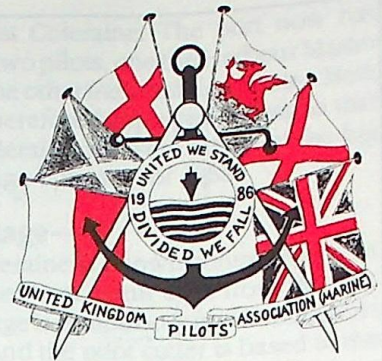


# THE PILOT

OCTOBER 1991

No. 227

The official organ of the United Kingdom Pilot's Association (Marine)



## Editorial

My apologies for the late arrival of this October issue. The Editor went on holiday! I promise it won't happen again, although I do have a certain sympathy with a senior business partner I know who declared recently he was totally abolishing staff holidays and staff sickness. He then went off to Bermuda to recuperate.

My apologies also for not making it clear that the list of retired subscribers printed in the July issue was a sequel to that in the April issue, not an entirely new list.

The Annual Conference is to decide in November when next retired pilots and widows will be required to send a further subscription. This will then last for twelve months.

No 'Letters to the Editor' this quarter. The good weather seems to have dried-up pilots writing ability as well as my garden. I was grateful for a wine stained postcard from Bordeaux, but it didn't print well, so I pinned it on the wall with a picture of Bognor and the inevitable one from Florida where half of Britain is apparently lining up to shake Mickey Mouse's hand.

On a more serious note the article on V.T.S. is an attempt to show pilots what is in the wind. Our economic climate does not bode well for a rush to instal such an apparatus at many British ports. But technology creeps inexorably onwards. Who, ten years ago, would have taken the Channel tunnel seriously, yet billions of pounds have appeared, and we now have a large hole between France and England.

In my mind's eye I see our future ports as giant pinball machines. The lights flashing and bells ringing as the ships bounce off each channel turning buoy, falling into the pocket as they go through the locks! We have to be sure it is a pilot's hand that pulls the handle back and sends the next ship up the port table.

*John Godden*

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## Feature

# The Port of Coleraine

### History

The town of Coleraine stands on the River Bann some 8km from the sea in County Londonderry, Northern Ireland. Settlement in the area can be traced back some 9000 years when plentiful salmon stocks in the River proved an irresistible attraction to ancient man. In later times the Vikings and Normans were also familiar with the River. It was during the 17th century that the present town was established with its location at a bridge over the river.

During those early years trade to the Port was limited to very small vessels and then only during the summer months. The River Bann, which drains over 40% of Northern Ireland, flows into the Atlantic and winter navigation was extremely hazardous and further complicated by top spring tides occurring during the hours of darkness. At that time no aids to navigation were in place and no dredging was undertaken.

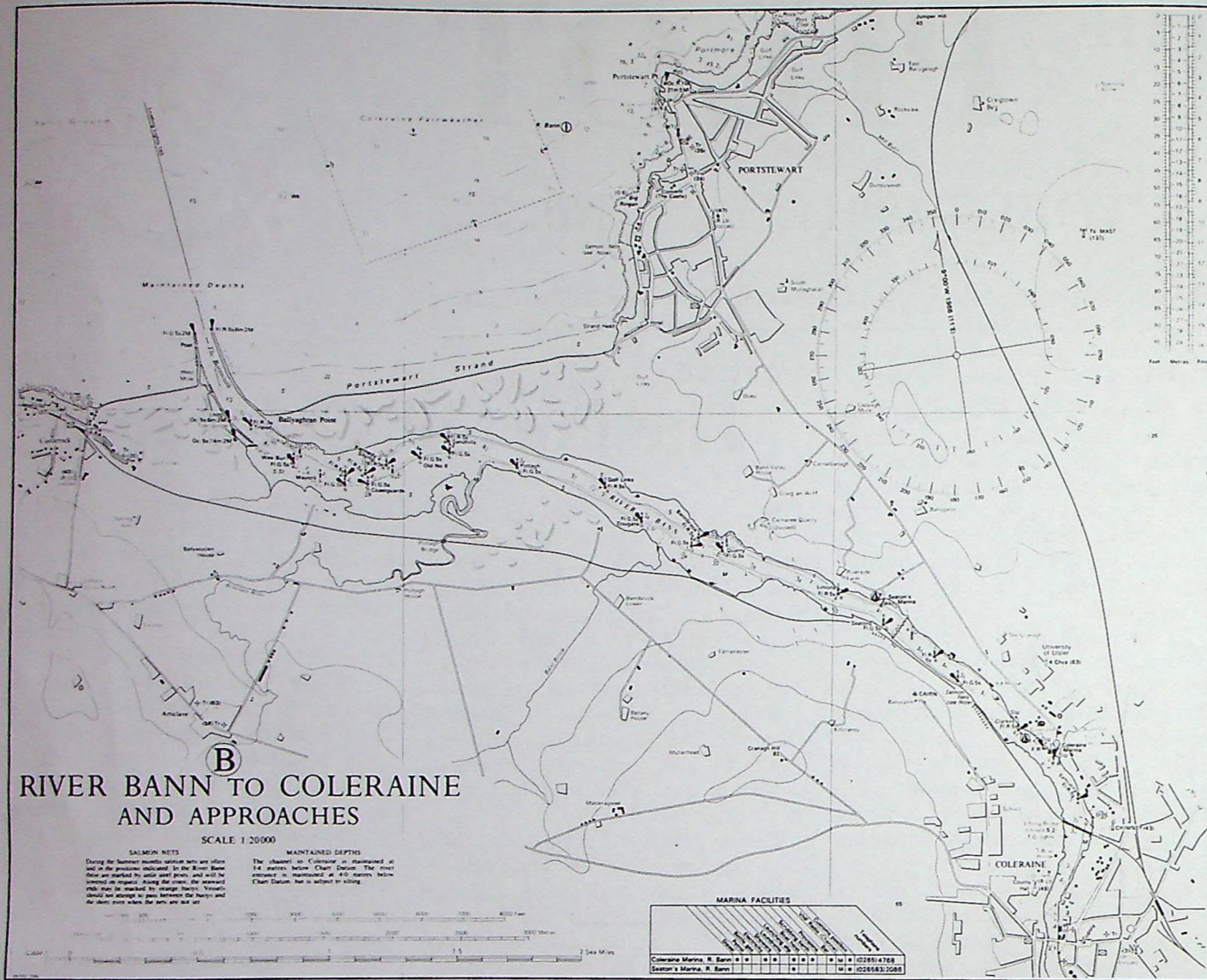
Responsibility for the Port eventually passed to the Coleraine Town Commissioners who undertook minor improvements in the river but whose main objective was to locate a suitable alternative port somewhere on the nearby coastline. The difficult river entrance and the fact that the port was closed from October to March forced

the Commissioners to employ eminent civil engineers of the periods to survey the coastline for the desired alternative. By 1806 it had been decided that Portrush, a fishing village on the coast only 5 miles from Coleraine was the most suitable place and by 1827 a completely new man-made harbour had been constructed, which was capable of handling ships of up to 500 tons in all but the worst weather conditions. A railway link was established between Portrush and Coleraine in 1860 which eliminated slow and costly road transport. The new port prospered and attracted regular cross channel links with Scotland and England. Pilotage into both ports and even into Londonderry was provided by local fisherman employed by the shipmasters as they saw fit. Naturally the new port at Portrush had the effect of taking trade away from Coleraine which continued to operate, albeit at a much reduced level. However, many merchants and importers in Coleraine were not happy with the situation which existed, and were instrumental in having the operation of the port transferred from the Town Commissioners to the newly implemented Board of Harbour Commissioners who were established in 1879 under the River Bann Navigation Act. The Act was

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brought about in order to carry out major improvements to the ports facilities and to the river from Coleraine to the sea. It also provided for the licensing of the pilots on the river. Between the years 1879 and 1888 vast improvements were carried out at Coleraine including the construction of new wharves and sheds as well as major dredging of the river channel and erection of training banks at the river entrance in an effort to control the natural channel through the sand bar which formed there.

These measures were fairly successful and Coleraine once again began to establish itself as the main port of the area with regular steamer services being introduced to Glasgow.

The thriving market town of Coleraine with its agricultural hinterland was well placed for the import of coal, timber, fertilizer, building materials and general cargo. Exports consisted of mainly agricultural produce such as potatoes and grain. The average ship size at this time, around 1890, was about 150 tons

and up to 200 vessels were using the port annually.

Trade continued normally until the outbreak of World War One when many of the small ships trading to the port were requisitioned for war service. The patterns of trade changed somewhat over these war years and a deterioration in the breakwaters at the river entrance and the resulting decrease in available depths led to problems for the Harbour Commissioners. By the mid 1920s several wrecks had occurred on the bar due to the accumulation of sand and urgent steps were needed to ensure the continued use of the port. In 1929 a second scheme was devised by the Harbour Commissioners to extend the ports facilities and to improve the entrance. The original breakwaters were raised and extended, extensive dredging was undertaken at the entrance and in the river. New navigation markers and lights were established along the channel and more new quays were constructed. Average vessel size by the start of the Second

World War had increased to around 300 tons and up to 400 ships were using the port by the end of the improvement scheme in 1942.

Large numbers of troops were stationed in the area during the war and were supplied by sea through the port.

By the end of the Second World War the port was rapidly approaching its biggest period with over 400 vessels per year of around 500 tons. Four pilots were providing a service which was essentially tidal except for smaller ships in ballast. A motorised purpose built pilot cutter had been provided in 1924 following the deaths of two pilots and a boatman, who had been attempting to board a steamer from an open rowing boat on a dark January morning.

Steamers were last seen in Coleraine in 1963 and by then the Dutch type motor coaster had reached prominence. Their shallow draft and greater carrying capacity were of great benefit to owners and importers alike. They were being challenged however by a rapid increase and improvement in road

transport as well as the beginning of the container revolution. Even Coleraine's old adversary Portrush had a brief resurgence during the 1960s when a container from the latter could not be guaranteed. All was to be short lived, as the shorter sea routes and improving road networks favoured east coast ports such as Larne, Belfast and Warrenpoint. By this time Coleraine had lost its general cargo services to Glasgow and Liverpool and as a result of ever increasing vessel size demanded by the high bulk, low cost, commodities such as coal, the age old problem of depths was again causing concern to the Harbour Commissioners and ship owners alike. Coal was by now the principle import at Coleraine. By 1976 it had been decided that a small dredger was the only practical solution to keep the port in operation and after a very lengthy campaign, government assistance was obtained in 1977 for the purchase of a small purpose built dredger. At this time the port was importing chemicals for one of the towns major industries which produced acrilan, man-made fibre. Raw materials were being imported for the Gas Refinery, local quarry stone was being exported, as were large quantities of

seed potatoes. The average ship size was now approaching 800 tons and three pilots were at work in the port.

Depths at the river entrance were soon being maintained at an improved level by the dredger and some new port traffic was expected but by the end of the miners strike in 1985 things had changed dramatically. The port went through a very bad period during the strike when the main import, coal, virtually disappeared overnight.

Imports began again as soon as the strike ended but the wheels of change were already in motion. By 1987 the chemical plant had closed, the Gas Refinery had closed and the numbers of coal cargoes had dropped considerably as containerisation of coal had begun. One piece of interest was the largest cargo ever handled at the port - 1860 tons of local stone exported to London. By 1990 the arrivals at the port had dropped to only 32 vessels of around 1000 gross tons average. The once thriving potato export traffic had also disappeared.

Facilities offered by the Harbour Commissioners have been continually updated in an effort to attract new business but many factors come into play and unfortunately a lot of them are

against Coleraine. The port now has only two pilots, one the Harbour Master and the other the Dredging Master. Both are therefore 'employed' pilots so that at Coleraine we were ahead of the big pilotage upheaval of 1988.

**Pilotage**

Coleraine is a town centre river port on the River Bann 8km from the sea. Pilotage is compulsory from Portstewart Bay and the pilot cutter is based in the small harbour at Portstewart on the coast of County Londonderry.

The cutter *SG Martin* named after the last Harbour Master, dates from 1967 and is a product of the Tyrell yard at Arklow, Co. Wicklow. At 28 feet in length powered by a 60hp perkins engine, fitted with radar and VHF, the boat performs very well in what is a very exposed and often rough sea area. Boarding and disembarking usually takes place about three quarters of a mile offshore. Portstewart Bay is completely exposed to winds from west through north east and swell conditions are normal. Tidal streams near the coast are fairly weak being eddies of the main tide and the range of tide is small being only 2m at Springs and 1m at Neaps. The River Bann flows into Portstewart



A Busy day at Coleraine

Bay and is entered through breakwaters which are just over 115m apart. The combination of wind, swell, tide and river discharge, particularly in winter, over a relatively shallow bottom can lead to some interesting moments at the entrance. Local knowledge is essential here! Depth at the entrance is maintained at around 4.2m at low water. The river channel meanders its way through open and unspoiled countryside. Approaching the town the river is spanned by a railway bridge which carries the main Belfast to Londonderry line. Situated on a bend (aren't they all?) the approach to the bridge is tricky and the usable space of 18 metres at the

opening span is very limited. The port area is entered immediately after passing through the bridge. Four berths are available for use, depths alongside being 4m at low water. The river channel is 3.6m at low water with an average width of 60 metres. The swinging basin is 96 metres wide. Modern mobile cranes and storage sheds are available to the port user.

The navigation channel is maintained by the trailing suction and grab hopper dredger *Bar Maid* dating from 1977. Built by J. W. Cook of Wivenhoe, this versatile craft also tends the navigation marks and river lights. The port is now open to vessels up to 2000 DWT.

Maximum length is 85m, maximum beam is 13.5m and maximum draft is 4.4m. Experience has shown that the longer vessels now using the port are, in fact, easier to handle at the Bar, as they tend to run straighter with a following sea and are less likely to pitch in a short period swell. Most also have bow thrusters which are useful for swinging, as the port has no tug. Without thrusters we use the 'Scotsman's tug', the flow of the river. This usually takes place on leaving as ships are nearly always port side alongside. With the tidal range being so small we can have one ship in and one ship out on the high water. There are several passing points on the river, but it takes good timing and a deal of VHF chatter to achieve safe navigation. Both pilots at Coleraine are licensed by the Harbour Commissioners who are the C.H.A.

**Conclusion**

The port of Coleraine has had to struggle for its existence on many occasions in the past. Natural difficulties, location and changing trade patterns have all caused problems for the Harbour Commissioners of different eras. Despite these problems the Port still exists and had continued to adapt and provide facilities for those who wish to use the Harbour.

How long this can continue is however open to question. The Port operates with a very small staff but has an excellent record for rapid turn round times. It is hoped that the end of the present recession and the advent of the free European Market will open up possibilities for the continued existence of the Port of Coleraine well into the next century. I certainly hope so.

*Robert Anderson  
Pilot/Dredging Master.*

**Annual Conference  
1991**

The dates for the 1991 UKPA(M) conference will be

**Thurs 7th & Fri 8th November**

The venue for this year's Conference will be:

The Caledonian Hotel, Princes Street, Edinburgh, EH1 2AB

Further information and details of the 1991 conference should be to hand.



**Legal Defence Insurance**

(Navigators & General Insurance Co Ltd  
Policy No 20004375 UKPA(M)  
Indemnity)

**Notification of Incident**

Pilots involved in incidents should notify the company as soon as is practical to register the case, either by telephone or in writing to:

Navigators & General Insurance Co Ltd,

Eagle Star House,  
113 Queens road,  
Brighton, BN1 3XN  
Tel: 0273-29866 Ext. 3142

In general circumstances, the company would like to discuss briefly incidents with the pilot concerned prior to allocating legal representation.

In urgent cases however, certainly in cases involving injury or pollution, telephone contact must be made straight away both in and outside office hours as listed below:

**In office hours**

Mr L Powell  
Daytime tel: 0273-29866 x 3142

**Outside office hours**

Mr L Powell  
Home tel: 0323-29393  
or Mr N S Cooper  
Home tel: 0903-742927,  
or Mr S S McCarthy  
Home tel: 0444-248520

**PENSION NEWS**

**Pensionable Earnings :  
Employed Pilots**

The new year is fast approaching and this means that many employed pilots will have to consider whether or not they wish to make an election so that their pensionable earnings represent 100% of fixed annual remuneration for the calendar year 1992. The question only arises if their salary includes variable elements, for example, overtime. Elections have to be made **every year** and if we do not receive an election from you, your pensionable earnings will represent 90% gross salary. Deborah Marten will send out forms for completion at the end of this year.

**Annual Benefit Statements**

In March/April 1991 we circulated annual benefit statements to all members of the Fund and, as mentioned in a covering letter at the time, we shall continue the practice each year from now on. You should receive your own statement as soon as we receive confirmation of your 1991 pensionable earnings.

**AVC Scheme**

Deborah hopes that the Equitable Life Assurance Society will improve their

service further this year in sending us all with-profits and 'unit-linked funds' statements as at 1 October 1991 in early December, so that Deborah can circulate these before Christmas. Although Equitable Life have undertaken to check the statements thoroughly before issuing them, and Deborah will also carry out 'spot checks', do let us know if you think there are any errors in the documents you receive.

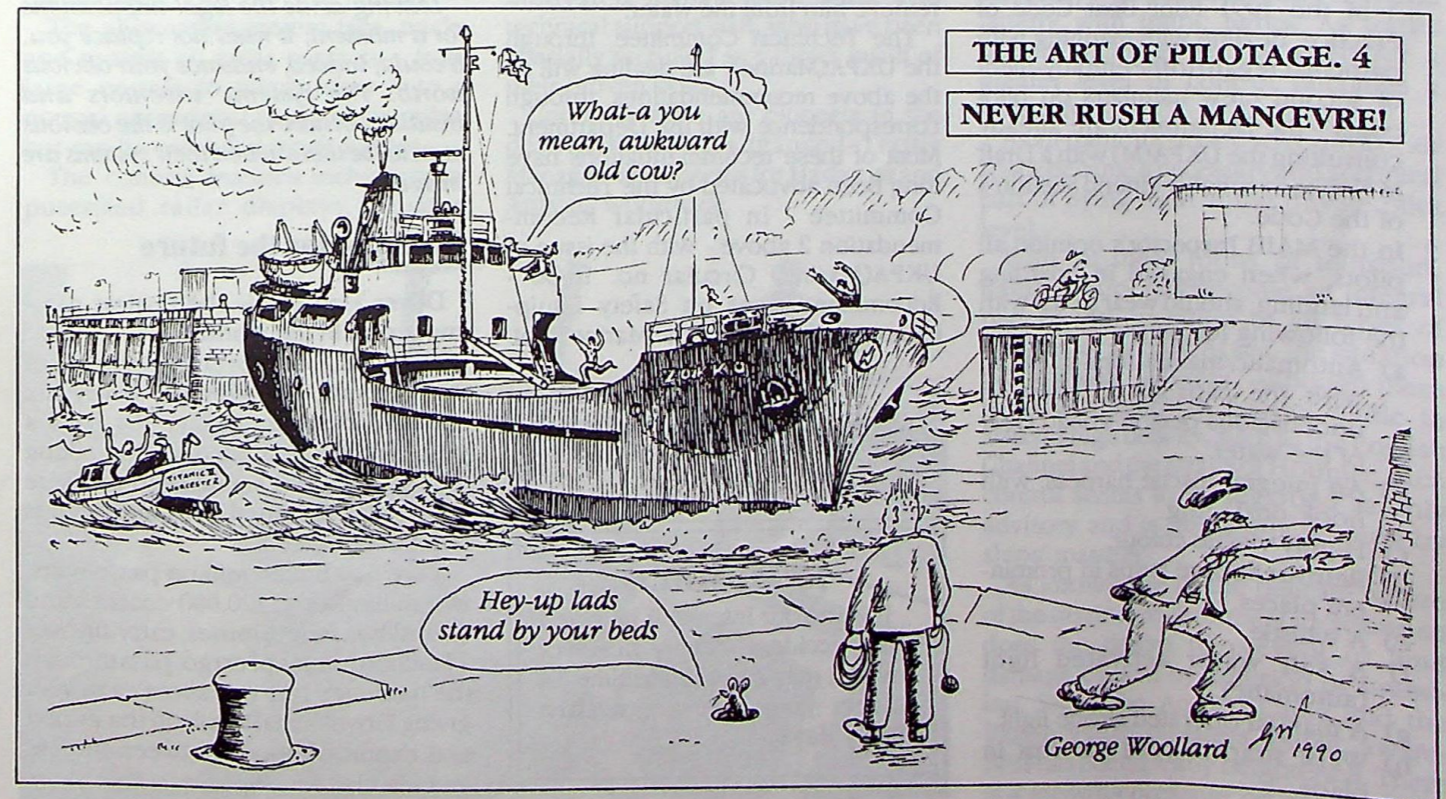
**Expression of Wish Forms**

Once again, please remember to consider whether you need to make any changes to your Expression of Wish form nomination if your marital status, or financial circumstances, change at any time. The death in service capital sum payable in the event of your death could amount to more than £100,000 now and it is important to make sure your records held by us are up to date.

**Change of Address**

Please, please remember to send us a note of your new address whenever you move house. We always receive several returned envelopes marked 'gone away' whenever we circulate documents to groups of members!!

*Jan Lemon*



## UKPA(M) Technical Committee

### Technical Sub-Committee Report

The Technical Committee will have met twice between last year's UKPA(M) Conference in London, and the coming 1991 Edinburgh Conference. At each meeting the Committee has been faced with a full agenda.

The greater part of the correspondence and resulting discussion for the Technical Committee this year has been with, and continues to be dealing with, the Marine Accident Investigation Branch's findings into the loss of the Jersey pilot, M Vizier, in July 1990, whilst boarding mv *Havelet*, and the implementation of the Recommendations. The Marine Directorate of the Department of Transport have consulted with the UKPA(Marine), and on the technical aspect of the MAIB Recommendations, with the Technical Committee. If you have not read the report I recommend you to do so. Every local UKPA(M) secretary has a copy, which should be readily available for study.

### The Marine Accident Investigation Branch Report

This has been well publicised, and can be summarised as follows:-

- 1 That the Department of Transport give further consideration to section 4 of the 1991 Pilot Boat Code of Practice, dealing with manning with particular regard to the employment of second crew members on pilot boats - the Department are already consulting the UKPA(M) with a Draft M Notice to suitably amend Section 4 of the Code.
- 2 In the MAIB Inspector's opinion all pilots, when engaged in boarding and landing, should wear a coat with the following features:-
  - a) Automatic/manual/oral inflation, with the capacity to keep an unconscious person's head clear of the water.
  - b) An integral rescue harness, with hook-on/D-ring.
  - c) Highly visible colour.
  - d) Retro-reflective strips in prominent places.
  - e) A whistle.
  - f) A salt water activated light (automatic).
  - g) A manual operated strobe light.
  - h) Waist strap to hold the coat in place.

- 3 In addition to the provisions of Section 3.3.5. of the Code, dealing with Rescue and Retrieval Equipment, the Report recommends that pilot boats be equipped with an appropriately designed man-overboard recovery pole, as opposed to the boat hook.
- 4 The Report recommends that pilot boats should incorporate a traveller/safety wire enabling the deckhand to be clipped on with the safety hook of his personal harness, whilst out on deck. The system fitted should enable the deckhand to be free to use both hands, and to be of valuable assistance to the pilot. In addition the deckhand, whilst on deck, should wear a personal buoyancy aid.
- 5 The Inspector recommends that CHA's should ensure that all crew members of pilot boats should attend first aid courses and should incorporate a policy for crews to carry out man-overboard exercises at regular intervals.
- 6 The Report recommends that a common VHF frequency be monitored between the pilot boat, the ship's bridge, and especially the responsible officer at the top of the ladder/ accommodation ladder, during embarkation/disembarkation.

The MAIB believe that these recommendations and the 1991 Pilot Boat Regulations will minimise the risk of an over-side incident to a pilot, and that should an accident occur, the measures recommended will improve his protection and the ability to efficiently retrieve him from the water.

The Technical Committee, through the UKPA(Marine), are dealing with all the above recommendations, through correspondence with the Department. Most of these recommendations have long been advocated by the Technical Committee - in particular Recommendation 2 above - with the issue of UKPA(Marine) Circular no. 18/90 - Recommendations on Safety Equipment and Clothing for the Marine Pilot.

*C. M. Irving*  
Chairman, Technical Sub-Committee.

### REMEMBER

It is in your interest if involved in any accident or injury, however trivial it may seem at the time, to inform your insurers **within thirty days**.

## Traffic Management Systems

*As Editor of 'The Pilot' I was recently invited to the inauguration of the new Vessel Traffic Management System at the Port of Dover.*

*I was particularly impressed by the representatives from Cornix Systems Limited who had designed and installed the system and by something they called a 'Laptop Pilot'. I have been promised an invitation to attend the trials of the 'Laptop Pilot' when Dover have one to hand.*

*Meanwhile, whilst not a member of any Technical Committee, I believe as Editor I should publish what I have found out using the manufacturer's own explanatory notes.*

*In this issue I give you what the Port of Dover has commissioned, what exactly a G.P.S. (Global Positioning System) really is, and what the 'Laptop Pilot' can do.*

*The 'Laptop Pilot' analysis, hopefully with diagrams and photographs, should be forthcoming in our next issue.*

*No doubt, like me, many pilots' initial reaction will be to say "rubbish" and hope it all goes away. As this is unlikely, I believe far seeing pilots will wish to be right up there in front as the operators and managers of this modern technology.*

*Leaving aside the legal implications for a moment, it need not replace you. It could, indeed, enhance your obvious worth. The systems' inventors and installers believe the pilot is the obvious man to 'be there' when their systems are in use.*

### Guidance for the future

Dover Harbour is the busiest passenger port in the world.

There is a ferry movement in or out of the harbour, on average, every six minutes, 24 hours a day, 364 days a year. And on a summer's day, taking into account port service and pleasure craft traffic, the number of movements often exceeds 800.

More than fifteen million passengers, two million cars, 120,000 coaches and one million freight lorries, carrying over 13 million tonnes of cargo, pass through the harbour's two entrances each year giving Dover a major role in the import and export of goods between the UK and mainland Europe.

The ever increasing volume of traffic, coupled with the high priority given to safety by Dover Harbour Board places an enormous demand on Port Control operators and their equipment.

In the wake of the 1987 hurricane, which rendered the Western Entrance main traffic control station uninhabitable, the decision was taken to review operations and consequently a one station Vessel Traffic Management System (VTMS) was chosen.

The new system had to fulfil five priorities: Safety, Efficiency, Reliability, Development and Cost Effectiveness

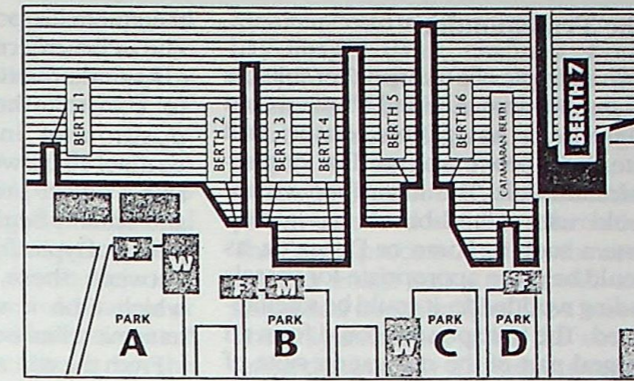
The brief was for a system which presented concise information to the VTMS operators allowing them to process and pass on accurate information to both marine and shore based customers. Additionally, there was a port requirement for the VTMS to preserve and enhance the Port of Dover's reputation for safe marine management in and around the harbour.

In September 1990, Cornix Systems of Coventry, won the contract to design, install and maintain the system.

The Dover Vessel Traffic Management System is accommodated in an ergonomically designed console, housed in a purpose built operations room overlooking the main Eastern Entrance of the harbour.

The all weather system tags, tracks and records all radar contacts - from large vessels to windsurfers - to a normal operational range of six miles, but can be extended much further.

The console features include computerised radar displays, situated



alongside marine communications and integrated with the port's navigation control systems. Data from the console and its associated sensors is recorded and transmitted to other computerised systems.

Colour radar presentation of the entire port and its approaches is presented to the operator on a high definition television monitor. These presentations can separately provide information on different areas.

The radar input is received from three aerial units. Information is transferred via fibre optic links to and from the radar displays. This, and VHF information, is continuously recorded and has a built-in facility for replay.

Tidal weather information is monitored and recorded for transmission and future analysis.

Cornix Systems Limited is a subsidiary of the U.K. Company Cornix Technologies PLC and has been based in Coventry, England for over 23 years.

Cornix's strength lies in its highly motivated management team and technical support staff, who have been specially recruited as a direct result of their proven skills.

Cornix Systems are pioneers in the development of advanced Traffic Management Systems for Harbours and Airports worldwide.

## Global Positioning System. (G.P.S.)

All large mobile platforms are obtaining satellite positioning as total worldwide satellite coverage will be achieved next year. This will allow lorries, trains and ships to have exact position information on board at all times.

The costs are currently dropping to around \$2,000 US per unit therefore making this facility easily affordable. Once the system is used widely enough the exact location of each ship will be available for transmission. By placing GPS on the front of VHF transmissions in data code Cornix could remove this information and place it on the radar screen next to the ships radar echo, also logging it on the processor.

Cornix already have the ability to extract this information from the VHF transmission. A full description and History of GPS is written below.

### Background

As traffic increases, (be it on land, sea or in the air) the need to manage the movement of the traffic becomes ever more important. Railways are almost certain to apply methods of traffic control, partly to improve track utilisation but very largely to prevent crashes between trains.

Road vehicles have had some level of control since the early days of the motor car, firstly with police on point duty and latterly with traffic lights. As traffic density increases so the need for a greater level of control becomes a necessity.

As air traffic increased so control of air space became a necessary and accepted part of flying even at the private pilot level.

With all these forms of transport, traffic control has become an integral part of the operation of all types of vehicles or aircraft. At sea, the situation is somewhat different. Although there is some attempt to control traffic in areas of high density, such as the English Channel and the Straits of Hormuz, such control seems to be regarded as only advisory and is frequently ignored by ships' masters.

As knowledge of the delicate nature of the marine environment increases so does the desire to prevent or limit damage caused by collision or stranding. Since the Amoco Cadiz and the Exxon Valdez disasters, public awareness has been greatly heightened. There is a growing pressure on governments



to ensure a greater level of control over the operation of ships, particularly those carrying hazardous or environmentally dangerous cargoes.

### The use of modern technology in Vessel Traffic Monitoring.

For a number of years, technology has existed which has enabled shipping to be tracked by shore-based radar from which the tracks of the ships could be determined. Although radar can detect and track a number of vessels, it is occasionally upset either by weather, sea state or a very high density of potential targets.

The almost total reliance on radar for tracking vessels leads to a very high demand on the software tasked with this function. There is still the problem of positive identification of the targets, once the radar has picked them up, as little is known about the target other than its speed and heading. Positive identification requires the use of either visual or radio means and information determined by both of these means can be confusing in situation of high density.

If vessels regularly using a normally congested seaway are fitted with a transponder, it would be possible to call these vessels automatically, receive their identification, speed, heading and accurate position. The positions given by these vessels could be correlated with the radar picture and the vessels positively identified on the radar Plan Position Indicator (PPI).

Whilst this may seem like an added luxury, it would make the task of a vessel traffic controller much easier. It is assumed in this scenario that the tanker has a transponder fitted as it regularly trades this route.

If no transponder is fitted, the ship would still show up on the radar but would be regarded as an infrequent visitor which would have to be afforded special attention.

The scenario painted above is typical of an area like the Straits of Dover where a high level of ferry traffic operates at right angles to the traffic separation scheme. Ferries, when seen from the bridge of a large tanker, either visually (or more normally on radar) can be particularly difficult to access as their speed can change very rapidly. It could be assumed that ships should be able to transpond with each other in such cases so that type, size, draft and manoeuvrability were known to each master. This would allow action appropriate to the situation to be planned, based on a great deal more data than just a 'blob' or track on a radar screen.

### The Transponder

An example of a transponder suitable for the purpose outlined above would comprise a navigation sensor, and interface processor and a communication link. The navigation sensor could use a land-based navigation system such as Loran or Decca or, as would be more appropriate for vessels trading worldwide, it could be satellite-based. The transponder could form an integral part of the navigation suite of the vessel or it could be a completely self-contained, sealed unit which could be battery powered with charging from the ship's power from a wind generator or from solar panels. Such units could become mandatory on ships above a certain tonnage, under the SOLAS regulations.

Such a transponder (a marine version of an IFF) could be made a mandatory fit to any vessel wishing to sail through the area under control. The requirement to carry certain minimum levels of navigation aids are already in place in US coastal waters.

A satellite-based navigation transponder would comprise a GPS core receiver connected through a simple modem (part of the core module) to a low-cost, high reliability VHF radio transceiver. The power and frequency of the transceiver would be determined by the requirements of operational range of the traffic control system.

The transponder would be programmed with vessel's name, port of registry, owners and operators. It could also have next destination, course change way point or information on whether the ship was in manual or automatic helm control. Additionally, an interface to the echo sounder could give draft readings which would enable the controllers to ensure that the vessel was not standing in shallow waters unbeknown to the master. Whilst some of these items may appear to be a little far fetched, they are all of great value to vessel traffic controllers, particularly in case of an accident or other incidents.

Rather than having the transponders continually transmitting, they would only transmit when polled by the traffic control system. The rate of polling can also be controlled in an intelligent manner. For instance, a slow moving vessel might only need to be polled once every few minutes, whereas a ferry might need to report its position and rate of progress every thirty seconds. If a ship slows down or speeds up, its rate of polling is changed accordingly. If the system operator has a particular interest in one or more vessels, he may override

the automatic polling rate and select a rate of his choice.

As an alternative, it would be possible to transmit the identification and positioning information on VHF channel 16 between the time when the ship's officer presses the 'talk' button and actually begins to speak. There is a period of typically 0.3 seconds of silence between these two actions during which time it would be feasible to transmit a limited data string.

From the control/display standpoint, the PPI can be augmented by an alpha/numeric display on which full details of the ship can be displayed. Whilst the transponders mentioned above would serve a very useful purpose in the confluence and traffic separation zones, they may also become a part of a global vessel monitoring system using the INMARSAT system to allow the ship's office-bound operator to poll his ship to determine its whereabouts. This type of system has been in operation for a number of years with a small fleet of vessels carrying very sensitive cargoes on a world wide trade. Its primary purpose is one of safety and location in case of an accident or even hijacking!

### Accuracy

A transponder based in the GPS satellite navigation system would produce an accuracy of position of around 30 metres and such accuracy would be attainable 24 hours per day, in any weather by the end of 1991. Currently coverage is approximately 15 hours out of 24.

To increase the accuracy substantially, and to provide a high level of system integrity, the system could be operated in the differential mode whereby the traffic management Centre would have a GPS receiver on a fixed, known location. From this receiver it would obtain measurements to each satellite, the accuracy of which would be contaminated by a number of factors. These could be ionospheric refraction, erroneous satellite position description, satellite clock errors and the effects of the US DOD's purposeful degradation of the signals under their Selective Availability Scheme.

The monitor receiver would derive a correction factor from each satellite range which could then be used to correct the data coming from each transponder. In the case of a differential system, position of the vessel would not be transmitted as Latitude/Longitude but rather as a set of range measurements from the ship's GPS antenna to three or more satellites. These ranges

would then have the corrections applied by the control Centre whereupon the ship's position would be determined by the controller to an accuracy of better than 5 metres.

As an alternative to the above scenario, the control Centre's GPS monitor could transmit the differential corrections on a broad area basis, thus allowing the ships to correct their own positions to an accuracy of 5 metres or better and have this position transmitted back to the control Centre by the transponder.

This latter approach has a higher level of merit and potential acceptability than the first suggestion as it gives ships the added advantage of much higher navigation accuracy. It is also more in line with the work being done by a number of bodies, including the US Coastguard, in providing differential GPS correction via radio beacons.

It is hoped that the above dissertation may point the way to an approach to Vessel Traffic Management which may seem a little radical to the marine user but which is shortly to be adopted by the aviation industry as the next major step in air traffic control.

### Pilots Realtime Information Laptop Computer

A new feature of the overall Cornix VTS architecture is a portable Laptop computer that the pilot takes on board each ship. This unit is placed on the bridge and enables the pilot to view the complete channel's ship activity on his monitor. In addition, he can receive weather information, ship data, all the day's movement, cargo data and harbour berthing information

## Laptop Pilot

The Laptop Pilot product is a key element in the VTS system Cornix can supply to the port. With this system, the pilot of each ship (or any authorised user) has the capability to receive and display all radar imaging available at the port control centre.

In addition, the Laptop Pilot has the capacity to receive GPS data from its own internal receiver and then have that data corrected via transmission from the differential GPS transmitter on land.

The Laptop Pilot is in fact a computer, a powerful 80386 processor with the capacity to store the same digitised maps on its hard disk that are available on the shore site processor. There is no

requirement to transmit the background bay images (land, channels, bridge buoys etc.) which, due to their high resolution, are very memory-intensive. What is transmitted is all the changing targets of vessels moving on the waterway (and buoys that come adrift) plus synthesized weather information. The Cornix process translates the actual weather image into a target with size, speed and direction (just like a vessel). The only difference is that the weather image dynamically changes in size from moment to moment and, as a result, the algorithm used is significantly more complex. All the targets are then coded with appropriate information and transmitted over the data link. The Laptop Pilot decodes this information and overlays the information on whatever map is currently in use.

### Differential Global Positioning System equipment

Cornix can provide Differential GPS receiver and broadcast correction transmitter equipment located at the port site. The use of this 'error correcting' system will provide the Laptop Pilot units with an increased accuracy over that commonly available with standard GPS receivers. From the current techniques used by the industry leaders, the best accuracies available would be 3 to 9 feet.

### Laptop Broadcast Equipment

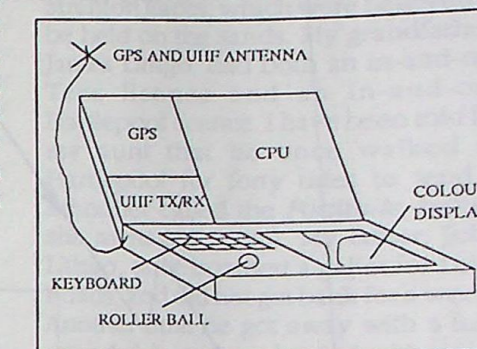
The Laptop broadcast equipment comprises UHF base station transmitter and receiver units with hot stand-by mode (back-up transmitter in case primary fails) and acts as the data path to all Laptop units in the bay area. Data is transferred in both directions by packet burst transmission techniques, which is accomplished at 9600 baud, with lower speeds automatically selected if the link quality degrades.

Packet burst communication techniques provide for very low bit error rates. Since each 'packet' of information has its own identity, IF the receiving station does not get the complete 'packet' due to signal problems, it requests a re-transmit. This process of 'send and acknowledge' allows the sending site to control the rate at which information is transferred. Thus the transmitter simply winds down the data rate until it can communicate effectively.

All Laptops on the network, when switched on, will effectively log-on to the link and therefore by extension the master link controller. Information updates and requests are provided

effectively in real time (two or three seconds delay at maximum speed), assuming 20 to 25 users logged on to the system at one time. The master link controller manages all traffic requests and acquires the necessary digital information from the scan converter. Thus the target and weather information can be continually updated to all Laptop units at the same time.

### Laptop Unit and Display



The Laptop Pilot unit is based on the chassis of an 80386 Laptop computer. This unit has a VGA display, 5Mb of RAM and a 40Mb hard disc. Cornix adds a GPS receiver board, battery power source (6 hour), and a data link transceiver to the unit. The complete package is housed in a carry-on case and weighs less than 10 pounds. Two types of displays are available; monochrome and colour. Each has a resolution of 640 by 480 pixels at a dot pitch of approximately 0.6. The colour display has distinct advantages in the definition of a higher number of targets and events, and is also easier to read. It is also significantly more expensive and draws more power. The monochrome display is one of the best on the market with very good backlighting and 32 shades of grey and is more than adequate for the VTS task. The choice comes down to cost and personal preference.

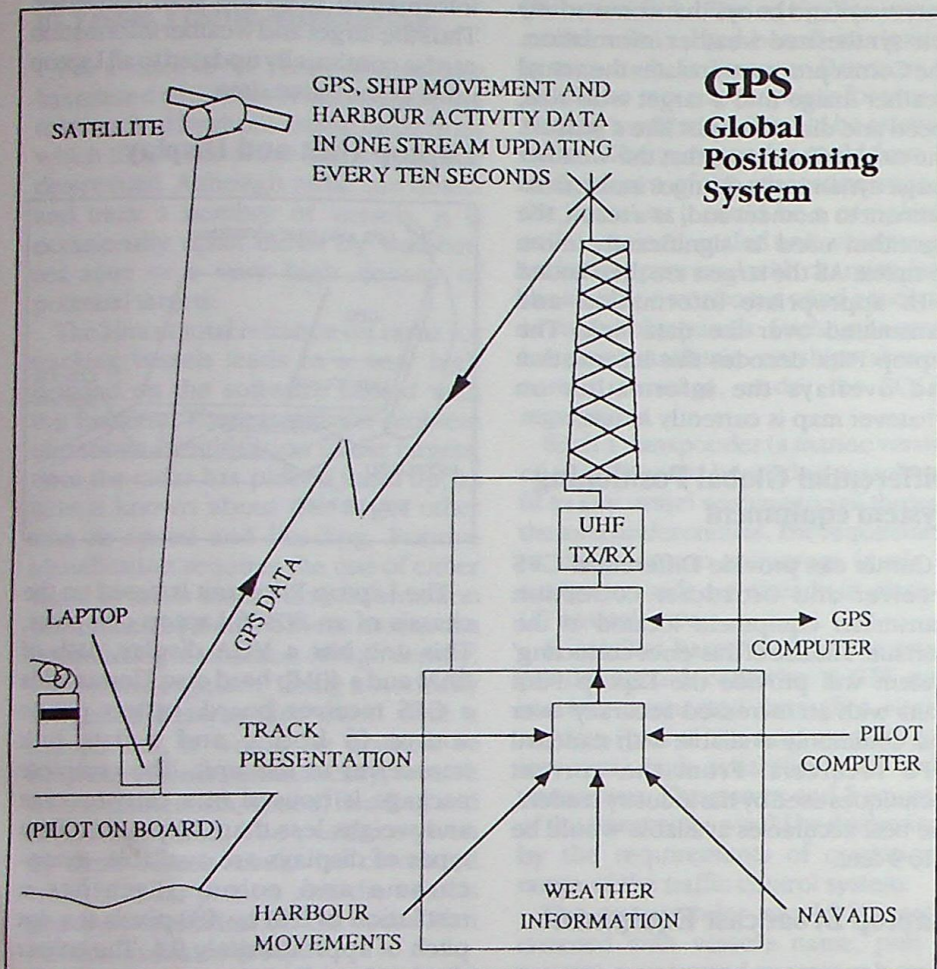
### Internal and Differential GPS

The Laptop unit comes with a built-in, five channel GPS receiver which provides the computer with a direct GPS fix. At the same time, the computer receives the correction information from the shore differential GPS receiver site over the broadcast data link. This allows the Laptop processor to correct the information on its internal GPS fix. The information is then re-transmitted over the data link back to the shore site so that the shore station computer can be updated on the GPS position of the Laptop. A few seconds later, the

sequence commences again.

The data sent (in packet form) in both directions in packet form has a tag associated with it like the address on a letter. When the various packets with

their 'addresses' attached arrive at the computer input port, they are directed (like a mail sorter) to the correct locations in the computer's memory. These locations are then accessed by



the computer (like picking up mail from a PO Box) and used by the various sections on the programme to update the display. By this method, the Laptop always know its exact position (to within a few feet).

There is a problem, however, when using GPS as the sole method of position fixing. If the vessel in question is 600 feet long, the bow and stern positions will be a significant distance away from the location of the computer - most likely on the bridge. What then is the position of the vessel? The bridge, the stern, or the bow?

With a vessel the length of the channel width, this could be a serious problem in turning. The solution is provided by two methods: One, the length and width of the ship is known, as is the position of the bridge relative to the bow and stern; this information is either available from the MIS database or can be input by the pilot at the time of system log-on. Two, the radar image of the ship provides further relative information of the overall vessel position and this, along with the GPS data, is correlated to provide a composite fix on the vessel's location.

GPS is a great tool, but it is not the complete picture. Radar will always give a true facsimile of physical size and orientation where GPS cannot. This is a very important point to make when considering a GPS only VTS system.

The preceding article was taken from the *Cornix Systems technical brochure*.

# THE PILOT

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# LITHGO LIVES

The Diary of  
**William Scott Lithgo**  
 Tees Pilot

**The Senior Pilot**

My great grandfather, William Lithgo, whose five year sea going apprentices indentures paid him £24, and are dated 1788, was drowned coming back from Stranton Races, which were believed to be held on the sands. My grandfather, James Lithgo, had both an in-and-out Tees licence and an in-and-out Hartlepool licence. I have been told by my aunt that he once walked to Hartlepool for forty tides to tend a schooner called the *Fortitude*, before she managed to sail. My father, John Lithgo, once boarded a galiot for Leith Roads, and did not get back for a week. Another time he got away with a full-rigged ship and got landed with some fishermen at Cromer. When we were busy I often went from Snook End by myself, levering my boat round with the mast end to get her on the rollers and launch her. I was once at sea for 100 hours in the week and never touched a ship.

The boundary stone, with the port of Tees on the south side and the port of Hartlepool on the north side, with its top just showing now, is just east of the eleventh post to the east of the Golf House. There used to be leading lights at Seaton, the low light, red, used to be at the north end of Staincliffe, and the back light, white, used to be behind where the slag tip is now. Then there was no smoke to obscure them. The two lights in line used to bring you down outside of Redcar buoy, and with those and the fifth buoy light in line, you hit the fairway buoy. When Saltscar buoy was lit the Seaton lights were done away with. The South Gare light was lit in 1884.

There were Lithgo's in the lifeboat for many years. Before the first, the *Charlotte*, came to Seaton Carew in 1857, Robin Hood and Willie Lithgo used to man the biggest cable to rescue ships that came ashore. On one occasion a ship came ashore and they could not get to her, and all her crew were lost. Mr E. B. Mounsey said to Robin "If you had had a lifeboat Robin, could thou have saved that crew?" Robin said "Yes" and Mr Mounsey said "Well, thou shall have one". In 1857 it arrived.

The rescues between 1857 and the turn of the century were legion. More than 137 people were saved in 20

*Norman McKinney*  
 UKPA(M) Section Committee.

rest periods, the granting of pilotage exemptions for small vessels, the harmonization in Europe of pilotage qualifications, the recruitment and training of pilots, and the use of EMPA accident forms.

On technical matters, subjects discussed included the omission from pilotcards of any limitation and restriction of bridge visibility. The carrying of dangerous cargoes and first aid treatment were studied together with Pilots safety equipment and pilot hoists.

Reports were received from various Committees in respect of Vessel Traffic Service Systems and from the EMPA Technical Committee concerning its future work.

Messrs Jorgensen (Denmark), Hintze (Germany) and Gasperini (Italy) were elected to the EMPA Executive to replace Messrs. Lopinot, Schiano and Ahlstedt with Robert Hofstee continuing as EMPA's President.

The Baltic Maritime Pilots Association

was duly elected to EMPA.

Mr Plumridge of the Nautical Institute presented the book - 'The Nautical Institute on Pilotage and Shiphandling', during the meeting.

In conjunction with the General Meeting a full social programme took place. This proved to be very entertaining and enjoyable for all those who attended.

The venue for the 1993 General Meeting has yet to be decided.

In conclusion the 25th General Meeting in Liverpool proved to be a very friendly gathering with much constructive discussion taking place.

The thanks of EMPA has been extended to the UKPA(M) for hosting the occasion, and in turn the UKPA(M) wish to extend their thanks to the Atlantic Tower Hotel, the Mersey Docks and Harbour Company, and the Manchester Ship Canal Co. for their assistance.

## EMPA General Meeting Report

observer from the Polish Maritime Pilots, and the President of IMPA Captain Michel Pouliot from Canada, were in attendance.

The General Meeting opened on the morning of Wednesday 22nd with an address by the President Robert Hofstee followed by the secretary's report on the general work of EMPA since May 1989. This was followed by the adoption of the Minutes of the Dublin General Meeting, the Treasurers' report and the appointment of auditors, and discussion on the EMPA Journal.

Reports from member countries were presented and it was noted that new pilotage legislation has been implemented, or is pending, in several countries.

A New Rule was approved establishing a Council of Presidents. Additional amendments to the rules were also passed.

A policy recommendation on 'Navigational Assistance' was unanimously adopted.

Policies on -

- 1 Harmonization of the basis of Compulsory Pilotage
- 2 The training of Pilots for boarding by helicopter
- 3 The Shipmasters Guide to Pilot Transfer by helicopter
- 4 Harmonization of the Basis of Pilotage tariffs

were also adopted as EMPA policy recommendations.

Consideration was given to an EEC Draft Directive on 'Liability of Suppliers of Services' which will be an ongoing subject.

Alex Lima gave an update on the earnings, working conditions and status of European Pilots.

Geoff Topp of the UKPA(M) reported on Deep Sea Pilotage and the EMPA code of Practice between Harbour and River Pilots and Deep Sea Pilots to foster harmonious relations.

Other subjects discussed included stress, language problems, length of

The 25th General Meeting of the European Maritime Pilots Association took place at the Atlantic Tower Hotel, Liverpool from the 22nd to the 24th May 1991 hosted by the members of the UKPA(Marine).

The President, Executive, Delegates and Observers and their ladies were welcomed to Liverpool at a cocktail party on the evening of Tuesday 21st May.

The General Meeting was attended by all member organizations with the exception of the Panhellenic Maritime Pilots Association.

In addition a delegation from the Baltic Maritime Pilots Association, an

rescues, always with a Lithgo in the boat. In 1881 the *Germania* of Hamburg went ashore on the North Gare. The lifeboat saved 17 men and then assisted to get her off. Robert Hood and my father, John Lithgo, took her to Middlesbrough, and got £150 salvage. It was shared out at Proctor's in Church Street, £9.16s 0d each. It was a great night in Seaton, and a few had one over the eight! The *Trefusis* came ashore close to the north breakwater in a strong north east gale and heavy seas. Going to her we took a full sea and washed Bill Hood out of the boat. He fetched up on the beach and Bill Franklin and Arthur Burton got him. We got twenty of the crew and the rockets got 2, my father and my three brothers were in the boat, and they had to dig a trench and sandbag the ship. Redcar fishermen worked tides to get her off and my brother got £5.

In 1907 the *Clavering* got ashore on the North Gare, loaded with general. A heavy sea and NE gale. We went with our boat over the Snook and the lifeboat road, and launched in the inner deep. We did not get to her the first time but managed the second time and took 15 men to where we launched from. We could not get back to her again and had to moor at Canch End. West Hartlepool crew took our boat, but never got anywhere near her, saying when they got back there was no one left alive. At night they brought the lifeboat from the North Sands at Hartlepool and both boats launched, but we could not make it. Next morning we both went again and got to the ship, we got 11 men and the Hartlepool boat another 15. Nineteen people died, a few got away in the ships boat, which capsized, but tugs picked them up. Both coxswains got medals, I was 2nd coxswain, and we all got £3.15s 0d. from the owners and £3 15s 0d from the RNLI.

In 1914, when the war started we had to discontinue using our own cibles. We then had to go on board the examination boat and take turns to board the ships as they came. We also pooled our earnings, and were divided into five watches, the senior pilot being in charge of a watch. I was in charge of no. 5 watch, the youngest to have charge of a watch. After the war we had to engage a tug to carry on the pilot boat duties, and then we got a small cutter called the *Roseberry*, followed by the *Coy Cobnee*, which did good service for 12 years. We got the *B. O. Davies*, a new cutter, in 1932, and since the cutter service was established there has not been a stranding or a wreck, or a loss of life, the pilot cutter being instrumental in saving a good many inexperienced

people from small boats.

It is a far cry today from fifty years ago, the pilot cutter is a source of protection to open boat fishermen, ships have got much more power, and harbours much more water. In those days we had no cabin on the breakwater or the pilot barge, we used to hang on to a beacon or buoy to wait for the ships. There used to be a wooden blacksmith's shop outside the Golf House and sometimes we kept a lookout from the top of that.

I was sent for, in 1910, by a firm of shipbrokers and questioned about a vessel called the *Hektor* which they were chartering from Waban to Newport wharf. She was 360ft long, 28'8" draft and carried 5360 tons. They wanted to know if the ship could get to Newport without part discharging at Tyne Tees wharf. I assured them I could get the ship to Newport on spring tides, although the T.C.C. had said it was not safe for a ship with more than 5000 tons to round Connals Bend. The ship came on Sunday, and even with the fog I managed to get to Newport without lightening. She made five trips, I got her three times, and she would have only made four trips if the pilots had not done it. It goes to show that the courage and confidence of the Tees pilots has done a great deal to encourage shipbrokers, captains and ship owners to trade to the port.

In my time I have attended three UKPA Conferences, at South Shields, Glasgow and Southampton and am the oldest member of the Board. I have had ships in when I was on holiday, and I have not been out of sight of the job for as many days as I was years a pilot. All the present pilots got their licences after me, and I have never had to answer a charge before the Board, only having three slight collisions, with my ship never having to pay anything.

In 1932 I came out from Middlesbrough with the Spanish ship *Eureka* from Dent's wharf, part loaded with pitch, bound for Sunderland, without her hatches on. During the trip the fumes from the pitch severely affected my eyes. I got landed at Snook and could only get home by knowing the ground at my feet. I could not go on duty the next day and had to have the doctor I tried to recover my days pay and the doctor's fees, but the Owners put it in the hands of London Insurers. I had advice from UKPA, but it meant going to court and they said I should not have gone to sea with the hatches off, so we let the case drop. Soon after, I came out with a Norwegian ship, again with a cargo of pitch. His engines broke down and we went ashore at Hospital hole.

We got towed off and went back to Middlesbrough, but I got my eyes full of pitch again. In my doctor's opinion that is why I have had to retire before my age limit.

William Lithgo, born about 1760, was the first known Lithgo pilot, his son, James, following about 1830. James's son, John was a pilot in 1867, followed by his son, myself, in 1894. My son Arthur was licensed in 1923 and my grandson Stanley in 1952, followed by Arnold, so well known at UKPA Conferences before the iniquitous Pilotage Act. Who knows what the the future may bring.

Now I cultivate 110yds by 15yds of land abreast the Golf House and it is very sandy. I grow nearly a ton of carrots, besides all other vegetables. My carrots have taken prizes at all the shows. I have about a hundred rose trees, lots of blackcurrant and gooseberry bushes, and thousands of bulbs, supplying five houses all the year round with vegetables, and flowers for eight months of the year. I never use any chemicals, only farmyard manure and seaweed..

*This is the last episode of William Scott Lithgo's diary which ended in 1955. His last entry reads:*

"Very nice summer. Got nine prizes and three specials at Show and six prizes at the Chrysanthemum Show. Stanley got a son and Arnold a daughter."

*Which just about says it all.*

Editor

## SEALINK DISCOUNTS

At the time of going to press, the 25% discount currently allowed to Pilots travelling from Folkestone or Dover to Calais or Boulogne was still available. A S.A.E. as before to the editor at his home address.

I am trying to re-negotiate a similar discount for 1992 with Sealink and other operators.

Details in the next issue of *The Pilot*.

## Coastlines

### A Con trick?

Last issue's 'Coastlines' anecdote about pilot 'George Lock' jogged my memory of a similar incident.

For many years I served as the choice pilot for the United States Lines and regularly used to 'con' their ships, as the American nautical expression has it, between Dungeness and Gravesend. I handed over at Gravesend to the River Thames choice pilot, Captain Tom Mills. Tom, an ebullient character, was well known to all the American Captains

Coming from the south east of England Tom, to a certain extent, used the idiosyncratic language of the region, not always using an 'aitch' when one preceded a word. As Tom took over from me one morning at Gravesend, the new American 3rd Mate had the temerity to ask his name. Tom studiously ignored this request striding to the bridge wing shouting "half ahead".

Recorded in the Bridge Book later was found the entry 'Captain Arthur Head takes the con!'

John Mattocks  
Cinque Ports Pilot, retired.

*The Editor would be delighted to receive more of this ilk.*

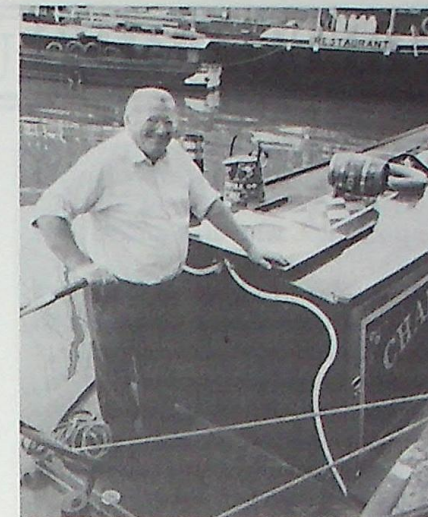
### Retired Bristol Channel Pilot in Dramatic River Rescue

Retirement hasn't brought the quiet life for Bristol Channel pilot Doug Griffey of Berkely (Glos.). With the commodore of Gloucester Yacht Club Les Rea commandeered as crew, Doug and his ex-RNLI lifeboat *Alaska 1* recently raced to the rescue of a holidaying family when their rented narrowboat missed the Severn entrance to Gloucester Lock and ran into serious trouble on an outgoing tide.

Fortunately for those aboard the 70-foot *Challenger*, she stuck on a mud bank just below the lock. Dropping anchor, Doug eased carefully down river to throw a tow line in an operation he later described as "very tricky indeed".

Even with the line secured, both boats were in constant danger of being swept over Llanthony Weir. With a novice skipper and two small children aboard the narrowboat *Challenger*, tragedy could well have ensued if she had swung across the river beam on.

With the family shaken but safely moored in Gloucester docks after a tense hour-long ordeal, Les Rea pointed out the Doug's boat seems not to have forgotten she started her working life as



a lifeboat in 1933 as *The Always Ready*.

This trim little 35.5-foot Liverpool class boat went out of RNLI service in 1953; in 1974, she was acquired by Doug and renamed after the pilot ship *Alaska* on which he had served.

*For this interesting article we are indebted to Janet Illingworth-Copper of Gloucester for which she has our thanks. Only one thing worries me. What is Doug doing heading straight for a restaurant with two back springs out and grinning in the wrong direction?*

Editor.



PLA Anti-Rubbish Award

David Jeffery, chief executive, PLA River Division

### The Way Forward?

Rumour has it that relations between their CHA, the Port of London Authority and the London Pilots have reached a new level of excellence. The Editor's informant tells him that the award, featured above from the 'Port of London' magazine, owed a lot to recommendations put forward by the London Pilots Committee. Quite what the Queen Mother had to do with it we have not discovered.

Perhaps the Section Committee could suggest other CHAs for the award, presentation on the 1st April annually?

## Accident Insurance Scheme

As you are aware our previous Group Accident Scheme was withdrawn because of the very high level of claims, over £700,000 at the last count, and the reduced numbers who took up the scheme. When we changed the policy nearly three years ago we had over 400 members in, as of last month there were less than 150.

I have obtained quotations from various brokers and companies direct, but because of our history the cost is very high. The best cover we can obtain on a group basis with members less than 300 is £25 per calendar month for cover of £30,000 and there are some severe restrictions on age and the definition of disability.

It is our view that for the time being the most cost effective way is for individual cover, for instance the AA offer a policy through Eagle Star which gives £50,000 for permanent total disablement, and costs £46.20 per year. The only problem is their description of permanent total disablement, and is described as follows:-

"Permanent total disablement is any permanent and total injury which prevents you from following any profession or occupation for which your are fitted by reason of education, training or experience."

That is a very wide description but would seem to be the industry norm in this type of policy. The UKPA(M) is not recommending this or any other policy, but pointing out the differences in cover and their interpretation of disablement.

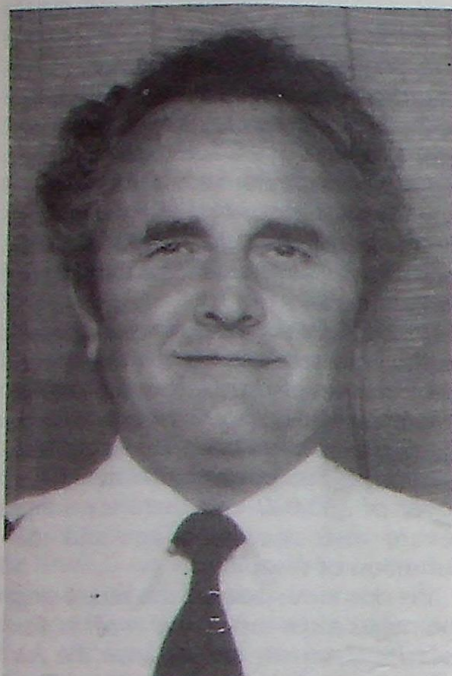
Information on this policy can be obtained from the AA and you do not have to be a member.

The situation we have found ourselves in is very unsatisfactory, but we can see no prospect of a short term improvement, though over the longer period we may be able to reinstate group cover, though group cover for less than 600 is not a long term viable prospect.

Paul Hames  
Chairman UKPA(M)

Seen in 'The Port' newspaper  
**Port of Tilbury's Open Day**  
"Queues for the bus tour of the dock were a constant 100 years long"  
*The Rip Van Winkle Port?*

## OBITUARIES



### David Clive Temple

It is with deep regret that we have to report the death of David Temple, Liverpool Pilot, who died on 29th July 1991.

David, who was born on 29th April 1944, went to sea as an apprentice with Elder Dempster Line before becoming a Liverpool Pilot Apprentice in 1961.

He was licensed as a Third Class Liverpool Pilot in July 1968, becoming a First Class Pilot in 1973, and was latterly a Shell Appropriated Pilot.

He also served, on secondment, as a Pilot in Saudi Arabia, Jeddah Oil Refinery, from 1982 to 1984.

David will be sadly missed by all his colleagues in Liverpool and ex-Liverpool Pilots around the UK, all who much enjoyed his company and particularly his dry sense of humour.

We extend our deepest sympathy to his wife Kathy and all his family with whom we share their sad loss.

### Lewis Oliver Thornton

Lew, born in York on 22nd August 1927, died peacefully at the Pilgrims Hospice, Canterbury, on 18th August 1991, after a long and courageous battle against cancer.

Before joining the Cinque Ports Pilotage Service, Lew spent his seagoing career with Paddy Henderson & Co. Lew joined the Henderson Line in 1943 aged 16, after pre-sea training at the Fleetwood Nautical College. As a Cadet he served on the Hospital Ship *Amarapoora*, taking part in the North African and Burmese Campaigns. Receiving his first command in 1956, at the age of 29, Lew completed his seagoing career with the Henderson Line when, in 1959, he became a Cinque Ports Pilot.

He served as a Cinque Ports Pilot until October 1988, serving on many Station Committees dealing with pilotage affairs. After Pilotage re-organisation he became a pilot with Medway Ports Authority, where he still maintained his interest with his Station's business. He retired through ill-health in October 1990.

Lew was the first serving pilot to made a Younger Brother of Trinity House for many years. He was also a member of the Honourable Company of Master Mariners.

Lew leaves a widow, Barbara and a daughter Lynda. Lynda lives in Australia with her husband Brian and her son Mark.

He will be sadly missed.

### Gordon Henry Guy

Gordon Henry Guy, retired Tees Pilot, born on 24th June 1918, died on 5th July 1991.

Affectionately known as Darky Guy, his death ended a dynasty of Tees Pilots and Redcar Lifeboatmen going back over 100 years. He was first licensed as a Tees Pilot on the 18th March 1946 following sea-service completed totally under wartime conditions. His experiences at sea, particularly as an officer in vessels plying their trade in the infamous Russian Convoys, helped to make him into a rollicking, boisterous young man but nevertheless a character of charitable qualities and good humour. In one attack upon his ship a bomb hit the foremast, exploded and blew in the bridge windows. The flying glass cut Gordon on the forehead a mark which he carried for the remainder of his life.

He entered the Tees Pilotage Service in time to witness the great changes to the Port and to the shape of the ships which now use it, grappling, as did we all, with the sudden increase in size and drafts presented to pilots.

His first charitable activities were connected with The Hull Orphan Homes, where he helped to raise many thousands of pounds. Later in life he took upon himself the task of helping any old age pensioners in Redcar who had fallen upon hard times. A great organiser, he would arrange transport

for hospital visits, or 'Old Time Dances', and variety shows where local artists all gave their services freely, once Gordon had a word with them. Heart trouble requiring a 'pacemaker' caused him to retire early on 1st June 1979. His interest in charity work, however, never ceased and he remained an ebullient character right to the end. We shall all miss the telephone call which said "Gordon here" and which meant an active hour or two was being organised for you!

We send our sympathies to his wife Anne and daughters Lynden and Beverley.



### Captain Walter Eric Owen

Born in Liverpool on 20th November 1925, Walter Owen came from a long line of Master Mariners. After going to sea and serving an apprenticeship with the Liverpool Pilot Service, Walter became a River Thames Trinity House Pilot in 1956.

At one time choice pilot for the Ben Line, he was known for his cool approach to a situation and his handling of what were, then, some of the biggest ships to use the Thames. Ill health forced his early retirement in September 1987. A great cricket lover, he scored a century for the Pilots in 1964.

He is greatly missed by his wife Lesley his sons Colin and Richard and his daughter Delphine.

## OBITUARIES

### Richard Henry Kitchen

Dick Kitchen was born on 14th April 1908 in Gimsbury, Lincolnshire. He attended Grammar School, then the Prince of Wales Sea Training School, before going to sea as a Deck Boy with the Union Castle Line in 1924. He served as A.B. in the White Star Line Cunard and New Zealand Shipping Company until he attained his 2nd Mates Ticket in 1930.

Progressing through the ranks he passed his Extra Master Certificate in 1935 and was made Master of the *Springwearin* in 1937. He became a Trinity House Cinque Ports Pilot in July 1939, serving as an Admiralty Pilot in Iceland during World War 2.

Dick was forced to retire through ill health in 1970. Dick's wife died in 1986 and Dick himself died on Friday 28th June 1991. He is survived by three of his four children, who miss him greatly.



## Retirements

The following Pilots have retired from the Port of London Authority within the last few months:

I Williams  
D Sparling  
W Malthouse  
R McLaren  
A Vaughan  
W Richardson  
P Henneker

and through ill-health:

J Coogan  
B Nicolle  
E Boome

in addition:

D Beedell and J Walker  
have retired from the Medway  
Ports Authority

## The Corporation of Trinity House Walmer Homes

### Change in admission regulations

The regulations for becoming a resident of the Trinity Homes, Walmer, near Deal in Kent have been relaxed to broaden the field of those entitled to apply for one of the purpose built retirement bungalows operated by the Trinity House Almshouse and Pension Charity.

The new regulations allow any Navigating, Engineer or Radio Officer with a certificate of Competency or of Service to apply subject, normally, to the minimum age of 60 and 15 years sea service. This replaces the previous requirement for a higher command qualification and limitation to Navigation Officers only.

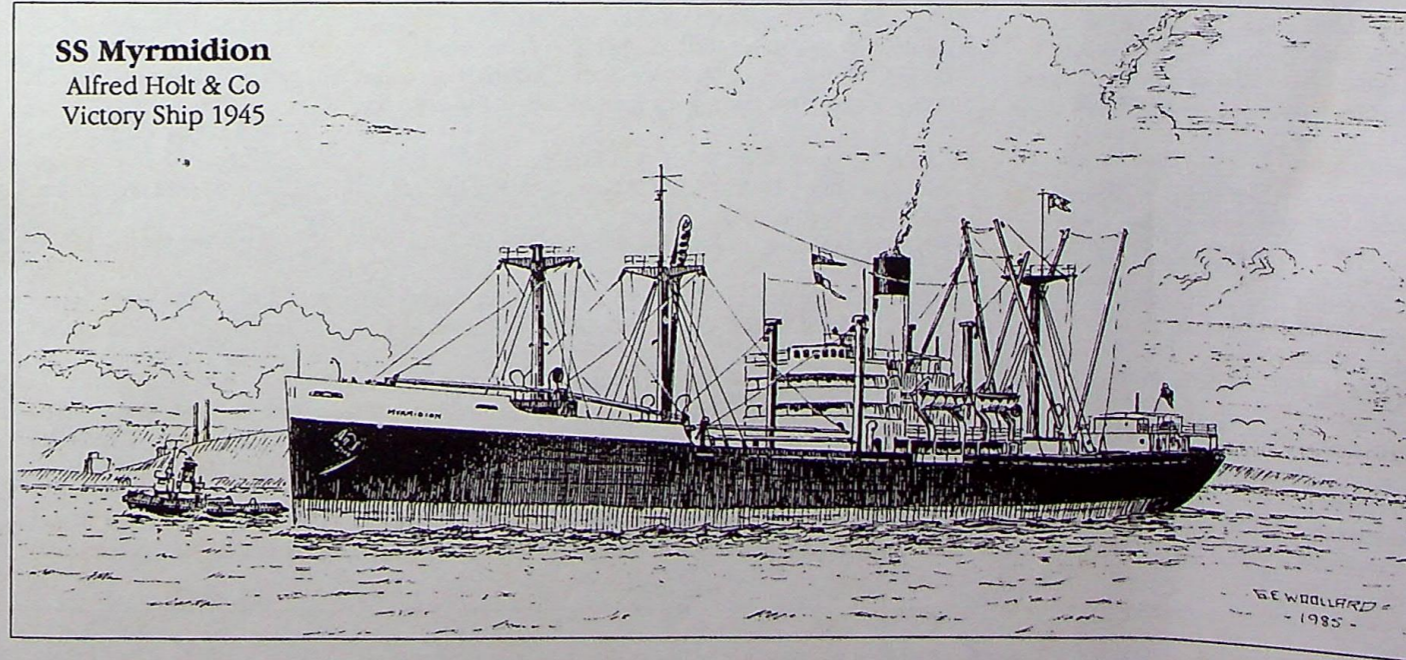
Widow or Spinster daughters of officers continue to be eligible, as before. A new approach to the meaning of personal circumstances has also been brought in by Trustees which places emphasis upon the applicant's achievable living standard and compares this to what might reasonably be expected by virtue of rank and sea service. Further, to help those who happened to be stationed abroad at the time of their retirement, applications no longer have to be made from within the U.K.

Substantial refurbishment of Walmer homes was completed in 1990 and vacancies exist now.

For further information on the new Regulations and details about the retirement facilities available, Editors should contact the Manager, Corporate Department, Trinity House, Tower Hill, London EC3N 4DH. Telephone: 071 480 6601; Fax: 071 480 7662

### SS Myrmidion

Alfred Holt & Co  
Victory Ship 1945





# United Kingdom Pilots' Association (Marine)

## Local Secretaries

District	Name	Address and Telephone Number
Aberdeen	G Bruce	Aberdeen Harbour Pilots, North Pier, Aberdeen, Aberdeenshire 0224 529571 x 237 (Office) OR 0224 647610 (Home) 0232 795133 (Home)
Belfast	NCE McKinney	8 Alt Min Avenue, Belfast 8 4NJ 0289 307404
Berwick	JH Jenkinson	c/o Harbour Master's Office, Tweedmouth, Tweed Dock, Berwick upon Tweed TD15 2AA 0670 355639
Blyth	C Briggs	34 Druridge Drive, Blyth, Northumberland 0205 760830 (Home)
Boston	K Cederholm	Peachey House, Church Road, Freiston, Boston, Lincolnshire 0278 782180 (Home)
Bridgwater	PH Lee	1 Grove Road, Burnham on Sea, Somerset TA8 2HF
Bristol	The Secretary	Port of Bristol Channel Pilots Co. Ltd, Haven Master's Building, Royal Edward Lock Entrance, Avonmouth BS11 9AT 0272 023884 (Office) 0803 882214
Brixham	RJ Curtis	Ria-Tor, 86 Sommer Court Way, Brixham, Devon 0475 32964 (Home)
Clyde	A Hepburn	5 Hawthorne Place, Trumpethill, Gourrock, Scotland 0265 2012 (Home)
Coleraine	W Dalzell	Harbour Office, The Quay, Coleraine, Northern Ireland 0206 866887 (Home)
Crouch	JA Thatcher	30 Greenfield End, Briar Grove, Colchester, Essex CO4 3FG 0304 240400
Dover	Mr C Jacklin	Dover Harbour Board, Harbour House, Dover 0382 730771 (Home)
Dundee	PC Taylor	62 Elie Avenue, Broughty Ferry, Dundee DD5 3SJ 0482 651069 (Home)
Europilots	Capt JD Robinson	53 West Ella Road, Kirkella, Hull, E. Yorkshire HU10 7QL 0326 312285 (Office)
Falmouth	Phil Bush	Falmouth District Pilots, 44 Arwenack Street, Falmouth, Cornwall 0348 873880 (Home)
Fishguard	WD Hughes	11 High Street, Fishguard, Dyfed SA65 9AN
Forth	J Gill	Granton Pilot Station: 031 552 1420 Grangemouth Pilot Station: 032 448 2151
Fowey	The Secretary	Fowey Pilots Association, The Harbour Office, Albert Quay, Fowey PL23 1AJ 0726 870291
Glensanda	JE Wynn	c/o Rugh Garbh Depot, Barcaldine, Oban, Argyll PA37 1SE 0631 73537 (Harbour) 0453 811323
Gloucester	BH Richards	91 Jubilee Drive, Thornbury, Avon BS12 2YJ 0255 502587 (Home)
Haven Ports (Harwich)	H Jones	441 Main Road, Dovercourt, Harwich, Essex 0524 51339 (Office)
Heysham	M Purvis, Esq	Pilot Office, Port of Heysham LA3 2UL 0407 830625 (Home)
Holyhead	AR Herbert	'Arfryn', Llanelian, Amlwch, Anglesey LL68 9LY 0463 235264 (Home)
Inverness	WJS Burr	14 Cuthbert Road, Culcabock, Inverness IV2 3RU 0553 86431
Kings Lynn	JW Steward	Fir Trees, Lime Kiln Road, Gayton, Kings Lynn PE32 1QT 0524 63770 (Home)
Lancaster	H Gardner	Greystones, 128 Morecambe Road, Lancaster LA1 5HY 0512 002180
Liverpool	The Secretary	Liverpool Pilots' Association, 2 Shore Road, Birkenhead, Merseyside L41 1EP 010 353 7781024 (Home)
Londonderry	CJ McCann	Shrove, Greencastle, Co Donegal, Ireland 0304 612752 (Home)
London	JD Godden	140 Dover Road, Sandwich, Kent CT13 0DD 0255 502825 (Home)
London North	IH Scott	71 Fronks Road, Dovercourt, Harwich, Essex CO12 3RS 0474 822209 (Home)
London West	MJG McDonald	Turks Hill, Taylors Lane, Higham, Nr Rochester, Kent
Lowestoft	RD Mountney	10 Gunten Cliff, Lowestoft, Suffolk 082 423063
Manchester	J Astles, Esq	Flat 2, Scott House, Ruthin LL15 2NP 0795 662276 (Office); 0795 873478 (Home)
Medway	SM Hunter	De Winton, Oak Lane, Minster, Isle of Sheppey, Kent 06462 3150 (Home); 06462 3091x32 (Office)
Milford Haven	JM Leney	1 Grassholm Close, Westhill, Milford Haven, Dyfed 0745 560335 (Office); 051 342 5978 (Home)
Mostyn	J Southwood	Green End, Beacon Lane, Heswall L60 0DD 0856 3987 (Home)
Orkney	W Cowie	The Borders, Bignold Park Road, Kirkwall, Orkney DW15 1PT 0736 796829 (Home); 0736 67415 (Office)
Penzance	E Kemp	Runnelstone, Ayr, St Ives, Cornwall 0779 71457 (Home)
Peterhead	JM Murray	1 Arran Avenue, Peterhead, Aberdeenshire 0752 491381 (Home)
Plymouth	M Trot, Esq	The Pilot Office, 2 The Barbican, Plymouth 0202 66640 (Office)
Poole	Mr G Greaves	78 Rosemary Road, Poole BH12 3HB 0705 733230 (Office)
Portsmouth	Mr P Fryer	5 Princess Gardens, Horndean, Portsmouth, Hants PO8 9PY 0843 592277 (Office)
Ramsgate	Capt PL Toghill	The Harbour Office, Military Road, Ramsgate, Kent CT11 9LG 091 5813246
Seaham	Local Secretary	The Pilot Office, Seaham Harbour Dock Company, Seaham House, Seaham, Co Durham SR7 7EW
Shorcham	RA Ball	Pilotage Service, Watch House, Beach Road, Portslade by Sea, Sussex BN4 1WD 0273 592455 (Office); 0273 452532 (Home)
Southampton	AD Foulkes	Tideways, 37 Westfield Park, Ryde, IoW PO33 3AB 0703 631550 (Pilots' Lounge)
Spurn	The Secretary	Spurn Pilots Limited, The Pilot Office, 50 Queen Street, Hull HU1 1YB 0482 28977 (Office)
Sullom Voe	D McElvogue	North House, Sweening, Vidlin, Shetland
Sunderland	I Swann	Sunderland Pilot Office, Old North Pier, Roker, Sunderland 091 56 72162 (Office)
Swansea, including		
Port Talbot	JB Hill	Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea SA1 1QR 0792 206922 (Home)
South East Wales	ML Doyle	The Hills, 2 Wentwood View, Church Road, Caldicot, Gwent NP6 4QG 0291 422694
Tees, including		
Hartlepool	JH Wright	Okefinokee, 31 Oldford Crescent, Acklam, Middlesbrough, Cleveland TS5 8EE 0642 485648 (Office); 0642 815681 (Home)
Teignmouth	JC Whitaker	Stone Lodge, Newton Road, Bishopsteighton, Nr Teignmouth TQ14 9PR 06267 6134 (Home)
Tyne	JH Burn	44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS 091 257 3999 (Home); 091 455 5656/7 (Office)
Weymouth	PM Runyard	24 Franchise Street, Weymouth, Dorset DT4 8JS 0305 773693
Whitehaven	CI Grant	22 Sunscals Avenue, Cockermouth CA13 9DY 0900 822631 (Home)
Gt Yarmouth	B Collingwood, Esq	2 Bernard Road, Gorleston on Sea, Gt Yarmouth 0493 668223 (Home); 0493 661715 (Duty Pilot)