcoming Conference is only No. 77. The explanation, of course, is that two wars upset the regular running of the organization and some years essential business was dealt with at annual meetings, the alternative term for a conference but without any frills.

EXECUTIVE AFFAIRS

The President was unable to attend the Executive meeting in April - the Budget naturally had priority, but he had full knowledge of the subjects on the agenda and Mr. Griffiths afterwards gave him a report of what happened.

The Executive attended in full force with Mr. Tate in the chair. In addition there were several members who attended by invitation to put matters with which they were particularly interested before the Committee.

Mr. P. A. Levack and Mr. N. P. MacFarlane came from the Gravesend Channel to express the views of those on their station who were opposed to choice pilotage. Difficulties had arisen over the application of the Shell Tanker Company for selected pilots and this was, in their view, likely to cause disunity among the pilots. The two visitors appreciated that they could not expect the Executive to take sides, but they were given a full opportunity to present their case and it was agreed

by the Committee that they were entitled to be advised as to what their rights were.

On the clear understanding that he could not support one section against another Mr. Griffiths indicated the lines on which they were entitled to take action.

A CRITIC OF THE U.K.P.A.

Another visitor was Mr. R. E. Sanders of the North Channel who had prepared a statement criticising the organization of the Association, the manner in which the Executive undertook their duties, and indicating possible reforms. He emphasised that the views were to be regarded as entirely his own.

It was eventually agreed to set up a subcommittee consisting of Messrs. Janes, Farrands and Dunn to consider the criticisms and to inquire fully into every means whereby improvements could be effected in the organization and administration of the Association. The subject is on the agenda for the Executive meeting.

PILOT LADDERS

A different subject altogether brought Mr. A. M. Thomson, senior Southampton pilot to the meeting. He brought a model of an accommodation ladder designed by him which earlier in the day he had demonstrated at the Ministry of Transport and after the Executive meeting he showed it to representatives of the Chamber of Shipping including the Superintendent of Shell Tankers (U.K.) Ltd. Members of the Executive made a careful study of the model and expressed appreciation of the initiative and energy of Mr. Thomson in contributing towards a solution of the problem. (See page 4).

Pilot ladders were also the subject of a report by Mr. Balmain. He serves on a Ministry of Transport committee dealing with ladders and he explained the various types of mechanical and hoisting ladders which had been submitted. Each was being subjected to scrutiny and tests, but he emphasised that a governing consideration would in the long run be the question of cost.

CONSULTATIVE COMMITTEE ON LETCH

The resolution of the 1963 Conference regarding the Letch Agreement (*The Pilot*, March 1964, page 18) has been considered by the Pilotage Committee of the Chamber of Shipping who have agreed in principle to the setting up of a consultative committee to deal with general matters of pilotage policy.

This was reported to the Executive in April and Mr. Griffiths told the committee that on the previous day Mr. Tate and he had visited the Chamber and emphasised the need for the committee to make tangible progress on such matters as a surcharge for weekend and holiday duties, and work indices. The Executive considered that the terms of reference should include all matters affecting the conditions of work, welfare, scales of remuneration and pensions of pilots and be framed on as wide a basis as possible.

The matter is on the agenda for the next Executive meeting.

SECRETARY OF TYNE PILOTAGE AUTHORITY

Not many active or retired pilots remember the last Conference of the U.K.P.A. held in the provinces - Newcastle-on-Tyne, 13th to 16th June, 1939. The list of delegates in *The Pilot* of July that year included the names of Messrs. H. J. Wynn, F. V. Janes and L. R. Slade now on the Executive, G. N. Richardson, O.B.E. later a vice-president now an honorary one, H. B. Eagle then on the Executive and now a trustee, F. R. E. Goldsmith awarded the O.B.E. this year and a former vice-president, and E. Ramsay, a Tyne pilot now retired.

In our introductory notes we mentioned Mr. John Thomson, the Secretary of the Tyne Pilotage Authority who was secretary of the Conference Committee and "had a good deal to do with the smooth running of the arrangements". For some years after the Conference we kept in touch with him having a common interest in Hadrian's Wall. Some weeks ago Mr. Griffiths notified us that our local secretary at South Shields, Mr. R. Marshall had resigned on being appointed Secretary to the Tyne Pilotage Authority. From him we subsequently heard with regret that

Mr. Thomson suffered a coronary thrombosis last December and died on 24th January. He had been with the Authority for 48 years, the last 27 of them in the capacity of Secretary.

Mr. Marshall was with the Authority at the time of the Conference having "joined" in 1930 and served in various administrative positions. His name naturally brought to mind Mick Marshall of happy memory, but the relationship was distant and Mr. "R" has not been a pilot although many of his forebears were, or were connected with the service. While naturally he had to give up the local secretaryship of the U.K.P.A. on his new appointment we are glad that he has undertaken to see that *The Pilot* is passed on to the Tyne members and we are therefore retaining his name in the list of local secretaries. It is hoped that eventually a pilot will take on the job.

U.K.P.A. ADMITTED TO E.M.P.A.

The 1964 annual general meeting of the European Maritime Pilots Association was held at Rapallo, Italy, on the 20th and 21st May, the United Kingdom Pilots Association being represented by three delegates, Messrs D. H. Tate, F. V. Janes and R. H. Farrands. Some forty pilots from these eight countries attended - Belgium, France, Germany, Holland, Italy, Spain, Sweden and the United Kingdom.

Three new organisations had applied to join E.M.P.A., the Hamburg pilots, the Swedish pilots and the U.K.P.A. all of which became official members at the start of the meeting. The Spanish pilots had voted unanimously to join but await official sanction from their country before submitting a formal application.

The three U.K.P.A. delegates met at London Airport the day before the meeting and flew by Caravelle of the Alitalia to Genoa and thence by airport bus to Rapallo. Leaving England in glorious sunshine, the

flight soon ran into thick cloud which persisted all the way to Rapallo and remained with the delegates until the evening of the last day of the meeting when a weak sun

Continued on next page



The accompanying notes were given to *The Pilot* by Mr. Farrands who also sent three photographs taken at the meeting. We chose this one because of its appropriate background for a meeting in Italy. From the left are, G. Lohrmann, President of the Weser pilots, R. H. Farrands, D. H. Tate, F. V. Janes, H. Deneumostier, Antwerp pilot and Administrator of Brabo (Antwerp Dock Pilots and Boatmen Corporation). Facing them are members of the E.M.P.A. Executive: C. Rosasco (in glasses), First Vice-President of E.M.P.A. and President of the Federazione Italiana fra i Corpi dei Piloti de Porti and on his right an Antwerp pilot J. Merckaert, Treasurer of E.M.P.A.

managed to fight its way through. To celebrate its appearance on the evening of the 21st, Mr. Janes appeared in a colourful wrap and led a few hardy delegates into a not so blue Mediterranean, followed belatedly by Mr. Farrands in a borrowed costume belonging to a pilot of more ample proportions!

The arrangements made by the Italian Federation of Pilots for the meeting at the Hotel Grande Italia were excellent and the British delegates were very comfortably accommodated in the same hotel.

A new departure in the organisation of the meeting involved the whole proceedings being taped with the aid of microphones which no doubt eased the job of those responsible for the minutes, very considerably. The same procedure was used at Eastbourne earlier in the month at the International Convention of Institutes of Navigation where the papers read and the ensuing discussions were all taped. It is supposed that this practice will be more generally used in the future at conferences and so enable a full record to be kept of the proceedings.

A report on the proceedings will be submitted by the delegates to the next U.K.P.A. Executive meeting.

Part of the proceedings at Rapallo were televised and shown on the Italian television network but unfortunately due to a misunderstanding, delegates assembled in front of the hotel television set at the wrong time and so missed the broadcast which had come one hour earlier.

An inspection of Genoa harbour and its pilotage organisation was arranged for the 22nd May but unfortunately the British delegates were booked to return home that morning and had regretfully to forgo the opportunity.

HOLIDAY EXCHANGE FOR PILOTS' CHILDREN

THE EUROPEAN MARITIME PILOTS' ASSOCIATION decided at the Hamburg meeting in the autumn to inaugurate a scheme for the exchange of children during holidays. The scheme is being administered by a Scheldt pilot, Mr. P. Pyckevet who is President of the Belgische Loodsen Gilde.

Local secretaries of the U.K.P.A. will have received from Mr. Griffiths the names

of some pilots on the Continent who are anxious for their children to visit England. Any members who are interested in the scheme are advised to ask their local secretary to let them see the list.

Possibly it is too late to do anything about it this year, but the exchange is an idea which might be developed for 1965 and pilots on this side who are interested are asked to let Mr. Farrands, 451 Main Road, Dovercourt, Essex, have their names and addresses by December this year, and he will arrange the exchange with Mr. Pyckevet.

THE THOMSON PILOT LADDER

Lloyds List and Shipping Gazette gave the following description of Mr. A. M. Thomson's "brainchild" - the accommodation pilot ladder which he demonstrated to the Executive Committee at their meeting in April.

It is an accommodation ladder to be used in conjunction with the Jacob's ladder, as is already the case on most large tankers with a freeboard of 30 ft. or more, but has the simple but vital advantage of restricting the distance which the ladder may swing clear of the side of a rolling ship.

The new device comprises a clamping system whereby the accommodation ladder is firmly fixed to the side of the ship, and the outward swing of the Jacob's ladder greatly diminished - e.g. a roll of 10 deg. may make the ladder swing at least seven feet clear, but this is reduced to 2 ft. 6 in. by the new device. The free length of ladder will, in practice, be only about 15 ft. and this will be sufficiently small to prevent it twisting. The accommodation ladder, which runs on guide-rails on the deck and can be operated by two men, has two other functions - its normal one of carrying passengers to boats, and also as a shore gangway; both these uses are made possible by unfolding the second section of the telescopically-arranged ladder. This is not used when pilots are being picked up or dropped.

This is not, of course, added *Lloyd's List* the first attempt to be made in this direction, but it proves to all concerned the practical steps being taken by the pilots themselves to solve this perennial problem.

PROBLEMS OF SUPER-TANKERS

Mr. F. V. Janes puts them before the Institute of Navigation

"SEA PILOTAGE TO-DAY" was the subject discussed at a meeting of the Institute of Navigation in London on 17th January. Following a paper presented by Captain Drijfhout van Hooff, D.S.O., the Director of Pilotage at Rotterdam, concerning the implications of "remote pilotage" by VHF from a shore radar station, Mr. F. V. Janes who has been a pilot in the port of Southampton for 30 years dealt with "The Problem of Super-tankers". In this he discussed some of the problems which the advent of very large tankers often with no midships super-structure and poor manoeuvrability, have brought to pilots.

Mr. Janes recently presented two papers on this subject to the Ministry of Transport Safety of Navigation Committee as a member of the Executive Committee of the U.K.P.A. and his talk was based on information and opinions obtained from a wide section of U.K. ports and E.M.P.A., though in giving illustrations he only used examples of which he had first hand knowledge in his own port.

The following is an extract from report in the Journal of the Institute of Navigation outlining the main points made by Mr. Janes at the Institute meeting.

The problems posed by the ever increasing size of tankers are not those of "bigness" alone, or even at all. Southampton has been accustomed to the world's largest ships since the turn of the century; such as instanced by the *Aquitania* of 43,000 tons gross of pre-1914, the *Majestic*, 53,000, *Normandie*, 73,000 and *Queen Mary* of 83,000 between the wars, and since, the *Queen Elizabeth*, 85,000 and more recently *France*, the longest ship in the world, at 1,043 ft. All these ships, however, are quadruple in screw, and for that matter there is not a cargo or passenger ship of more than 14,000 tons gross coming to the port which is not at least twin-screw. It has always been supposed that there was a limit to the size of ship which could be safely manoeuvred with a single screw in confined spaces. The advent of the single-screw mammoth tanker, turbine engined, has put a new angle on this problem, but pilots generally are not at all sure that this is in the best interests of safety.

Increase In Size

Mere increase in size is not in itself a problem. This has always been with us, and the Union Castle Line provides a fair example. Pre-1914 their mail ships were of about 12,000 tons gross: between the wars

of 20,000 to 25,000 as opposed to nearly 35,000 tons at present. This represents an increase of about three times, over a period of 50 years. By contrast, 18,000-ton tankers were about the maximum until 1950, but by 1963 80,000 tonners were normal and even one of the 108,000 tonners has called at Southampton. This amounts to an increase in size of more than a factor of four in a dozen years, and it has been the case that no sooner have pilots coped with the 40,000 tonners than they are confronted with 60,000-ton ships and then the 80,000 tonners. This rapid increase in size tends to out-strip the facilities for safe and prudent handling.

Turbines

The biggest difficulty in regard to these ships is that they are single-screw turbine, and although they steer remarkably well and everything is all right whilst proceeding in comparatively wide channels, there comes a time when it is necessary to stop, and here is where trouble arises. Even when the engines have been stopped these ships are reputed to run for three or four miles (there is no chance to try this in pilotage waters). Turbines are well known to be slow acting and to have moderate astern power, and of course the single screw usually causes them to cant badly. The immense inertia of large heavily loaded tankers is a real problem.

For safety, then, in approaching oil jetties, it is essential to have tugs made fast in

ample time to counter the tendency for the ship to cant when coming astern. Unfortunately, competition in the oil carrying trades is intense, with flags of convenience ships playing a prominent part, and sometimes it seems to pilots that economics have an undue influence when compared with prudent safety requirements. In this connection there has recently occurred a drastic reduction in crew man-power and it often happens in such cases that there are insufficient hands on deck to make the tugs fast in adequate time before berthing. For the reasons stated, it is unwise to come astern too much with the engines until tug assistance is available. But while waiting for all this to happen, the ship is still making headway towards the jetties. In darkness, of course, this situation is greatly aggravated.

"All Aft" Construction

Another development regarded with disfavour by pilots is the construction of tankers with the superstructure and bridge aft, instead of, as is conventional, amidships. Whilst there is no objection to this tendency in ships of a reasonable size, when it comes to very large ships the pilot is so very far away from the part that counts, the bow. The first of this type to call at Southampton was the Panamanian tanker *Largo* (which Mr. Janes himself piloted on her first voyage). She was of 42,000 tons d.w.t., 700 ft. long and it was 520 ft. from the bridge to the stem. Since then there has been the Italian tanker *Ercole* of 53,000 tons, 808 ft. long with the bridge 625 ft. from the stem and, just recently, the Norwegian tanker *Borgsten* has been built at Sunderland, of 85,000 tons, 870 ft. in length, with a tower type bridge some 700 ft. from the stem. This is just the length of Westminster Bridge, and it gives some idea of the problem to imagine standing at one end of that bridge trying to get the other end into some confined space. Pilots are not saying that the job could not be done; what they are saying is that being positioned so far aft is not only not a good position, but the worst possible position from which to judge ship's movements and swing. Aircraft carriers have their conning positions right out over on the starboard side of the ship. No one pretends this is a good position, but it is the only one possible on account of the need for a clear flight

deck. Although it has been claimed that all the crew of a tanker is aft as a safety measure, this is not altogether borne out by the fact that, reputedly, 75 per cent of fires in tankers start in the engine room, and pilots suspect that once again economic factors are a great influence. A bridge in the conventional position amidships not only costs more when building, but it also means that the ship carries a few extra hundred tons of structure with her for the rest of her life, shutting out that amount of cargo.

The largest tanker to call at Southampton has been the *Manhattan*, of 108,000 tons, 952 ft. in length and of 110 ft. beam. Although of such exceptional size, pilots report her to be a good handling job; she is twin screw with twin rudders, capable of 19 knots ahead and 75 per cent astern power. She steers very well, is brought to a stop keeping the same heading and in a comparatively short distance. There is little doubt that this type of vessel is the answer to a pilot's worries in regard to very large tankers, if economics allow it.

VHF Communication a "Must"

Pilots do not deny that the modern single-screw tanker has astonishing steering qualities, and they are a tribute to their designers in this respect. But the fact remains, that in channels of, say, 700 to 900 ft. in width, they want the whole place to themselves. Where there are bends, it is impracticable to take a wider or narrower turn or even to keep on one particular side of the channel. For this and many other reasons, VHF telephony with communication to a shore base has become essential, not only for the very large ships, but small ones as well, in order that some regulation of traffic can obtain and, in addition, that full use can be made of the shore-based radar information now available in many ports. In addition, where several tugs are used, and it can be as many as six, VHF communication with them is a "must", especially at night. This latter feature obtains at Southampton to an increasing extent, largely due to representations made by pilots.

At their meeting in April the Executive Committee of the U.K.P.A. thanked Mr. Janes for pursuing this matter so energetically.

PILOTAGE OF DEEP-DRAUGHTED TANKERS

The following communication dated 21st April, 1964 and signed by the General Secretary was sent to the local secretaries at Barrow, Barry, Belfast, Cardiff, Falmouth, Glasgow, Gourock, Grangemouth, Hull, Isle of Wight, London, Middlesbrough, Milford Haven, Plymouth, Port Talbot, Shoreham, Southampton, South Shields and Sunderland.

"In August of last year, on the instructions of the Executive Committee, I wrote to the Ministry of Transport at some length on this subject, in the course of which I emphasized not only the greatly increased risk and responsibility entailed in the pilotage of these vessels but also that there was a widespread feeling amongst pilots at the major oil terminals that they were being asked to undertake grave risks without adequate precautions being taken and essential facilities provided to minimise the danger of collision or grounding.

"It was suggested to the Ministry that the time had come for an investigation to be carried out with a view to a halt being called on the unrestricted developments of the Oil Companies until further consideration had been given and the necessary safeguards introduced to meet the added dangers involved in the handling of these vessels, particularly in restricted waters. Whilst recognising that conditions must vary to some extent between one port and another, it was pointed out that in this Association's view there were a number of essential safety factors common to the handling of all such vessels, and we suggested the Minister might think it prudent to satisfy himself by an investigation that proper consideration was being given to these important aspects.

"The question has subsequently been considered by the Safety of Navigation Committee of the Ministry, on which of course the Shipowners and particularly the oil interests are well-represented, and Mr. Janes (Southampton) attended on behalf of this Association.

"In response to a recent enquiry, the Ministry have stated that in the light of their investigations they have come to the conclusion that the most effective action will be for the necessary steps to be taken at local level, and once the results are known they will be able to determine the extent of

the difficulties which may remain outstanding.

"No doubt your own Committee, in the light of the experience now gained, will have given considerable thought to what is wanted at your port. I recognise, of course, that certain requirements may involve long term planning whereas others are an immediate possibility. I am therefore writing with the suggestion that, if you have not already done so, you put these in writing to your Authority and let me know in due course what the outstanding requirements are, and in particular whether you wish me to report the current position to the Ministry for such action as can be taken or whether on the other hand, you are satisfied that suitable steps are being taken to meet your longer term needs without seeking the help of the Ministry.

"I look forward to hearing from you in due course."

THE TEES

Application for Compulsory Pilotage to be Kept Under Review

THE MINISTRY OF TRANSPORT has decided that the introduction of compulsory pilotage in the Tees District is not proved at the present time.

The Secretary reported to the Executive in April that he had received a letter notifying him of this but adding:

The Minister is aware however of likely developments in the pattern of trade and traffic in the Tees. He has therefore decided not to reject your Association's application but to keep it under review in the light of changing circumstances including any further information which your Association or the objectors to the proposed amending Order may care to submit to him from time to time.

Mr. Tate said that his port considered the position to be extremely unsatisfactory as dangerous incidents and "near misses" continued to occur, and that in the circumstances fresh representations were being made to the Minister.

THE CASE OF MR. G. J. G. FRANCIS

Executive Decision to Publish Correspondence with the Ministry of Transport

MEMBERS WILL RECALL that the March issue of *The Pilot* reported the adventure of Mr. G. J. G. Francis, a Cinque Ports pilot, who fell into the sea in the early hours of a winter morning owing to an insecurely rigged pilot ladder on the German vessel *Weserstrom* which he took to sea from Ramsgate Harbour. The pilot's claim against the owners was settled to his satisfaction but Mr. Griffiths reported to the Executive Committee in April that in view of the unsatisfactory manner in which the accident to Pilot Francis had been handled by the Ministry, he had written a very strong letter of protest and had received a most helpful reply signed by Mr. Bullmore, one of the Under Secretaries, expressing regret at the course which had been taken and giving an assurance that in all future cases of this nature the Ministry would be meticulously careful not to exonerate a ship-owner unless the facts fully justified such a course.

Mr. Griffiths suggested that the matter should now be regarded as closed. Although he felt quite strongly about it the Executive had other views and decided that the correspondence should be published. In accordance with that decision here are the letters.

From Mr. Griffiths to the Secretary, Ministry of Transport, 12th November, 1963.

I am representing Mr. G. J. G. Francis, a Cinque Ports pilot, in a claim against the Owners of the m.v. *Weserstrom* for damages for personal injuries and loss sustained as a consequence of an accident which occurred in the early hours of 1st February, 1963, when he was disembarking into a launch at the completion of an outward bound pilotage service from Ramsgate Harbour. Broadly speaking, the basis of the pilot's claim is that the Master was negligent in failing to ensure that the pilot ladder was properly rigged and secure, failing to have suitable lighting fixed, and failing to ensure

that any member of the crew was in attendance at the time.

The interests of the Owners are in the hands of the Steamship Mutual Underwriting Association Ltd., of 18 London Street, London, E.C.3, who have denied liability on their behalf.

A careful investigation into the circumstances in which this accident occurred has been made, which strongly indicates that the Master and/or crew were grossly negligent in failing to carry out the most rudimentary precautions for ensuring the safety of the pilot when disembarking.

It is not the purpose of this letter, at any rate at this stage, to go into further details, but at its recent meeting my Executive Committee was perturbed by the contents of the Ministry's letter of 1st July last, addressed to the Assistant Secretary for Pilotage at Trinity House, in which it was said that as a consequence of the German Authorities having "looked into the incident" the Ministry was satisfied that there was no unnecessary negligence on the part of the Master over the provision of the prescribed safety precautions.

According to my information the pilot disembarked in the normal position for doing so when performing this particular service, that is to say, after leaving the Outer Harbour and setting the ship properly on her course. As he placed the ship on the right heading the Master, obviously appreciating what was happening from frequent experience of an identical situation, mentioned to him that the motor boat, which was following for the purpose of taking the pilot back, was just astern. Having set the ship finally on her course, the pilot gave the order to stop the engines whilst the Master was standing beside him. He then shook hands with him, said goodbye to the Chief Engineer, and left the bridge.

The pilot ladder was rigged on the port side, as previously arranged with the Master, and the pilot had earlier seen the First Mate

and two seamen complying with the Master's orders as to its position. When disembarking, he mounted the gunwale steps using the upright stanchion at the top to support himself in doing so, and as he swung round with his back to the sea and put his foot on the first step of the ladder still holding on to the stanchion, the whole apparatus tipped under his weight and he fell into the sea. He was quickly swept by the force of the tide out of the illuminated area of the Harbour lights, and was at the moment of sinking from exhaustion and exposure when the boatman who had been following succeeded in effecting his rescue.

It is apparently not disputed that after being rigged the railing ladder was subsequently loosened by seamen and pushed aside to assist in passing through the narrow lock between the Inner and the Outer Harbours. The pilot emphatically denies that any arrangement had been made with him to disembark at this lock, which would have been a highly improper thing to have done. Moreover, of course, having passed through the lock the ship was then conducted across the Outer Harbour, and the Master could see for himself that the pilot had not disembarked and would inevitably be obliged to do so in the usual position. Steps clearly should immediately have been taken to ensure that the ladder was in a safe condition to enable him to do so and that someone was in attendance.

The pilot very nearly lost his life, and were he not such a young and physically fit man well might have done so. It is with regret that my Executive have instructed me to say that they were dismayed at the apparently complacent attitude adopted by the Ministry over the facts of such a serious and almost fatal accident arising in circumstances which have from time to time been a source of grave complaint on behalf of all pilots, namely, careless rigging of pilot ladders and the failure of the Master and crew to take reasonable safety precautions. Furthermore, it has surprised them that the British Ministry of Transport, to whom they feel they should be able to look for assistance and support in matters of this kind, decided to accept the version given by the German Master to his own Authorities, without even giving the pilot an opportunity of commenting upon it. A copy of the

Ministry's letter of 1st July is in the hands of the German Owners, and not unnaturally the British Underwriters now find themselves in an embarrassing position in advising their members to settle this claim, when on the face of it the highest Authority in this country has apparently formed the opinion that the pilot's case is completely unjustified. It therefore looks as if litigation cannot be avoided.

In the circumstances, this Association would much appreciate receiving the Ministry's comments at an early date.

From the Ministry of Transport to the General Secretary and Solicitor, U.K.P.A., 12th December, 1963.

Thank you for your letters of 12th November and 2nd December about the claim for Mr. G. J. G. Francis against the owners of the m.v. *Weserstrom*. We have noted your Executive Committee's views on this Department's letter of 1st July to the Assistant Secretary for Pilotage at Trinity House.

I should perhaps begin by making it clear that the only aspect of this case with which the Ministry is competent to deal is whether the facilities for the embarkation and disembarkation of pilots required by the 1948 Convention were, in fact, provided. The object of our approach to the German authorities was to satisfy ourselves that the ship was properly equipped in this respect. It appears that she was; nor does there seem to be any dispute on this ground.

Whether these facilities were properly brought into use on the occasion at issue is another matter. As you say, it is apparently not disputed that the pilot ladder was not properly secured and this is confirmed by the extract from the ship's logbook we have seen.

It may be that there was a little ambiguity in the letter of 1st July but if so it was subsequently corrected in the further letter of 31st July which made it quite clear that we were solely concerned with the justification for pursuing the matter on general safety grounds. We obviously could not pursue it otherwise since the question of negligence by individuals is a matter between Mr. Francis and the owners.

We greatly regret any embarrassment or inconvenience the earlier correspondence may unintentionally have caused to Mr. Francis. If the position of the Ministry has not been clear in this matter hitherto I hope it is clear now and you are quite at liberty if you wish to send a copy of this letter to the representatives of the *Weserstrom*.

R. W. BULLMORE.

From Mr. Griffiths to the Secretary, Ministry of Transport, 20th January, 1964.

Your letter of 12th December has now been considered by the Executive Committee of this Association, but I regret to say that nothing in its contents has removed their dissatisfaction at the way in which this serious accident was handled by the Ministry. It is felt, with respect, that a blunder was made which could have gravely prejudiced the pilot's claim. Fortunately it had no such result, as when the full facts were finally placed before the British Underwriters with the threat of proceedings unless the claim was met, they very soon advised their member to do so and a satisfactory settlement was made.

My Committee are, however, concerned, in view of the attitude apparently still adopted by the Ministry, lest similar incidents in the future receive much the same treatment, and they have asked me to seek the most categorical assurance that this will not be so. There is no misunderstanding as to the position of the Ministry, but it is felt that there may perhaps be some lack of appreciation at Ministry level of the pilots' point of view. Boarding or landing from ships at sea constitutes a daily hazard of growing magnitude in the working life of most pilots. The utmost vigilance is therefore required to ensure that international agreements and Government Regulations designed for their protection are at all times rigidly observed, and shipmasters should be left in no doubt as to the serious consequences resulting from any failure on their part to do so. It is not overstating the case that in this particular instance the ladder constituted both an invitation and a trap. It was the sheerest good fortune that the man did not lose his life. Certainly no action on the part of the ship's company was responsible for preventing it.

My Committee are of opinion that in such circumstances it was hardly right for the Ministry, knowing that the cause of the accident was the failure to secure the ladder properly, to say, after receiving the report from the German Authorities and without even giving the pilot an opportunity of commenting upon it, that they were "satisfied that there was no unnecessary negligence on the part of the master over the provision of suitable safety precautions for the pilot's disembarking . . ." as prescribed by the appropriate Regulation in the 1948 Convention for the Safety of Life at Sea. It is contended that it is an inherent part of "providing" a ladder which complies with Regulation 17 that it will not collapse and precipitate a pilot into the sea as soon as he puts his weight on it. Moreover, in this instance there was a failure to comply with the specific requirements of both sub-sections (e) and (g) of the Regulation. The Ministry are also reminded of the provision of the Merchant Shipping (Pilot ladders) Rules, 1952, Clause 3(2) of which requires that ladders "shall be efficient for the purpose of enabling a pilot to embark and disembark safely . . ."

For these reasons my Executive Committee most respectfully beg to be assured, in the interests of all pilots, that the greatest caution will in future be exercised by the Ministry before exonerating a ship from responsibility for failure to comply with International Conventions and Government Rules, particularly in cases where it is established that the ladder in question was improperly secured and accordingly in a dangerous condition for use by a pilot for the purpose for which it was provided.

From Ministry of Transport to Mr. Griffiths, 30th January, 1964.

Thank you for your letter of 20th January giving your Committee's views on our letter of 12th December, 1963, about this unfortunate accident.

May I first of all say how glad I am to learn that a satisfactory settlement has now been made. On the other matters covered in your letter, I should like to assure your Association that we do not lack appreciation of the pilot's position. It is certainly our policy that matters affecting pilots, like all matters concerning marine safety, should be

treated very seriously indeed. I must agree that in the present case, our letter could be read to imply more than was ever intended and that this was unfortunate. I can certainly assure your Committee that every effort will be made to see that any future correspondence on such matters is entirely unambiguous.

On the question of the Merchant Shipping (Pilot Ladders) Rules, 1952, your Committee will be aware of the difficulty of enforcing regulations in very general terms. They will also know that, at least in some respects, the 1960 Convention is more specific than that of 1948. We are at present drafting new rules for pilot ladders under the former

and we shall be inviting your Association's comments on these in due course. We shall welcome any suggestions which will help to make the requirements for pilot ladders effective within the framework of the Convention.

Having said this, I hope that the unhappy misunderstanding which arose in the case of Pilot Francis can now be regarded as closed and that we can continue close co-operation with your Association in matters concerning the safety of pilots. This is, I think, evidenced by the recent correspondence offering to associate your representatives in the testing of mechanical hoists.

R. W. BULLMORE.

SAFETY AND RELIABILITY OF SEA AND AIR TRANSPORT

Pilots Strongly Represented at Eastbourne Convention

A Convention sponsored by the Institute of Navigation, the Institut Francais and the Deutsche Gesellschaft fur Ortung und Navigation on "The Safety and Reliability of Sea and Air Transport" was held at Eastbourne on 12th to 14th May. It was decided that pilots should be strongly represented. E.M.P.A. sent representatives; Messrs. Farrands and K. C. Davis represented the U.K.P.A. and Mr. David Perry attended on behalf of the London pilots whose Council have recently applied for corporate membership of the Institute. The following notes on the Conference are contributed by Mr. Davis.

The theme of the Marine Section of the Conference was the potential improvement in safety in congested waters by the adoption of recommended lanes for traffic in such places as the Straits of Dover, the Channel and Dutch and German coastal waters. Separate lanes are proposed for ships on opposite courses on the same route, with a blue line of prohibited water between them. Proposed lanes for the Straits of Dover have been finalised. A working party to settle the details of traffic lanes for the Dutch Coastal Route is to be established.

A French paper dealt with proposals for

lanes in the Channel and the Western Approaches, but other speakers doubted whether the latter were needed.

A description of the system of recommended lanes on the Great Lakes was read and figures were cited of the consequent greatly improved safety.

There has been comparatively little investigation into maritime collisions in the North Sea and Channel areas, the world's greatest focus of merchant shipping. Mr. Beattie of Decca working from Lloyd's list, has plotted the location of collisions in these areas and not surprisingly has shown that they cluster on the routes of dense traffic. A ship passes every four minutes along sections of the Dutch coastal route. Sixty per cent of collisions reported in Lloyds in these areas occur in pilotage waters.

The remaining subjects dealt with by the Marine Section of the Conference were various aspects of marine radar, bridge design, and the application of the principles of automation to merchant ships.

In the discussions following the various papers, the contribution of the pilots were welcomed and received with attention. In the almost complete absence of serving ship-

masters, the chairborne experts, masters of their particular subject, appeared to feel that the views of practical men helped to cover the gap between their deliberations and everyday practice at sea.

Mr. Milwright, radar development engineer to the Ministry of Transport, described a navigational aid for the Straits of Dover. Surveillance radars should be established, covering the proposed lanes of traffic, and the pictures on their screens would be televised and received on television receivers on ships in the vicinity. They would get an idea of traffic conditions and would be able to check that they were in the right lane. Several speakers were critical, saying that no extra information would be made available on the bridge of a well-found ship.

Capt. Wylie, radio adviser to the Chamber of Shipping, read a survey of the latest available marine radar equipment.

The pilots welcomed the arrival on the market of a true motion radar stabilised with ship's head or course upwards.

There was little interest in the Gironde radar project. The discussion was almost entirely in French.

There was a lively discussion on bridge design. Points stressed were the importance of all-round visibility, including aft, the need to be able to supervise closely the execution of helm orders and engine movements, the need to be able to move from side to side of the ship, to be able to con the ship and still be in a position to watch the more important instruments, and the need to be able to use the V.H.F. from the wing of the bridge.

Capt. Webster, Holland-America Lines, read a paper on the automation of merchant ships. His approach was very practical, that routine jobs should be reduced or performed by instruments when possible. Engine room watchkeeping would be virtually eliminated. Engines would be controlled direct from the bridge, engine warning devices would be installed on the bridge and extensive automatic data logging would take care of most watchkeeping duties. Manning at least of ratings should not be split into closed departments; a new kind of seaman should be trained to perform any of the ordinary tasks in a ship.

French Shell were turning their minds to the training of officers who could do duty both on deck and down below, but were not yet certain how to go about it.

The Danes have a ship in operation with the engine staff on daywork only. David Perry made the point that in large ships with minimal crews, berthing parties should be provided at the terminals to assist with handling the moorings.

1886 AND THEY ATE ALL THAT

DIVING INTO THE ARCHIVES we found a link with one of the earliest conferences of the U.K.P.A. which was held in the Lecture Hall, William Brown's Library, Liverpool on 25th, 26th and 27th May, 1886. We have no copy of the report of the proceedings — only the menu for the annual banquet which was held at Cobham's "Bear's Paw", 58 Lord Street, on the evening of the second day. And what a menu when you think of the average restaurant meal in these days! This was indeed a banquet.

Soups : Asparagus, Kidney.

Fish : Boiled Salmon, Parsley sauce.

Joints : Roast Lamb, mint sauce, Boiled corned beef, Roast Sirloin beef.

Vegetables : Spring cabbage, baked and boiled potatoes, browned mashed potatoes

Entremets : Cabinet pudding, apple and rhubarb tart, blancmange, jellies, French and German pastry.
Cheese. Salad etc.

At those early banquets the menus were sprinkled with quotations. How "dated" are these two from the card before us —

*Heigh my hearts; cheerly, cheerly my hearts
Take in the Topsail — Byron.*

*Yo, heave ho, round the Capstan go
Round men with a will
Tramp and tramp it still.*

We regret to announce that Mr. A. W. James who was the local secretary of the U.K.P.A. at Poole died on 22nd April. His successor is Mr. G. Brown.

LOCAL SECRETARIES

Aberdeen ...	... J. K. Walker	... Aberdeen Harbour Pilots, North Pier, Aberdeen.
Ardrrossan ...	... A. Caldwell	... 8 Yarborough Place, Ardrrossan.
Barrow-in-Furness	... R. Moore	... 35 Roa Island, Barrow-in-Furness.
Barry ...	... J. Bennett	... Brent Knoll, Port Road East, Barry, Glam.
Belfast ...	... C. M. Bower	... Runswick, 1 Sandown Park South, Belfast 5.
Boston, Lincs. ...	... H. Fountain	... 55 Kingsway, Boston, Lincs.
Bridgwater ...	... C. Muller	... The Anchorage, Puriton, near Bridgwater, Somerset.
Brixham ...	... F. W. Taylor	... 49 Wishings Road, Brixham, Devon.
Cardiff ...	... C. D. Morgan	... 54 St. Angela Road, Heath, Cardiff.
Clyde :-		
Glasgow ...	... J. H. Innes	... Clyde Pilot Office, 16 Robertson St., Glasgow, C.2.
Gourock ...	... T. W. Fleming	... 5 Ashton Road, Gourock, Renfrewshire.
Colchester ...	... C. Hills	... 26 Regent Road, Brightlingsea, Essex.
Coleraine ...	... S. G. Martin	... Harbour Office, Coleraine, Co. Derry, N. Ireland.
Dartmouth ...	... R. R. Gatzias	... 24 Lower Street, Dartmouth.
Exeter ...	... P. R. Bradford	... 48 Camperdown Terrace, Exmouth, Devon.
Falmouth :		
Sea ...	... E. Carlyon	... Pilot Boat Association, 14 Arwenak St., Falmouth.
River ...	... J. Timmins	... 1 Ponsharden Cottage, Ponsharden, Falmouth.
Fowey ...	... W. L. Dunn	... 53 West Street, Polruan, Fowey.
Gloucester ...	... L. C. Taylor	... Pilotage Office, Sharpness, Glos.
Goole ...	... W. H. Perry	... 82 Village Road, Garden Village, Hull.
Grangemouth	... A. McArthur	... Pilot Office, The Docks, Grangemouth.
Hartlepool ...	... B. G. Spaldin	... 24 Kesteven Road, Fens Estate, West Hartlepool, Co. Durham.
Hull ...	... G. W. Dunn	... Humber Pilots' Society, 50 Queen Street, Hull.
Ipswich ...	... W. Steele	... 45 Dereham Avenue, Ipswich.
Isle of Wight (Inw'd)	... A. R. Howard	... 25 Union Street, Ryde.
London :-		
Cinque Ports	... H. P. M. Lawrence	Trinity House Pilot Office, 15 Marine Ct., Dover.
Channel ...	... K. Y. Clow	... 21 Crown Green, Shorne, Kent.
River ...	... E. J. Hobbs	... River Pilots' Office, Royal Terrace Pier, Gravesend.
Medway ...	... C. A. Rhodes	... 19 Glenwood Drive, Minster, Sheppey.
North Channel	... K. C. Davis	... 9 Queen's Road, Dovercourt.
Londonderry ...	... C. M. O'Donnell	3 Oakfield Drive, Londonderry.
Middlesbrough	... W. E. Guy	... 25 Wheatley Close, Acklam, Middlesbrough.
Milford Haven	... H. W. Phillips	... 42 Pembroke Road, Haverfordwest, Pembs.
Par ...	... R. F. Dunn	... The Ervalls, Eastcliffe, Par, Cornwall.
Plymouth ...	... E. Rogers	... Pilot Office, 2 The Barbican, Plymouth.
Poole ...	... G. Brown	... Harbour Office, The Quay, Poole, Dorset.
Portsmouth ...	... F. H. Collins	... Trinity House Pilots, Square Tower, Portsmouth.
Port Talbot ...	... E. Hare	... 8 Bath Street, Port Talbot.
Preston ...	... H. Halsall	... Pilotage Office, The Docks, Preston, Lancs.
St. Ives ...	... R. D. Paynter	... Tre-Pol-Pen, St. Ives, Cornwall.
Shoreham ...	... R. Carruthers	... Cordillera, Croft Avenue, Southwick, Sussex.
Southampton ...	... K. A. Gadd	... Pilot Office, Union-Castle House, Canute Road, Southampton.
South Shields ...	... R. Marshall	... Pilot Office, South Shields.
Sunderland ...	... G. H. Donkin	... 8 Melvyn Gardens, Sunderland.
Taw & Torridge	... V. W. Harris	... Fernlea, Pitt Hill, Appledore, N. Devon.
Teignmouth ...	... J. E. Broom	... 5 Strand, Teignmouth, Devon.
Trent ...	... G. D. Elliott	... 23 Springhead Avenue, Willerby Road, Hull.
Workington ...	... M. Ditchburn	... 68 Loop Road North, Whitehaven, Cumberland.
(Whitehaven and Maryport)		
Wisbech ...	... E. M. C. Dale	... 90 Edinburgh Drive, Wisbech.
Yarmouth ...	... C. Bewley	... 35 Sussex Road, Gorleston-on-Sea, Yarmouth.