



# THE PILOT

The official organ  
of The United  
Kingdom Pilots'  
Association

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October 1985-January 1986

## NINETY-EIGHTH CONFERENCE

Held in London, November 1985.



*Photo: British Petroleum Company Plc*

**UNITED KINGDOM PILOTS' ASSOCIATION**  
20 Peel Street, London, W8 (01-727-1844)

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	1923-1925 The Hon J M Kentworthy, MP (Hull Central)
	1925-1942 Lord Aspley, DSO, MC, MP (Bristol Central)
	1946-1947 Admiral Lord Mountevans, KCB, DSO
	1949-1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
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## ANNUAL REPORT

*(A summary of major issues which have taken place during the year)*

### National Maritime Board Award 1984

On 6th November, 1984 the UKPA met the GCBS to discuss, amongst other matters, the 1984 NMB Award. The GCBS refused to take part in jointly advising the Pilotage Commission of the NMB Award for 1984 until certain matters related to the interpretation and operation of the Letch Report in seven named districts had been clarified. An emergency meeting of all Pilot Representatives on Pilotage Authorities and Local Committees was held on 14th November, 1984 to assess the situation, in particular the new interpretation placed by the GCBS on the Letch Report which could only be construed as "reorganisation without compensation".

In the light of the views expressed at the emergency meeting, the UKPA again met the GCBS on 20th November, 1984 and offered, without conditions, to discuss the new GCBS interpretations of the Letch Report as soon as the 1984 NMB Award had been implemented in all districts including the seven districts named by the GCBS. The GCBS were totally unbending and refused to join with the pilots organisations in advising the Pilotage Commission of the 1984 NMB Award. This gave rise to an exchange of letters between the UKPA and GCBS, copies of which had been circulated to members.

In the absence of a joint letter to the Pilotage Commission, the Commission advised Pilotage Authorities on 17th December, 1984 to exercise their own judgement in determining the level of charges. This advice was repeated by the Commission in their notice to Pilotage Authorities on 18th October, 1985 in respect of future revision of lists of charges.

In the hope of finding a way to overcome the present impasse, the Chairman of the Pilotage Commission offered his personal services as independent Chairman to the parties to the Letch Report. The GCBS stated that it would not be appropriate to accept the offer. The pilots organisations readily accepted the offer in the hope of breaking the impasse.

### Consultative Document on Marine Pilotage

The Government's Green Paper on marine pilotage outlining proposals for radical changes in the operation of marine pilotage in the UK was published by the Department of Transport on 13th December, 1984. The proposals which were circulated to members on 19th December, 1984 contained, in the UKPA's opinion, many inaccuracies and misconceptions. The UKPA's reactions to the Green Paper were made known to the Minister on 11th January, to the national press and to UKPA members on 11th January, 18th and 20th February, 1985. This was followed by a visit from a small sub-committee which toured UK pilotage districts to talk to as many pilots as possible. A report of the tour was circulated to members on 2nd April, 1985.

The Green Paper was also considered by the House of Commons Transport Committee whose final report, published on 30th August, 1985, gave support to the Government's Green Paper with certain qualifications. Before departing from the pilotage scene the then Minister David Mitchell MP urged interested parties to seek an interim solution pending the possible implementation of the Government's Green Paper proposals. The Pilotage Commission had already conveyed on 6th June, 1985 to the then Minister their views on how to progress reorganisation in the interim period, a copy of which was circulated to members on 28th October, 1985.

### House of Commons Transport Committee

Two major issues were considered by the House of Commons Select Committee, the long-awaited proposed DOT regulations for the construction, survey and certification of pilot boats and the Government Con-

sultative Document on Marine Pilotage. The pilots' organisations submitted written and oral evidence to the Transport Committee over a period of some months and on 30th August, 1985 the final report was published including a summary of the Transport Committee's main recommendations which were circulated to UKPA members on 2nd September, 1985. After a careful perusal of the Select Committee's recommendations, the UKPA Executive agreed on 24th October, 1985 to take up the recommendations concerning pilot boats with the Department of Transport; to process the other recommendations; and to seek an early meeting with the new Minister, the Earl of Caithness.

#### Other Matters Dealt with During the Year

In addition to a large number of objections against Lists of Charges and appeals to the Secretary of State for Transport, the UKPA was involved in the consideration of the —

- (i) procedure for settling disputes
- (ii) contingency fund
- (iii) procedure relating to objections to Lists of Charges
- (iv) judicial review in respect of London
- (v) judicial review in respect of Humber
- (vi) severance
- (vii) pilots' pensions
- (viii) EEC Transport Commissioner
- (ix) UKPA/TGWU merger
- (x) a host of local problems in almost every district

## RESOLUTIONS

#### From: Executive

*That this Conference, in the absence of acceptance of the "nine points" (appended herewith) contained in the pilots' organisations comments on the Green Paper and in the face of repeated attacks on the UK Pilotage profession by the GCBS and ABP amongst others, rejects the Government's proposals contained in the Green Paper on Pilotage and demands that the rights of all self-employed pilots be upheld under the present law. To this end, that is reasonable and fair progress on the orderly reform of pilotage, the Conference empowers the Executive Committee to call a national meeting of all pilots.*

*Whilst welcoming the Government's stated intention to deal equitably with existing members of the profession, the Pilots' Organisation must state that the following guarantees have to be given prior to legislation to avoid their strenuous objection to these proposals and their implementation.*

1. *That safety of navigation should be maintained in the present pilotage districts.*
2. *That pilots will be employed within the new regimes — if still quasi self-employed then all the relevant provisions of the 1983 Pilotage Act must remain in force.*
3. *Pilots licensed or eligible for re-licensing on implementation day automatically satisfy any medical requirements of the new regimes.*
4. *The net remuneration of pilots in the new regimes shall be not less than that agreed in the National Agreement on Earnings 1980.*
5. *That the PNPf remains in being for the benefit of existing and future pilots with funding remaining at its present level.*
6. *All negotiations in respect of all pilots and ports must be conducted through the Pilot National Organisations.*

7. *Changes to the new regimes and the removal of any pilots that may be shown to be surplus to requirements should only be effected by national voluntary severance arrangements and inter-port transfers.*
8. *A level of compensation and/or pension at not less than that identified by Samuel Montagu, with no lower age limit for pension credits, to be available in the national severance arrangements. This offer to remain in place after implementation day.*
9. *Any new pilot appointments made after the new regimes are implemented should be exclusive to Manchester helmsmen and time served apprentices. Any other subsequent appointees must have Master Mariner FGI qualifications as a base requirement.*

Proposed by . . . N C Walker (London Sea Pilots North)

Seconded by . . . H Frith (Manchester)

The Resolution was carried.

From: Liverpool

*That this Conference, deploring the GCBS' unilateral abrogation of the terms of the Letch Report, calls upon the Pilotage Commission to re-assert its commitment to those terms, in discharge of their statutory duty to ensure that Pilot's terms of service are fair.*

Proposed by . . . J Westwood (Liverpool)

Seconded by . . . R Cashin (Manchester)

The Resolution was carried.

From: London River Thames

*That this Conference, in view of the various schemes advanced and seeking funds from the Pilots' National Pension Fund, requires the Executive to demand the fund be retained in its present form, used to promote an ideal pension for pilots, and all monies be retained for the benefit of members and pensioners, and this to include a possibility of support for early retirement, in order to assist in protecting the rate of contribution.*

Proposed by . . . J A Hall (London River)

Seconded by . . . M Barwick (London River)

The Resolution was carried.

From: London River Thames

*That this Conference requires the Executive to adhere to the agreed policy of compulsory pilotage for all vessels over 50 gross registered tons, having due regard for EEC pilotage certificate requirements.*

Proposed by . . . P H Carden (London River)

Seconded by . . . J E Wynn (London River)

The Resolution was lost

## QUESTION IN PARLIAMENT

11th November, 1985

### Pilotage

**Mr Colvin** asked the Secretary of State for Transport what response he has received on his Green Paper on the reform of the pilotage services; and if he will make a statement.

**Mr Ridley:** Over 300 organisations and individuals have commented on the Green Paper. The proposal to transfer pilotage responsibilities to the harbour authorities has been welcomed by most of the parties interested in pilotage, although many pilots have expressed reservations or opposition. The Select Committee on Transport, in its report on pilotage issued in August, have also endorsed the broad thrust of the Green Paper. I intend now to seek an opportunity to introduce legislation as soon as the Parliamentary programme permits, and will make a further statement, once I have completed consideration of all the comments that have been made.

## NEW LEGISLATION PROPOSED TO REFORM MARINE PILOTAGE

Department of Transport Press Notice No. 501, 6th November, 1985

Lord Caithness, Minister for Shipping today stated his intention to use legislation to reform the organisation of marine pilotage.

Lord Caithness sent this message to the Annual Conference of the United Kingdom Pilots Association through Mr James Davidson, Chairman of the Pilotage Commission.

He said:

"I am determined we should build on the Green Paper which the Government published last year, on the comments which were received and on the various discussions which have since been held to make real progress. I am convinced that the way forward lies through legislation to reform the organisation of pilotage and to achieve the objectives of the Green Paper. I am pleased to see that the House of Commons Transport Committee in its report on pilotage has agreed with the main thrust of our approach".

"My aim now is to seek an opportunity for legislation as soon as the Government's programme permits. I am sure that in this way we shall be able to establish pilotage within a more effective framework and put behind us the uncertainties and difficulties which have for so long bedevilled this valued and honourable profession. I very much hope that we can all work together to this end".

### Chairman of Pilotage Commission Addresses Conference

Mr James Davidson, the Chairman of the Pilotage Commission, delivered a short Address to the Delegates drawing attention to the problems in the pilotage industry and setting out his views on how best to deal with them. Mr Davidson then answered questions from the floor.

## ALTERATIONS OF UKPA RULES

The following new Rule was passed with one delegate voting against:-

### "RULE 22 — BALLOT

The Executive Committee shall hold a Ballot of the Ordinary Members of the Association, a majority of 80% of votes cast to decide. The result to be binding on the Association.

- a. Whether to form a Trade Union.
- b. Whether to affiliate, amalgamate or merge with other bodies.

Rule 21 shall not apply to matters referred to in this Rule.

The Membership to be provided with details of any proposals at least 6 weeks before the closing date of the Ballot."

## ELECTION 1985

C C Wilkin (Humber) and M C Hooper (Isle of Wight) were elected to the Offices of Chairman and vice-Chairman respectively, unopposed.

The following were elected to the Executive:-  
A Boddy (London Sea Pilots North), J Collister (Forth) and T Russell (Bristol).

Region	Name	Station
1.	D W Davis M C Hooper	London Sea Pilots South Isle of Wight
2.	A Boddy G M Logie	London Sea Pilots North Yarmouth
3.	J Burn G A Coates C C Wilkin	Tyne Tees Humber
4.	W Brown J Collister	Clyde Forth
5.	H Frith R A Glover N Mckinney	Manchester Liverpool Belfast
6.	B I Evans T Russell	Milford Haven Bristol

## PNCN ANNUAL REPORT

Since the last AGM the PNCN have held two meetings in January and September and have had many aspects of pensions under review.

We conducted a ballot for the pensioner member of the PNPf upon the retirement of Reg Youde, to whom we must pay tribute for the expertise that he has brought to the field of pensions over many years. Bob Pollock of the Clyde, our former Chairman of the PNCN, was elected and took his place last Autumn.

The Green Paper was the major event causing a great deal of uncertainty over the long term future of our fund. Due to the added uncertainty caused by the rumoured tax changes in the Budget, PNCN members made their views known to their individual MPs. Consequent upon the Life Assurance tax relief changes in the Budget, the PNCN pressed the PNPf to provide a more adequate death benefit which resulted in an increase to £30,000. A further increase subject to the Inland Revenue maximum may be the best way of moving towards adequate cover for widows.

The PNCN were also instrumental in the introduction of the 5 year rule for AVCs which allows a member to cease contributing after 5 years.

Methods of calculation of a pilot's pension have continued to figure prominently in PNCN discussions with the consensus view that pilots must have a fair return on their "period in services" contributions even if this meant a maximum and minimum pensionable figure. The PNCN were unable to convince the Board of Management of the PNPf that two of their members should sit in on the PNPf Technical Committee's deliberations on the subject.

Jan Lemon has very kindly given up her time to attend our meetings and her expertise in explaining the many technical points has been greatly appreciated.

We are grateful to Harry Frith, Alan Vaughan and Edgar Eden, the pilot trustee members of the Board of Management of the PNPf who have had a particularly difficult time in ensuring that the contribution rate was not cut in view of the allegedly large surplus. It is essential that there must not be a reduction in contribution or a contribution holiday while so many of our members do not have past service credits for years served by age 60. Of particular concern has been the proposed raiding of the surplus for compensation schemes and this culminated in the following resolution being passed at the UKPA Conference: "That this Conference in view of the various schemes advanced and seeking funds from the PNPf requires the Executive to demand the Fund be used to promote an Ideal Pension for pilots and all monies to be retained for the benefit of members and pensioners and this to include a possibility of support for early retirement to assist in protecting the rate of contribution."

The PNCN has pressed for more up to date information on the AVCs and has written to the APAUK on two matters:

- (1) pointing out that some of their members are dilatory in paying over contributions to the PNPf which they have collected on behalf of pilots.
- (2) That Pilotage Authorities should check with a local member of the PNCN to ensure any new pension calculations are correct.

Looking forward to the future we must ensure that our pensions compare favourably with the better professional and public service pensions and that our aims must be not less than the Inland Revenue maximum, "in our time". Nothing less should be the standard for what is after all, a life time of service to the public as environmental protectors.

November 1985 R A Glover

## PNPF REPORT

The 1984 Annual Report and Accounts and the AVC Report have been circulated.

The preliminary results of the triennial valuation as at 31/12/84 is expected shortly and will be considered at the Board of Management meeting on 14th November. Various costings and the problems of declining earnings adversely affecting pension entitlements will also be considered as part of this exercise. These investigations have been delayed as a result of late returns of pilots' earnings.

The observation of the PNPf on the implication of the proposed Green Paper on re-organisation of pilotage have been widely circulated. These observations and the view of UKPA, T & GWU and PNCN were reported to the Regional Special Meetings of pilots.

The SFO have approved a revised Rule 3(3) of the AVC Scheme to permit a member who has contributed for at least 5 years to discontinue his contributions at any anniversary date of the arrangement.

The system of granting increases to deferred pension has been reviewed and the increases will be the overall percentage rate awarded by the Board to pensions in payment to conform with SFO requirements.

The effect of the Social Security Act 1985 on the PNPf has been investigated and no adjustments are required. In the matters of transferability and disclosure of information it appears the PNPf already conforms, or exceeds, the requirements.

The Green Paper on Social Security could cause problems for the PNPf if it were covered by any new Social Security legislation and the Department of Transport have had the matter brought to their attention.

### Letter to the Secretary, PNPf

15th July 1985

Dear Mrs Lemon,

Thank you so much for your kind letter of the 3rd June '85, outlining the record of pensioner's increases, the performance of the Board of Management, and the general comparison with other pension funds.

However much higher than the average rate my pension might be, I know of others, ie widows whose pensions are abysmally low.

Since the Fund is in healthy surplus and before any depletion by Merchant Bankers might be incurred, I think that the implementation of the Chairman's Report (*The PILOT*) July/Oct 1984 'to see that pensioners receive increases in line with inflation', now 7%, is paramount.

W H Young

## THIRTY DAYS HATH DEFENDER

Experience shows that pilots are too concerned with their charges to remember their own interests. Failure to report an incident to the Insurers within the time limit can lead to disqualification of claim or, at best, a heap of extra trouble for all concerned.

## REPORT ON DEEP SEA PILOTAGE 1985

1985 has proved to be a year of modest progress. The amount of work has remained fairly constant, but has been serviced by fewer pilots, leading to an increase in earnings. We had five retirements at the end of 1984, and so far only two of them have been replaced.

My statement at the 1984 Conference that we saw no necessity for conflict between Deep Sea and District Services has been borne out by the fact that there have been no disagreements during the year.

We have had good backing at the North Sea Commission from Britain's members, who have supported our position on all major issues. We do not flatter ourselves that this support is from altruistic motives, it is just that our position happens to coincide with the Government's laissez-faire attitudes. The support is none the less welcome.

Our major priority at the moment is to unite the two British DSP Services, under the control of the pilots. Under the present system, although we are self-employed, the Agencies have at times been able to treat our members in the manner of Dickensian employers. We have proposals under consideration at the moment to unite the Services and have some hopes of eventual success.

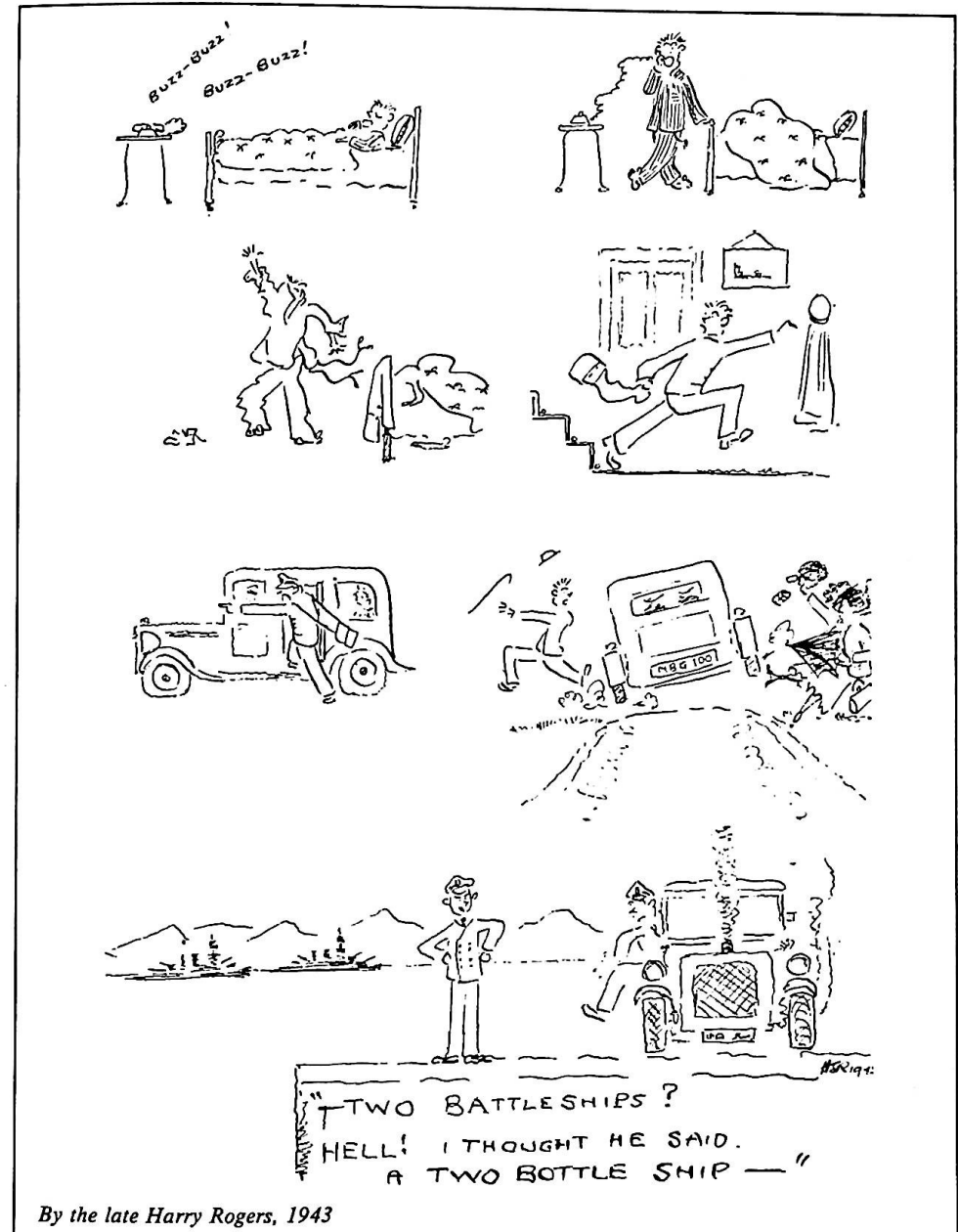
We continue to have a representative on the Hydrographic Office' Chart Users Panel. If any UKPA members have points to raise there, or any comments, our member will be pleased to raise them. Another member is to present a Paper on our Service at the Nautical Institute Seminar on Pilotage at Plymouth on 9th November. It is gratifying to note that at this Seminar the speakers are three serving Pilots and a Shipmaster, in marked contrast to the usual empire-building academics and self-elected 'experts' on all things which float.

We have also assisted with a survey on the functions and effectiveness of the Channel Navigation Information Service. It was surprising to find that the firm of consultants appointed by COST 301 for this survey were under the impression that the CNIS is an 'active' VTMS. We hope we have helped to correct this misapprehension.

In line with the UKPA and EMPA we still hope eventually for compulsory pilotage of certain vessels through the Dover Strait. Practically speaking, we realise that it will take a major accident and resulting pollution before anything is done about it. The latest grounding, which took place at the beginning of October between Dunkirk and South Foreland, was a large bulk carrier which, unfortunately for us, was carrying grain rather than LPG or crude oil. This is in fact a serious point. It was a collision between crude carriers which caused the rapid imposition of compulsory pilotage of dangerous cargo vessels in the Strait of Messina, waters belonging to another nation not noted for the speed of reaction of its bureaucracy.

At the October meeting of the UKPA/Federation Francais de Pilotes Liason Committee it emerged that there is no nautical input to the discussions on the proposed Channel Link. The prospectus for the most favoured option, the bridge/tunnel/Bridge, proudly states that the bridge foundations will withstand the impact of a fully laden VLCC of 300,000 t.d.w. steaming at 17 knots. No notice is taken of the eventual disposition of the vessels cargo, much less the fate of the ships crew. The establishment of a Franco-British sub-committee to monitor events and provide recommendations is therefore to be welcomed. While we share the view of most sea-farers that the proposed Link would be an enormously expensive white elephant, we see that it may have advantages for us in a voluntarily increased use of our Service, and as a powerful argument for compulsory pilotage of dangerous cargo carriers, at least during the course of its construction.

RBB *Europilots* Chairman  
26.10.1985



By the late Harry Rogers, 1943

## Obituary

## RONALD TINMOUTH

It is with deep regret that the Tyne pilots report the death, after a short illness, of Ron Tinmouth on 18th March 1985.

Born on 30th April 1924, Ron began his apprenticeship with the Tyne Pilotage Authority on 30th April 1938 and subsequently joined Shell Tankers in 1943 with whom he remained until becoming licensed as a Tyne pilot on 4th Oct. 1957. He took a keen interest in pilotage affairs and was a member of the Executive of the Association of Tyne Pilots until his illness caused him to retire from active involvement.

Ron will be sadly missed by all on the Tyne. He leaves a wife, Joyce, and a son David who is at present a pilot in Durban, South Africa.

JRP

## ARTHUR RICHARD WILD

Arthur Wild was Senior River Pilot at Goole for 12 years before he died on 8th June 1985 whilst returning home from Scunthorpe Hospital in an ambulance: he had been ill for some time. Aged 62, he had gained the respect of other pilots, shipowners, masters, crews and all the port users — he was helpful and well-liked. Born in Goole, he went to Goole Grammar School followed by the Boulevard Nautical School in Hull before entering the Blue Funnel Line as a Cadet in 1939. He survived many close shaves during the war and attained his Master's ticket in 1947. Four years later he joined the Goole Pilotage Service and became Senior Pilot in 1973.

He was praised for his brilliant seamanship in battling with the tide and dangerous currents when he successfully rescued all the crew of a West German freighter, *Birgit Miller*, one winter's night in 1966. He was piloting the Dutch vessel *Gaasterland* in the Ouse when they came upon the sinking, upturned, vessel to which the crew were clinging after a collision.

Arthur leaves a widow, Lucy, four daughters, three sons and thirteen grandchildren. Arthur can be remembered with pride as a worthy son of Goole.

## COLIN BROOM

After a long illness, Colin Broom (Manchester) died on 28th August 1985, aged 58. He was educated at Dumphries and *HMS Conway* and from 1942 served as Midshipman with Blue Funnel until 1953 when he qualified for his Master's (FG) Certificate. At this time he joined the Manchester Helmsmen's Service and gained his licence in 1957.

A long-serving representative and a popular member of the service, he will be sadly missed.



## J T WAINWRIGHT

Joe Wainwright (Manchester) died, suddenly in hospital in Edinburgh after a heart by-pass operation, aged 58 years. He joined Donaldson line as a cadet in 1943 and served with that Company until he entered the Manchester Helmsmen Service in 1949. He was licensed as 2nd class pilot in 1953 and 1st class in 1956. Joe was choice pilot for US Lines for many years and also represented the Service at local and national levels. He was a member of the Nautical Institute.

## EUROPEAN MARITIME PILOTS' ASSOCIATION

This being Conference year, representatives from thirteen member countries of the Association assembled in Madeira for the 22nd General Meeting between 24th-26th April, the one notable absentee being Greece.

The United Kingdom delegates were R Glover (Liverpool), J Tebay (Liverpool) and C Wilkin (Humber). M Hooper (Southampton) was present as a vice-President of EMPA, and N Walker (London North) Chairman UKPA, together with N Owen (Liverpool) Chairman MPB, attended as observers. M Annett represented Europilots and other observers were present from Bristol, Humber, Tees and Southampton.

The situation in the United Kingdom was of foremost concern when members made their national "situation report", and the meeting was acquainted with the possible and probable implications of the December 1984 Green Paper. Prior to the meeting the UK delegation had circulated a questionnaire on the "Role of the Pilot as a Public Officer", the results of which were duly tabulated. The questionnaire had been prompted by the Green Paper assertion that pilotage "is primarily a service in support of trade", and makes interesting comparisons with other European countries. In addition the UK delegation put forward a resolution that:

"Should any of the (EMPA) National Governments be considering pilotage legislation, due regard must be paid to the essential service to the public that pilots perform in terms of prevention of pollution and safety of life and property."

The resolution was unanimously supported, and backed-up the UK resolution at the 21st AGM that reaffirmed the (EMPA) conviction that European ports and coastlines should be "safeguarded by pilotage".

Of the other nations, the Netherlands are proceeding with the privatisation of all pilots currently employed by the Government. The Greek pilots, although winning a court case against the Government *re* their suspension from duty, had found that there were legislative powers to re-direct their services, and a number of senior pilots had found themselves in picturesque outlying districts. It was for this reason that no delegation from Greece attended the meeting. Italy reported that, following a collision involving a tanker in the Straits of Messina, a VTS station was to become operational and compulsory pilotage established for all vessels over 15,000 GRT (including tankers in ballast) and all vessels carrying oil/noxious cargoes in bulk over 6,000 GRT.

The Project Leader of "COST 301", M Roberto Salvarani, attended and explained the project in great detail. As reported last year, IMPA Officers, together with EMPA President M Guicharrouse, are involved in all the Working Groups. The most important area is in the "qualifications for VTS personnel" studies, which are to be submitted to IMO for consideration as a model for the "VTS Guidelines". It is pleasing to report that the EMPA President, the EMPA Secretary-General and the IMPA President are all involved in this Working Group.

(Continued overleaf)

## TRINITY HOUSE RECEPTION

The Executive and their ladies were warmly entertained at Trinity House on the eve of the UKPA Conference. The Deputy Master received the guests which included members of the shipping industry.

The Reception was of the highest standard and served a very useful purpose for the Executive to meet members of the Shipping Industry in cordial conditions.

The Technical Committee was attended by J Tebay, and M Hooper chaired the Deep Sea Pilots' sub-Committee. In the course of the year, EMPA pilots were given an opportunity, via the Netherlands EMPA Treasurer R Hofstee, to evaluate the "Marine Ship Manoeuvring Simulator", Wageningen. M Irvine from the Tees attended this course at very short notice, and we are much indebted to him. His excellent report is available and well worth studying. There is a feeling among EMPA Officers that the VTS situation is probably in hand, and that we should now be guarding ourselves against the threat of the "trade-amateurs" marketing and operating simulation.

The Transport Committee visited both Denmark and Germany in the summer, and the pilots of both countries were only too pleased to give their time and advice on their own national systems. M Hooper briefed the Danish Pilotage Superintendent and the German Pilots' President to acquaint them with the UK Pilots' views and fears on the Green Paper proposals prior to the visit. It was disappointing that the Committee was unable to find the time to visit France — this being the only truly "self-employed" Pilot Service in Europe and our close association with the French Pilots made them feel they would be able to do a "good job" for us. (Quote). It should be recorded that after the publication date of the Green Paper, EMPA Officers in Belgium, France, Holland and Germany immediately forwarded copies of their rates on request and without question to allow the UK to satisfactorily defend themselves over pilotage "costs".

The Association's Senior vice-President, Walter Asmus, has now retired. As President of the German Pilots and as one who worked with his national Government in operating a strict pilotage regime, he will be very much missed. It cannot be denied that, for an effective Executive, the presence of pilots from the major and influential maritime nations is very important. Germany is one of those nations. Another sad loss is the Chairman of the Technical Committee, Ragnor Zweidorf of Norway. One-time President of the Norwegian Pilots, his knowledge and authority on Nordic matters has proved invaluable. Their positions on the Executive are taken by P Ahlstedt of Sweden and P Lima of Portugal.

The meeting voted to accept the Treasurer's proposals to increase subscriptions by 17½% (the last increase being 1981): These subscriptions being paid in ECU's. The reasons put forward for the increase were the higher involvement of Executive members in VTS Symposia, COST 301 Work Groups, Executive Meetings abroad (UK 1984), and Deep Sea Pilots' Working Groups. (Accounts available on request.)

The next General Meeting is scheduled for Finland (Helsinki) in 1987, and the National Presidents will meet once during 1986, in all probability around the IMPA Conference in Paris in August.

A copy of EMPA Pilots' Earnings and Working Conditions is available from the UKPA on request. A breakdown of the "Public Officer Role" questionnaire appears opposite.

M H C H September 1985

## Obituary

### GEORGE AYRE

It is with the deepest regret that I report the sudden death of Mr George Ayre (Tyne), aged 60, on 18th June 1985 while on board *MV Tranquair*. He had just boarded the vessel when he was taken ill and, in spite of tremendous efforts by the Master and crew and a doctor put on board by pilot cutter, he died before reaching hospital.

George served his apprenticeship with the Tyne Pilotage Authority from 1939 to 1944 and, after

service with Shell tankers and North Thames Gas Board colliers, he entered the Tyne Pilotage Service in January 1958 where he served with distinction. He conducted new-ship trials for Swan Hunter Shipbuilders for many years, including several supertankers.

George is survived by his wife, Betty, a daughter, Elizabeth, and a son, David who is at present sailing as Second Mate with Ellerman Lines. He will be missed by his colleagues, who offer their sympathy to his wife and family, and by all who worked with him on the River Tyne.

J R Phillips

# The PILOT

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### VOLUME 53

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U K P A QUESTIONNAIRE TO ESTABLISH THE ROLE OF THE PILOT AS A PUBLIC OFFICER

Country	Commercial Basis	Role of Government	Role of Pilot	Additional Duties	Remarks
Belgium	No	Provides equipment	Protection of environment Safety of navigation	Health Officer responsibilities	1. Income not from fees 2. Fees may not cover costs 3. Pilot is civil servant
France	No	Supervises rates	Protection of environment Port consultancy V.T.S	Defence capacity	1. Service is self-funding 2. Pilot is self-employed
Germany	No	Oversees dues levelled for boats and equipment	Protection of environment Safety of navigation V.T.S		1. Service is self-funding 2. Pilot is self-employed
Italy	Yes	No direct role	Protection of environment Port consultancy Public service	Defence capacity	1. Pilot is self-employed 2. Service is in support of trade
Netherlands	No	Employer of majority of pilots	Protection of environment V.T.S	Defence capacity	1. Some pilots are civil servants 2. Service should be self-financing
Norway	No	Government funded service	Protection of environment		
Portugal	No	Not defined	Protection of environment Safety of navigation	Customs Office responsibilities Defence capacity	
Sweden	No	Government funded service	Protection of environment		
U.K.	No	Overall responsibility	Protection of environment Safety of Navigation V.T.S (minority of ports)		Pilots are generally self-employed Service is self-financing

## IMPA REPORT 1985

In December last year, 180 Pilots from 18 of the 27 nations in membership met in Hong Kong to take part in the Seventh Biennial Congress of the International Maritime pilots' Association. The theme of the Congress was 'Pilotage Equates Safety'. Subjects discussed covered most matters professionally of interest to pilots from pilot ladder safety and VTS to Conditions of Service and SQUAT.

Our continuing presence at IMO ensures that we are regularly consulted on technical matters and enables us to hold a watching brief for pilots' interests. Our interventions in the VTS debate may well have produced Guidelines more acceptable to pilots than might otherwise have been expected.

IMO have made an interesting recommendation on the use of pilotage into the Baltic. They are aware of the close relation between safe navigation and the prevention of pollution and note that certain ships constitute a potential danger of pollution and a potential hazard to other shipping. They therefore recommend that 'loaded oil tankers over 7m draught and all loaded chemical and gas carriers, irrespective of size, should use the pilotage services established by Denmark and Sweden.'

The Guidelines on Bridge Visibility have been adopted and will prevent any more ships being built without a view of the water at the side. On our insistence, para 3.9 states 'The ship's side should be visible from the bridge wing'.

The President has made a great contribution to the IMO Standard Marine Vocabulary and to Speaspeak with his ability to relate academic semantics to practical piloting. Of course, his fluency in three or four languages is a help.

I have previously reported that IMO has begun to establish methods for displaying manoeuvring data. The matter has been progressed at two Sessions since then and, much to my surprise, on both occasions I have been asked to chair the Group, so you know who to blame. It has eventually been agreed that the information should be available on board in three levels, a comprehensive booklet, a wheelhouse poster and a Pilot Card. This Card is to set out briefly mainly current data relevant to the impending manoeuvre and to include an equipment check list. During the plenary discussion, when I presented the Draft, Greece and the USSR objected to the provision of a Pilot Card. The Greek delegation prefer the 'traditional verbal exchanges between Pilot and Master without any suggestion of a document being used while the leading Russian delegate, who used to be a pilot, dislikes the card as it 'could not contain sufficient information to manoeuvre the ship'. Nevertheless, the principles have been accepted. Furthermore, the Safety of Navigation sub-Committee did not support a proposal by the USA that a 'Check List' should be completed by the Pilot in order to inform the Master of his intentions during the manoeuvre. Target completion is 1986.

Last year, I referred to a difficulty caused to Members when Russian masters refused to overcarry them in heavy weather and insisted that pilots attempt to disembark. We had written to an official in Moscow but no reply had been received. During this year another opportunity arose to raise the matter and we have now received an assurance from the appropriate Ministry that our concern is noted and shared and will be promulgated amongst the Fleet. A copy of this letter could be of use to a pilot who is unhappy about the conditions for disembarking.

We have almost finalised an IMPA 'Pilot Ladder Poster' which will illustrate our requirements for safe boarding and we are preparing submissions for the amendment of SOLAS Convention, Regulation 17 (Pilot Ladders). Our Australian colleagues are most concerned that vessels should be equipped with the means to secure ladders and accommodation ladders to the ship's side when they are boarding or landing. We were rather taken by surprise at the last IMO session, when the date for this was put back from 1986 until 1988.

## EMPA SIMULATOR COURSE AT MARIN, WAGENINGEN

August 1985 attended by C M Irving

A working week with three other EMPA colleagues at the MARIN ship manoeuvring simulator at Wageningen in Holland, with the resulting successful completion certificate, leaves me with the satisfaction of having travelled far, at extremely short notice, to attend a worthwhile and informative five day course. Irrespective of whatever conclusion the four of us may have drawn, like them, I feel indebted to EMPA for organising this simulator familiarisation programme, and to the instructors for their enthusiasm and patience throughout the week.

Firstly though — MARIN — the Maritime Research Institute of the Netherlands based at Wageningen near Arnhem is not only a research institute as the name suggests, but also the home of NSMB — the Netherlands Ship Model Basin. It has been used since 1975 by the Dutch Governmental Pilot Authorities as a simulator training centre for the VLCC pilots and their "assistant" pilots in the Euro and Maas channels and for the runs in and out of Europort itself. Simulator training has extended to pilots using the deep draught channel to and from the River Schelde, and to other training programmes. The NSMB is extremely interesting and the all too brief tour of the model testing tanks, workshops and storehouse of countless scale models of every conceivable type, ranging from ocean racing yachts, naval ships, VLCC's to rig tenders drilling platforms and passenger ship hulls was fascinating. The attention to accuracy and finish, be it for the hulls or for the propellers is impressive. I feel that this fifty year old expertise in ship model designing and testing must stand MARIN in good stead for their endeavours to set up as accurate a simulator as possible.

In addition to myself the three EMPA colleagues sharing week 35 were from the Hafenslotsenbruderschaft, Hamburg, from the Federation Francaise des Pilotes Maritimes, Rouen, and from the Instituto Nacional de Pilotagem dos Portos, Lisboa. Our instructors were Messrs Mol and Groenhuis from MARIN and Gerard Van Roon a senior Rotterdam Pilot and national simulator instructor. The 5-day course consisted of shiphandling videos illustrating bank effects, small UKC and relationship between propeller, rudder and hull; simulator practice, and theoretical explanation of the drift angle and rate of turn to be applied in maintaining channel position and altering course with VLCC's and ULCC's. Throughout, the instructors were in regular

*(Continued overleaf)*

*(Continued from opposite page)*

On the subject of Traffic Separation Schemes and associated matters, we have had the advice and powerful presence of Peter Russell of the London Sea Pilots (South) to assist us at IMO.

The Japanese Pilots' Association is so concerned about a possible alteration to the Collision Regulations that we were asked to allow two of their members, Hongo and Sakane, to attend IMO in the IMPA delegation. It appears that they have been at variance with the Japanese Government for a long time, over the right of way between large deep ships and fishing vessels and they have a point. On their arrival, they provided us with an English translation of the Japanese Guide to the original English Collision Regulations wherein the priority in narrow channels between large vessels and fishing vessels appears to reverse. President Guicharrouse with Peter Russell presented the case and a new Rule 8(f) 'Not to Impede' has been proposed which should assist our Japanese colleagues.

*G A Coates  
vice-President  
October 1985*

attendance, giving advice and explanation, yet at the same time more than ready to face and discuss the usual pitfalls and shortcomings of simulators.

Day 1 proved to be a morning of introduction and tour of the NSMB including the simulated "Wheelhouse" and instrumentation. Drift angle correction for varying speeds in deep draught channels was explained, followed by familiarisation runs for all of us, ships varying from 40,000 DWT to VLCC size both light and loaded. Wheelhouse layout included Raytheon ARPA, Bridge telegraph and its corresponding instrumentation, Doppler, ROT indicators, echo sounder, wind direction and speed indicators, berthing speed-of-approach instruments, Decca and Decca Brown Box, and a tabletop visual positional display giving a synthetic view of contours and manoeuvring area limitations.

Day 2 was further practice with drift corrections and explanation of the Decca Brown Box used for accurate positioning in the Euro and Maas Channels. Emergency situations in a deep draught channel were discussed with the resulting forced turn of 180° firstly in a 1200 metre wide then a 600 metre wide channel with 22 metre draft VLCC's. This proved an exacting manoeuvre, improved by repeated practice, following first attempt "groundings".

Day 3 was given to further position maintenance in the Euro and Maas Channels with practice swinging 380,000 ton loaded ships in the emergency situation. ROT and distance to way point was explained with resulting course alteration to a tight schedule using the Decca Brown Box and ROT indicator.

Day 4 was devoted to berthing and unberthing practice with 380,000 loaded and light ships, wind and tide being introduced. Four twenty ton pull tugs were available and the Speed of Jetty Approach traffic light system was used. The final day was given to course maintenance and course alteration in a narrow channel with less than 1 metre UKC, using 150,000 ton ships. Further berthing exercises were given. Then a general discussion followed with "round the table" comments from the four of us.

Speaking purely for myself, I found the weeks EMPA simulator programme rewarding and useful; perhaps not quite in the way the organizers may have envisaged. The week proved a valuable instrument training exercise with special interest being in the Doppler and ROT indicator. The use of the Decca Brown Box, applicable in deep draught channels was most informative and coupled with the "feel" of the simulator, made accurate position keeping a demanding and absorbing task. Together with the emergency turning manoeuvres and maintenance of position, this aspect of the simulator course was very realistic and beneficial. The synthetic "bird's eye" instrument, after the first day, I found too synthetic and tended to distract one from the ARPA radar, making the ship berthing practice too much like a video game, though I am sure the instructors are aware of this. I found the drift angle corrections and calculated course altering, using distance from the way point and ROT, to be helpful and should be a necessary part of any simulator training. Perhaps the most disappointing feature of the simulator was the "view ahead" from the "Wheelhouse" windows. MARIN are clearly aware of this limitation and are aiming to better it. Even the features of a moving wake and smoking chimneys "ashore" — though very realistic — didn't compensate for an unreal feeling that made me welcome the poor visibility runs, when the instrument could be better fully used. Practising with the Berth Speed of Approach "traffic lights" from within a wheelhouse and bereft of actual shore vision was somewhat unreal, but certainly exercised the mind when coping with wind and tide factors and giving instructions to four tugs.

Overall I found *pros* far outweighed the *cons* and the fact that the instructors recognize the above described limitations is encouraging. I would recommend anyone to take advantage of a week's training course at Wageningen.

## TECHNICAL COMMITTEE REPORT, 1985

The work of the UK Pilots' Technical Committee continued during the last year with two meetings of the re-formed committee. The objectives continue to be the collecting, analysing and dissemination of any technical matter that may materially affect pilotage and pilot safety. We are fortunate that our membership includes individual representation on the DOTp Safety of Navigation Committee, the EMPA Technical Committee and the Papers and Technical Committee of the Nautical Institute. We are also pleased to report that our liaison with the IMPA Technical Committee is now much improved in having as an invited member to our meetings Mr G Coates of that Committee. Contacts with other organisations have also been established, not least our on-going association with Mr Welford, Research and Development officer of the RNLI, whose input on safety matters is most valuable. The dissemination of information has been mainly via *The Pilot* or to the Executive Committee and in this area we are anxious to provide information to pilots and to get a feedback from Districts.

The main items dealt with include —

### Personal Safety: Launch Safety

This item is always a major one on our agenda. Wherever possible new equipment or aids are either sighted by the Committee or the subject of user-comment from pilots or the RNLI. It is the intention of the Committee that a detailed report be given in *The Pilot* to include the following:-

Updating on pilots' Seasafe jackets and crew life jackets. Latest in personal strobe lights. Strobe lights v steady lights. Hand held flare/smoke signals. Dry-suits. Rescue strops and rescue ladders. Automatic life jackets. New, stronger Velcro.

Relative to safety of launches, we can report on the care of fibreglass hulls. Tests on hull panels affected by osmosis. The effect of fitting trim tabs on semi-displacement launches. Slam loads on polycarbonate windows. In launch safety matters it is helpful to have Mr Malcolm Logie as both a member of our Committee and also the Executive.

### Polystyrene Pilot Ladder Steps

The fitting of some pilot ladders with either the lower rungs or total usage of polystyrene steps has caused some concern to our members. Initial contact with the UK manufacturer to attempt to solve a particularly unsatisfactory aspect of design did not produce the desired co-operation, so a meeting of the Department of Tp with Mr Angus McKinnon and myself was arranged. From this meeting an understanding was reached whereby existing UK ships using ladders made with these rungs would be recommended to fit additional spreaders, whilst the manufacturers, Department of Tp and local pilots (Clyde) would co-operate to improved design.

### Simulators

At short notice Mr Mike Irving, vice Chairman, attended a simulator course put on for European pilots by the Dutch research organisation MARIN. A full report, plus comments, of this course will appear in *The Pilot*. There is also available a report on the Port Revel simulator by a Liverpool pilot who gave his services there as an instructor for a brief period.

### Fixed Shroud Propellers

Our enquiries into the availability of test reports on this subject reveal, to date, that little has been produced with reference to the effect on shiphandling. However, through one of our members, Mr M Barrett (Humber),

a national research organisation has offered to study the subject as soon as funds become available. This offer has been accepted.

#### Requests for Comment

On request, the UKPTC has commented to the Department upon the Draft 1986 Lifesaving Appliance Regulations and also to the Monopolies Commission on the Decca Navigator equipment.

#### EMPA Technical Committee

The agenda of this Committee was considered by the UKPTC prior to the EMPA Conference as was the subsequent report provided by myself as EMPA Technical Committee member. The items discussed included — Standard Marine Vocabulary, Seaspeak, Safety Campaign, Bridge Visibility and Layout, Vessel Traffic Services, Ship Simulators and Pilot and Launch Safety.

#### IMPA Technical Committee

As stated at the beginning, we now enjoy better communications with this Committee and have, through the good offices of Mr Gerald Coates, been able to make constructive comment on the IMPA proposed draft amendments to SOLAS, on wheelhouse notices concerning vessel manoeuvring characteristics, and on pilot ladder arrangement posters.

#### Safety of Navigation Committee

Messrs R Cashin and P Russell, members of both the TC and SONC are able to bring to our attention any matters of interest to pilots from this important forum which advises Government representatives at IMO.

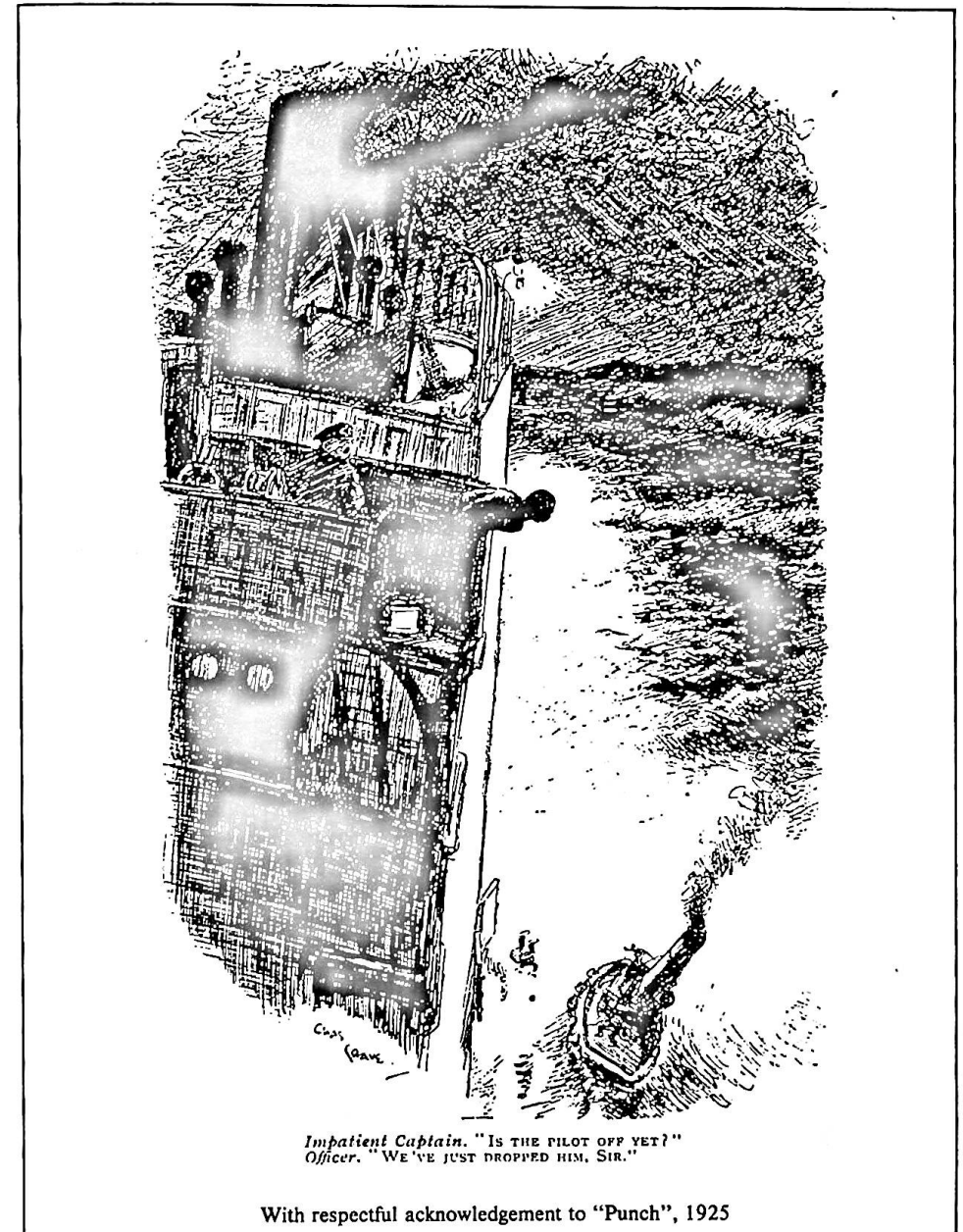
#### Seminars, Meetings

On behalf of the Committee, I attended in London a one-day seminar entitled 'Safety of Shipping in European Waters' — which was virtually an up-date on aspects of COST 301 Involvement with VTS. A report was provided for the Committee and the Executive, but no doubt others at Conference will be dealing with the subject of VTS. Mr I Stirling (Southampton) was able to report on an RIN lecture on 'Indication of Effective Speed Deceleration to Vessels in the Port Approach', but could see no immediate prospect of such a system being put into practical use.

It will be the intention to have a member attend a meeting on board *Wellington* in December on Electronic Charts.

Although currently difficult to inspire the interest of pilots nationally in technical matters when so much of pilotage business at the moment concerns the very continuance of our profession in an acceptable form, I think I can fairly report that your representatives on this Committee, both individually and collectively, continue their work in the certain knowledge that technology will continue to play an increasing role in our business. For my own part, after approximately eighteen years of involvement, I have resigned from the Committee as from Conference so that other, younger, heads can progress the subject that is likely to play such an active part in their future. Until re-elections in 1987, I leave the Committee in the very capable hands of Mike Irving with Peter Russell as his vice-Chairman. I earnestly hope that the Executive and membership will continue to give these gentlemen and the Committee the support that I have been accorded over the years.

*P J H Tebay*  
October, 1985



## LATITUDE 59°N

By Michael Irving

*UK Pilots Tech C'nte*

"Kirkwall", said the girl in the Travel Agents. "Where on earth is that?" as she hastily thumbed through the ABC of the world's airports. "Canada?" "No, not Kirkland — Kirkwall", I repeated. "Oh, of course, the Orkney Islands" The bored looking seasoned package holidaymaker stood beside me, suddenly seemed interested. "Off the West Coast of Scotland" he confided to everyone present — adding "Nice place, I've heard. Would'nt take the wife though — no duty frees". Like Brer Rabbit, I said little and awaited flight details and times thrown up by the ABC. Even the VDU on the desk seemed puzzled and stayed blank — perhaps it wasn't switched on. Teeside — Aberdeen seemed pretty easy to calculate, but Aberdeen — Kirkwall wasn't so straightforward. "Go home, I'll ring you," the girl said. So I went home. She rang, and Wick seemed to be the 'in place' but the return airfare was spoken in a whisper. "Repeat please" I said. No, I hadn't heard it wrong. The Standby return flight to Majorca was a quarter of the price. A panic phone call to Kirkwall. "Should I not come in view of. . ."

Teeside Airport, Wednesday morning, 7am, saw a suitcase of assorted drysuits, strops, old cords and sweaters being pushed abroad on Air UK Fokker Friendship. The sign 'Cut here in emergency' on the side of the fuselage, did'nt impress me. The aeroplanes got smaller and smaller, the further north we went. As if to compensate, the service became more and more friendly, more and more personal. How many airlines have airhostesses who bring coffee in a cup and saucer, add milk and sugar — and stir it for you? At the Loganair 'check in' at Wick not only is your suitcase weighed, *you* are put on the scales. No surveillance or body scan for weapons — they were busy carrying your case out to the plane. For someone frightened of flying I must admit I enjoyed the 20 minute 'hop' on to mainland Orkney. Not to be flying at a height of 30,000 feet was a relief — 550 feet up did'nt seem far to fall, and the Doppler never showed more than 170 knots, though I wasn't so happy on seeing the engine fuel pumps being switched off, on the descent to Kirkwall. The sun was shining, the airport was small — very small, and everywhere was wall to wall friendliness. That expert on package holidays away back in Middlesbrough had it all wrong — he could keep his duty frees.

The Orkney Pilot representatives, Bob Slater and George Walker had masterminded this Northerly migration and, with the approval of the Orkney Island Council and all concerned both afloat and ashore at 59° North, I was pleased to help. Such was their enthusiasm that within the hour I'd been driven to the Hotel, down to the Harbour Control and Pilot Station, and was aboard their 62 feet GRP *Scapa Pathfinder* talking to the duty crew and pilots. Their four year old cutter, the newest of three in service, was impressive and they were justly proud of their newly fitted hydraulically-operated midships davits mounted above the wheelhouse. Why talk for long when, on warm sunny afternoon — specially ordered for a Southerner — we could be practising? Though the cords and sweater were in the hotel, the drysuits were with me — my suit could be drycleaned — and a profitable couple of hours were spent trying recovery methods. With 3 crew cutters, both 3-men and 2-men retrieval was possible. The water was amazingly warm and not a single dorsal fin was to be seen, though the thought of the wreck of the *Royal Oak* underneath was never too far away. It all seemed easy, so the smaller 48 feet *Scapa Patrol* with an electrically operated stern platform was used. In theory a stern platform appears good and all credit should be given for earlier thoughts on recovery — how much better than nothing. Even in the calm waters of Scapa Bay, backing up to a man in the water, unsighted by the coxswain is far from straightforward. On the first attempt I ended up under the platform with the two crew almost tearing me apart to pull me on board. With their scramble net I fared even worse and the point was forcibly made that without a full length, wide, weighted net, recovery of an injured or unconscious man is nearly impossible when rigged over the flared shoulder of a GRP cutter. Two hefty crewmen quickly discovered this, with both of them nearly ending up alongside me.

## COLD COMFORT

M A Barratt

*(UK Pilots' Technical Committee)*

Come on in the water is lovely . . . How often have you had that invitation and immediately been suspicious about the truth of the statement?

The fact of the matter is that the waters round the UK coast are rarely lovely; in winter, the temperature unlikely to exceed 10°C and often it will be nearer to 5°C in summer, it will only rise to about 15°C and it remains a very cold environment for warm blooded creatures.

The normal temperature for a man is 37°C. The temperature gradient between 37°C and 10°C combined with the high specific heat of water causes the rapid cooling of anyone immersed in water. The rate of cooling can be reduced by wearing protective clothing and conserving body heat by avoiding excessive activity on entry into the water.

The human body when immersed immediately reacts in an effort to increase the production of heat and also it attempts to conserve this heat. Shivering generates heat and the tiny blood vessels in the skin close down to prevent heat transfer to the surrounding water. Initially there is an increase in the heart and respira-

(Continued from opposite page)

Over the 'very necessary' dram or three, lessons from that afternoon were discussed and the morrow's plans made. A guided tour over the Churchill barriers to South Ronaldsay and a meal brought the day to a close. Having only ordered one day's sunshine, the morning dawned wet and windy. Prompt 9.30am, everyone was maybe not "raring to go" but eager to see the morning's sport. All five crews, every available pilot, engineering staff, Captain Robertson and the Island Council were aboard *Pathfinder, Patrol* and two of the three Scapa tugs acting as a grandstand. Tom Balfour and Jim Mitchell who'd perfected and had the hydraulic davits fitted, must have been more than satisfied with their performance in a choppy sea. Each crew in turn practised 'end on' approach with midships recovery, whilst there seemed no shortage of volunteers for the three drysuits I'd brought up. Single and double lifts — as per helicopter winchman — were tried. A *Seasafe* jacket was given a good test and some crew produced their sub-aqua wetsuits — keen to go over the side and test the davits.

Several expressed a wish to practise in the afternoon and suitably fortified we were 'at it' again. A more serious and determined effort was made to make it more difficult, and they found a 'face down' victim, prone to falling out of the strop, something of a handful, and more than just myself swallowed large quantities of Scapa Flow. Should it ever be "for real", that's how it might be. A further dram or three to add to the seawater seemed a good idea, followed by a whistle stop tour of Western mainland with good views of the Kame of Hoy, and a glimpse of the 'old man'.

They still had'nt had enough, so as darkness descended, back aboard again, and a series of night-time recoveries with all the five coxswains. Using *Pathfinder's* searchlight and homing in on my Mcmurdo strobe light, they were all successful from distances of a mile or more. Everyone, including the Duty Pilot up in his ivory tower, agreed the strobe light was impressive. The twelve hour day of punishment ended with a lively discussion, and should they be able to maintain this level of enthusiasm and the wish to practise on a regular basis, the Orkney pilots and cutter crews will be a formidable combination.

Was I right to say I might return next year? I suspect they'll be teaching me a thing or two. Maybe a package holiday to the Mediterranean won't be such a bad idea after all. But isn't their seawater polluted? Not fit to swallow?

tion rates and the blood pressure is raised. Anyone with a serious pre-existing heart disease or high blood pressure condition runs the risk of immediate death.

As the body temperature falls to 34°C the victim becomes confused and dis-orientated and may, on this account, be unable to assist the rescuers. A further reduction of temperature from 34°C to 30°C results in amnesia, a slowed heart rate and abnormal heart rhythms. At this stage consciousness begins to go.

When the temperature falls below 30°C there is muscle rigidity followed by muscle relaxation, the pupils dilate and it may be difficult to decide if the person is alive or dead as, being deeply unconscious, the heart beat is slow and feeble and the respiration rate may be as low as three or four per minute. When the casualty is in this condition the signs of life are not easily detected. Because of this difficulty rescuers should not give up their efforts to revive such a victim and it is recommended that they should continue for two hours or more and at least until the person has been expertly examined.

Because the reaction on entry into the water will be as described and also as activity encourages heat loss, a person falling into cold water should not make any violent movements or attempt to swim. Even very good swimmers have great difficulty in very cold water. The best thing to do is to hold on to any buoyant thing that comes to hand, a lifejacket or some form of buoyant coat is important as even a swift rescue will take some minutes, and the heat saved, quite apart from the more obvious help in avoiding drowning, will be of great benefit. A buoyancy aid is essential should the victim lose consciousness, as the head must be supported clear of the sea and spray.

As can be seen from the diagram (Fig 1) in a sea temperature of 5°C 50% of people would not be expected to survive one hour, exceptionally some will last a while longer provided that they were in good condition and suitably clad on entry into the water. The search time should be of the order of six times longer than the time indicated by the 50% rate for a given temperature.

The problems of recovering a person from the water have been mentioned in other articles and it will be remembered that it is not at all easy to haul someone on board. The casualty must be handled as little as possible and ideally should be recovered from the sea in the horizontal position. When the victim has been brought on board and if conscious, lucid and with no amnesia, even though shivering violently, the wet clothes should be removed. The next thing to do is to dry the body by patting not rubbing, wrap the person in blankets and have them lie down in a warm but not overheated cabin. The survivor should be given hot sweet drinks.

If the casualty is brought on board unconscious and apparently dead and if there is no obvious respiration then make sure the air ways are clear and commence mouth to mouth or mouth to nose resuscitation and continue until regular breathing is established. As soon as normal breathing is restored then the survivor should be laid down in the "coma" position (see Photograph, Fig 2) that is to say chest downward, head on one side, and the limbs as if swimming side stroke, all this with the legs slightly higher than the head. As such, a casualty should be handled as little as possible; it is not necessary to remove the clothes. The whole body, including the head but excluding the face, should be covered in blankets and then with a polythene sheet or bag; this will prevent heat loss through evaporation (and the effects of chilling wind if still on deck). Do not attempt to give anything to drink to an unconscious casualty. No alcohol should be given in any case, indeed the chances for survival are much greater if there is no alcohol in the system prior to entry into the water.

As slow re-warming is important do not use heated blankets or hot water bottles. Remember to keep the legs slightly raised to ensure a good supply of blood to the brain.

Arrange transport to meet the boat on arrival in port so that the casualty can be taken at once to hospital for further assessment and treatment.

The UKPA technical committee continue to monitor pilot ladder safety and the fitting and fixtures on launches for the recovery of persons from the sea; in this connection pilots are asked to bring to the attention

of the committee any good or bad features they come across. Making a fuss about a bad ladder is much better than finishing up in the water, so do complain about unsatisfactory gear. I hope the foregoing article will have pointed up the fact that if you do fall in cold water it is not just a wet uniform and some soggy tobacco that you will have to contend with. Why not make sure that you and your launches are properly equipped and that you and the launch crew know how to recover a casualty and how to care for them?

Based on information received from Surgeon Commander F Golden RN Director of Medical Research at the Institute of Naval Medicine, and with grateful thanks to Dr R Renfrew, Medical Adviser, The Grimsby Fishing Vessel Owners Association, for a great deal of help and advice.

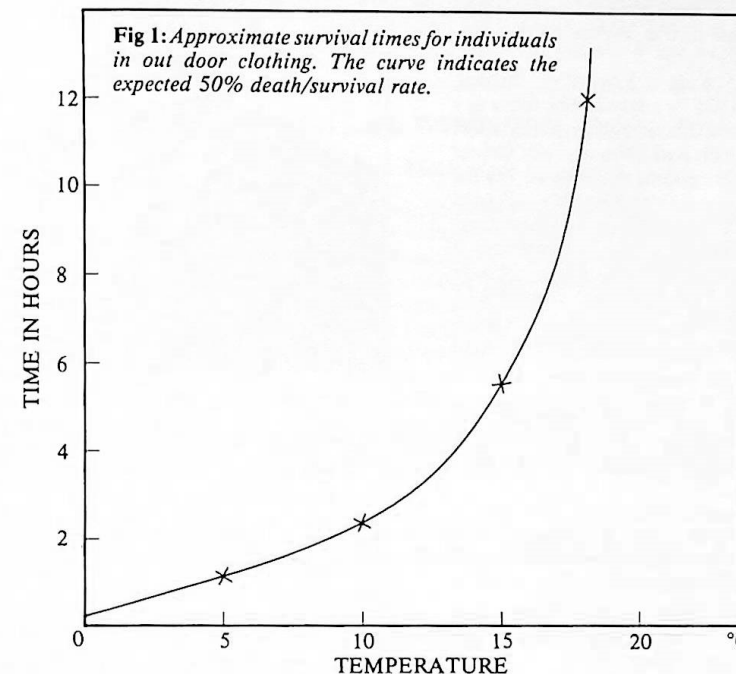
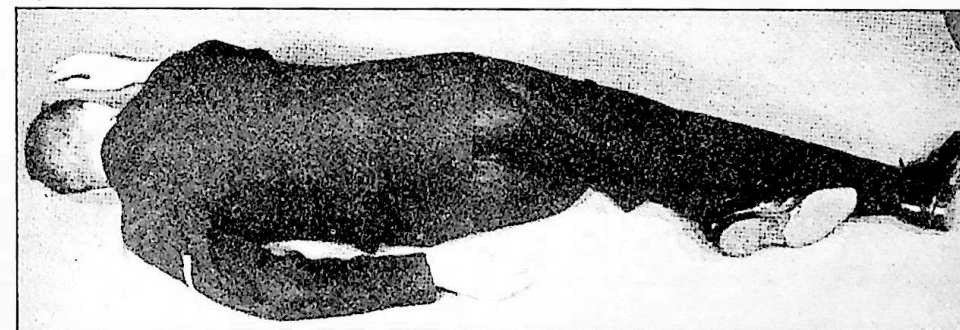


Fig. 2







## Local Secretaries

Aberdeen	A F L Esson	Aberdeen Harbour Pilots, North Pier, Aberdeen, Scotland
Barrow-in-Furness	The Secretary	Trinity House Pilot Office, North Quay, Heysham Harbour, Haysham, Lancs
Belfast	N C E McKinney	8 Alt-Min Avenue, Belfast 8, Northern Ireland.
Blyth	M K Purvis	4 St Ronan's Drive, Seaton Sluice, Whitley Bay, Tyne & Wear
Boston	P M Brown	109 Freiston Road, Boston, Lincolnshire, PE21 0JP.
Bristol	T J Russell	9 Chardstock Avenue, Coombe Dingle, Bristol.
Brixham	R J Curtis	Ria-Tor, 86 Sommer Court Way, Brixham, Devon
Clyde	A Hepburn	5 Hawthorn Place, Trumpethill, Gourock, Scotland.
Coleraine	W Dalzell	Harbour Office, Coleraine, County Derry, Northern Ireland
Dundee	G Dobbie	16 Buddon 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, Lancashire.
Fowey	Mr Hinge-ton-Randolph	Moorlands Farm, Treesmill, Tywardreath, Par, Cornwall
Gloucester	B H Richards	91 Jubilee Drive, Thornbury, North Bristol, Avon Co BS122YT
Goole	P Hughes	5 Park Close, Airmyn, Goole, Yorkshire DN14 8LX
Grangemouth	K P Bowers	4 Broomknowe Drive, Kincardine-on-Forth, Alloa, Clackmannanshire
Hartlepool	B G Spaldin	15 The Crest, Warkworth Drive, Hartlepool, Cleveland.
Hull (Humber)	R Allerston	3 Rymer Place, Cleethorpes, South Humberside, DN35 0EA
Inverness	H Patience	Altmory, 2 Glenburn Drive, Inverness, IV2 2ND
Ipswich	D A Ingham	Ipswich Pilotage Office, Dock Head, Ipswich, Suffolk IP3 0DP
Kings Lynn	J Steward	"Fir Trees", Lime Kiln Road, Gayton, Kings Lynn, Norfolk
Lancaster	H Gardner	Greystones, 128 Morecombe Road, Lancaster
Leth	F W Kitching	58 Ulster Crescent, Edinburgh EH8 7JL
Liverpool	V Welsh	c/o Simpson North & Harley, 1 Water Street, Liverpool, L2 0RE
<b>London:</b>		
Sea Pilots South	M Battrick	7 Broadfield Road, Folkestone, Kent CT2 2JJ
Sea Pilots West	M J G McDonald	Turks Hill, Taylors Lane, Higham, Near Rochester, Kent
River	P A Carden	The Old Rectory, 91 Windmill Street, Gravesend, Kent
Medway	S M Hunter	"De Winton", Oak Lane, Minster, Isle of Sheppey, Kent
Sea Pilots North (Harwich)	H Jones	"The Rookery", 441 Main Road, Dovercourt, Harwich
Londonderry	C J McCann	Shrove, Greencastle, County Donegal, Ireland
Lowestoft	W Craig	57 Royal Avenue, Lowestoft, Suffolk, NR32 4HJ
Manchester	Mr Weatherall	c/o Simpson North & Harley, 1 Water Street, Liverpool L2 0RE
Manchester Helmsmen	B E Pritchard	727 Burnage Lane, Manchester, M19 1RW
Milford Haven	A E Hicks	16 Bayview Drive, Hakin, Milford Haven, Pembrokeshire SA73 3RJ
Montrose	J R Leslie	2 Lunan Avenue, Montrose, Angus, Scotland
Orkney	W Cowie	The Borders, Bignold Park Road, Kirkwall, Orkney KW15 1PT
Peterhead	D J MacKinnon	1 Acacia Grove, Peterhead, Aberdeenshire
Plymouth	M Trott	The Pilot Office, 2 The Barbican, Plymouth, PL1 2LR
Poole	P Colville	7 Gorse Road, Corfe Mullen, Near Wimborne, Dorset
Port Talbot	J Parry	6 Hazel Close, Dan-y-Craig, Porthcawl, Glamorganshire
Preston	M Purvis	c/o Pilot Office, North Quay, Heysham Harbour, Heysham, Lancs
Prestatyn	A M Hatton	The Orchard, 8 Stoneby Drive, Prestatyn, Clwyd, LL19 9PE
Rye	J A Thatcher	Sea Breeze, Commander's Walk, Fairlight, Hastings, East Sussex
Seaham	J G Foreman	9 North Road, Seaham, Co Durham, SR7 7AA
Shetland, Sullom Voe	B J L Cheevers	3 Burgdale, Brae, Shetland
Shorsham	E Wray	14 Kings Court, Brighton Road, Lancing, West Sussex
Southampton, Isle of Wight & Portsmouth	B M J Sparkes	Pilot Office, Berth 37 Eastern Docks, Southampton SO1 1AG
South East Wales	E F Williams	39 Arles Road, Ely, Cardiff CF5 5AN
Sunderland	P Lee	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham
Teignmouth	J C Whittaker	Stone Lodge, Newton Road, Bishops Teington, Nr. Teignmouth
Tees (Middlesborough)	J H Wright	"Okefinokee", 31 Oldford Crescent, Acklam, Middlesborough, Cleveland TS5 7EH
Trent	C J Hunt	2 Spinney Walk, Anlaby Park, Hull, HU4 6XG
Tyne	J R Phillips	6 Mowbray Road, North Shields, Tyne & Wear
Weymouth	B E Caddy	15 Hope Street, Weymouth, Dorset, DT4 8TU
Wibech	D Locke	Adderley House, Walsoken, Wisbech, Cambridgeshire
Whitehaven-Workington		
Maryport	M Ditchburn	68 Loop Road, North Whitehaven, Cumbria, CA28 6LT
Yarmouth	R Wright	Pilot Station, Riverside Road, Gorleston-on-Sea, Norfolk NR31 6PZ
Europilot	Cpt J R Marshall	21 Burnside, Boldon, Tyne & Wear NE36 0LS