



THE PILOT

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Association

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ANNUAL CONFERENCE 1978



Pride of place in the proceedings of the Ninety-first Annual Conference, held this year in the Penta Hotel, London, must surely go to the election of Lord Strathcona and Mount Royal as President of the United Kingdom Pilots' Association. The picture above shows him after the proceedings in the company of Mr and Mrs McMillan and Mr and Mrs Berry.

The Chairman of the Conference, Mr Frank Berry, introduced the item on the agenda and said that following the decision of the 1977 Conference, the Executive had approached Lord Strathcona and Mount Royal who had very kindly accepted the nomination for President. He told the conference that Lord Strathcona had been brought up in Colonsay and was used to small boats and fishing. He was educated at Eton and Trinity College, Cambridge. He was a Midshipman and a Lieutenant RNVR in the war during which he was in MTBs in the English Channel and was in bloody action many times. He also attended at the end of the war McGill University, Montreal. He has been eight years an industrial consultant in the City. He is the chairman of the "Great Britain" project—you remember the *Great Britain* designed by Isambard Kingdom Brunel that was rescued from the Falkland Islands and is now, I believe, in Bristol. He is a yachtsman and has been rescued more than once. He is Deputy Leader of the Opposition Peers and is of course very familiar with Parliamentary procedure. He is interested in maritime affairs, and if nominated, he will be called upon to help us in the passage of the Bill through the House of Lords.

The Chairman said that Lord Strathcona was being proposed for the office of President by the Executive Committee, and asked for a show of hands on his adoption. The proposal was carried unanimously.

UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W8

(01-727 1844)

| | | |
|---|---------|---|
| <i>President</i> | .. .. . | The Rt Hon The Lord Strathcona and Mount Royal |
| <i>Past Presidents</i> | .. .. . | 1884-1910 Commander George Cawley (Licensed Pilot and Founder President) |
| | | 1910-1923 Mr Michael Joyce, MP (Limerick) (Licensed Pilot) |
| | | 1923-1925 The Hon J M Kenworthy, MP (Hull Central) |
| | | 1925-1942 Lord Apsley, DSO, MC, MP (Bristol Central) |
| | | 1946-1947 Admiral Lord Mountevans, KCB, DSO |
| | | 1949-1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight) |
| | | 1963-1976 The Rt Hon James Callaghan, PC, MP (Cardiff South East) |
| <i>Honorary Vice-Presidents</i> | .. .. . | Messrs F Berry OBE, T Morgan, D H Tate, MBE, H J Wynn |
| <i>Vice-President and Chairman of Executive Committee</i> | .. .. . | D I McMillan (London River) 61 Pine Avenue, Gravesend, Kent (Gravesend 65154) |
| <i>Vice-President and Honorary Treasurer</i> | .. .. . | B I Evans Rock Cottage, Wellington Gardens, Hakin, Milford Haven, Dyfed (Milford Haven 2917) |

*Executive Committee**Elected:*

| | | |
|------|--|------------------------|
| 1976 | P A Levack (London Channel) 1 Elmfield Close, Gravesend, Kent | (Gravesend 61795) |
| 1976 | N C Walker (London North Channel) Esplanade House, 32 Kings Quay Street, Harwich, Essex | (Harwich 2224) |
| 1977 | J Bennett (South East Wales) Brent Knoll, 92 Port Road East, Barry, South Glam. | (Barry 734724) |
| 1977 | J A Hogg (Tyne) 20 Langdon Close, Preston Grange, Tynemouth, Tyne and Wear | (North Shields 73864) |
| 1977 | J D Godden (Cinque Ports) 17 Barnes Avenue, Westbrook, Margate, Kent | (Thanet 23453) |
| 1978 | G A Coates (Tees) 9 Stokesley Road, Marton, Middlesbrough, Cleveland | (Middlesbrough 315236) |
| 1978 | G C Howison (Clyde) 11 McPherson Drive, Gourrock, Renfrewshire | (Gourrock 31928) |
| 1978 | M H C Hooper (Southampton and Isle of Wight) 60 Spencer Road, Ryde, Isle of Wight, PO33 3AF | (Ryde 62474) |
| 1978 | C C Wilkin (Humber) 273 Beverley Road, Kirkella, Hull, North Humberside | (Hull 653323) |

| | | |
|--|---------|---|
| <i>Trustees</i> | .. .. . | S Green F Janes R Balmain |
| <i>Hon Medical Adviser</i> | .. .. . | Dr F S Preston |
| <i>Hon Financial Adviser</i> | .. .. . | F Moss |
| <i>General Secretary and Legal Adviser</i> | .. .. . | E Eden, MA |
| <i>Secretary</i> | .. .. . | Miss Y Blake |
| <i>Auditor</i> | .. .. . | T G Harding, FCA (Messrs Tansley, Witt & Co, London) |
| <i>Finance Committee</i> | .. .. . | The two vice-Presidents |
| <i>Editor of "The Pilot"</i> | .. .. . | David Colver |

REPORT OF THE GENERAL SECRETARY AND
LEGAL ADVISER

May I first of all extend a warm welcome to delegates and at the same time apologise to all districts for sending my report too late for you to discuss it with your colleagues in your districts. The last weeks since I returned from the IMPA Conference in Japan have been taken up with the important issues of pensions, not to mention visits to the Orkney and Falmouth—all within three weeks of my return. With the unfortunate absence of Yvonne Blake due to illness who looks after the paper work for the Conference, life has, to say the least, been not only hectic but also consumed in pilotage.

Members are nevertheless entitled to expect a full report of the activities of the Association in good time for them to consider it at their local meetings and consequently all future reports will be circulated at least six weeks before Conference.

The Principal Developments of the Year

For many years now the major issue in my successive reports has been Pilotage Legislation—indeed, the UKPA was instrumental in bringing about the setting up of SCOP through the good offices of our former President, the Rt Hon James Callaghan M.P and finally ACOP.

As you all know, ACOP has been instrumental in bringing about the provisions of the Merchant Shipping Bill which received the first reading in the House of Commons on 17th November 1978. On that day, we met the Under-Secretary of State for Trade, Mr Clinton Davies MP regarding the preservation of our National Pilots Pension. During the discussions we were asked if we would support the main pilotage provisions of the Bill and we made it absolutely clear that without the preservation of our pension rights after April 1980 and the topping up scheme, we would not support the general tenor of Pilotage Legislation; indeed, we would actively oppose it. It was also made clear at that meeting that we had reservations on a number of fundamental matters

affecting the constitution of the Pilotage Commission, Pilotage Certificates, Compensation provisions, etc.

With the second reading of the Merchant Shipping Bill due very shortly, it is vitally important to consider each Clause of the Bill in great detail and it is with this view in mind that the items on legislation will be considered in great depth at the Conference.

Pensions has been the most important issue during the year, with a host of meetings specially called to discuss the matter both within the PNPB Board and also with the Board of Inland Revenue, the Treasury and the Department of Trade. When all efforts with the Treasury failed, the only course of action left was to seek results by political means. I approached our former President on the matter, outlining the problems that pilots were faced with and urging a decision at Ministerial level at a meeting with the Ministers concerned. I was informed by our former President that a meeting will take place. Following a telephone conversation, I was advised that letters had gone out to the Ministers concerned, with the object of achieving a satisfactory result. Once again, the UKPA have achieved a most important concession in a matter of concern to all pilots. The Conference will be advised about the expected concession in greater detail during the discussion on pensions.

The other national issue affecting pilots since the last Conference were the NMB Award of 1977, which included a productivity deal of 14½%, and the 1978 NMB Award of 8.73% effective from 1st November, 1978.

With reorganisation about to be embarked on, we have taken part in discussions in a Working Party on the restructuring of earnings under the Letch Agreement. This Working Party will have the vital task of fitting in districts within the six new levels of future enhanced earnings for pilots. The remit of the Working Party will be

laid down at a meeting to be held on 11th December this year.

Many districts continue to make use of the services provided by the UKPA in matters of negotiations on earnings, productivity deals, conditions of service and a host of local problems.

Without going into the details affecting each of the districts which sought the assistance of the UKPA, I will refer to a few problems which underline the important principles of Pilotage. A good example is that of the Humber. The Government recognise, in their Policy Statement on Marine Pilotage, that the principle aims for pilotage are (a) safety in changing conditions, (b) improved organisation of the system and (c) fair treatment of the pilots themselves.

The Government also recognise that any improved organisation of the pilotage system should accord with modern requirements and recommend that, "responsibility and authority be given

to local pilotage authorities representative of shipowners, pilots and ports together with some independent members who could contribute additional navigational and management experience".

The UKPA is of course cognisant of the powers the BTDB has delegated to the Humber Pilotage Committee under the Humber Pilotage Order, 1922, whilst at the same time retaining for the British Transport Docks Board, as the Pilotage Authority for the Humber Pilotage District, the more important legal powers which effectively control the organisational principle enumerated by the Government in their Policy Statement that authority and responsibility should correspond and be delegated to the level at which the operations take place.

The correspondence with the Chairman of the BTDB and the Department of Trade indicate the importance of instituting independent Pilotage Authorities (see Appendix 1).

The central figure in this group at the Reception is the Right Honourable John Smith, MP, Secretary of State for Trade



At the other extreme we have the Lancaster Pilotage District where an extension of compulsory pilotage has been objected to by the General Council of Chamber of Shipping, as the correspondence in Appendix 2 reveals.

As the General Secretary and Legal Adviser of the UKPA I would like to expand on the problems which affect individual districts and I propose to do so at the Conference.

I would like to conclude this report by referring to the conferment of the OBE on Frank Berry in his capacity as Chairman of the UKPA—which I personally consider was well deserved. Not only is this honour a reflection on Frank's own ability but also on the UKPA as a body, since I am not aware of a similar honour being conferred on a former Chairman of the UKPA in this capacity.

I would also like to extend our grateful thanks to Keith Grant, a member of the Executive who has decided to resign from his position. He has been most helpful on

the Executive and his contribution to the UKPA is greatly appreciated.

No report is complete without expressing my personal gratitude to all the Executive Members who give so much of their time for the benefit of all UKPA Members. The Secretaries of Districts also deserve our thanks for the work they do on behalf of their members. Without their support and those of their members there would be no Association and no improvements in earnings and conditions of service.

The success of our Journal, *The Pilot*, is mainly due to our Editor who deserves the highest praise.

We should also spare a thought for Miss Yvonne Blake who has had the misfortune of undergoing an operation early this year and will be undergoing another operation on Friday this week—I am sure that your personal good wishes will do a great deal to pull her through an agonising period. She has been a devoted worker for the good of pilotage since she joined the UKPA ten years ago.

Appendix 1

7th September, 1978

Sir Humphrey Browne, CBE
Chairman,
British Transport Docks Board,
Melbury House,
Melbury Terrace,
London, NW1 6JY

Dear Sir Humphrey,

Thank you for your letter of 21st June.

As you raised an important issue concerning "actual piloting work" in the content of the 1856 hours per annum, I considered if more appropriate to await the outcome of the detailed investigation carried out by the Humber Pilotage Committee into the Work Index.

The outcome of that investigation, which has the full support of the Humber Pilotage Committee has now been sent to your Board in a letter dated July 1978 (copy of which is enclosed for easy reference). I understand that the contents will be considered by your Board at its meeting on 8th September, 1978.

You state in your letter to me of 21st June 1978 that the time spent on a principal act of pilotage averages about 2½ hours. This factor is only one of the many factors used in determining the Work Index and does not include the time spent on the VLCCs where two pilots are used, nor does it include any of the ancillary work such as moving ships within the district and dock to dock, or the anchoring of vessels by Base Pilots, or time when a Pilot is on board a vessel waiting to move—all factors which were readily considered and understood by the Sub-Committee enquiring into the Humber Pilots' Work Index.

In your previous letter to me of 11th May 1978, you state that savings in costs are certainly possible on the Humber, pointing out that the Board approved the Spurn project on the specific understanding that there would be an increase in productivity from the Pilots. I am sure you will agree that, in the first instance, it is the Board's responsibility, as a Pilotage Authority, to ensure that there are proper pilotage arrangements and, secondly, the

floating cutters had come to the end of their useful working life and the Pilots had no alternative but to go ashore at Spurn. The subsequent savings in costs have been more than demonstrated by the use of launches controlled from the shore against pilot cutters, and that is where the main savings in cost were always intended to take place.

There is indeed ample proof to show that there has been increased productivity from the Humber Pilots. As you know, in 1962 the Work Index of Humber Pilots was agreed at 175 ships following a formal Department of Trade enquiry held in Hull, and this figure related to conditions when the pilots operated from the cruising cutters, when the accepted working week for the merchant service and for pilots was 56 hours over a 7-day week. This Index of 175, when adjusted in respect of the current 40-hour week, will produce a Work Index of 125. The 1962 agreement was also based on pilots having 100 days free of duty per annum. The number of days off duty has of course since been increased to 134, reducing the number of working days from 265 to 231. When this factor is also taken into account the Work Index is further reduced to 109. As the current agreed Work Index is 144.07, this reflects a 32% increase in productivity resulting directly from the transfer of operations from the cruising cutter to the shore base.

The Sub-Committee which enquired into the Humber Pilots' Work Index, in reaching their unanimous decision, took all the above factors into account and were very well aware that the Pilots could have substantiated a case for a greatly reduced Work Index other than the one that was agreed. The fact that the Humber Pilots did not press for a greatly reduced Work Index demonstrates their concern to produce a Work Index acceptable to both sides of the industry which would ensure that pilotage costs are maintained at a reasonable level. It is also fair to point out that every part of the Spurn scheme and its savings to the industry has been a direct result of the pilots' initiative.

I sincerely hope that your Board will accept the local decision of the Humber Pilotage Committee, which was arrived

at after the most careful and detailed consideration of all the relevant factors based on the unanimous findings of a Work Index Sub-Committee.

In view of the importance of this matter, I am sending copies of this letter and enclosure to the General Council of British Shipping, the Department of Trade and ACOP.

I look forward to hearing from you.

Yours sincerely,

E Eden

11th October, 1978

*W Stow, Esq,
Department of Trade,
Marine Division,
Sunley House,
90 High Holburn,
London, WCI.*

Dear Mr Stow,

Humber Pilots' Work Index

The recent unwarranted interference by the BTDB in issuing arbitrary directives as shown in the attached copy of a letter from the Humber Pilots dated 9th October 1978 runs contrary to the organisational principles enunciated by the Government in their Policy Statement that authority and responsibility should correspond and be delegated to the level at which the operations take place.

The enclosed correspondence with the BTDB dated 7th and 11th June, 1976 reveals that the time is now opportune for the Department of Trade to put into practice what the Government has been preaching by setting up an Independent Pilotage Authority for the Humber by way of a Pilotage Order.

I will therefore be grateful if the Department would now be good enough to initiate the necessary discussions between the interested parties with the view to implementing the Government policy.

Yours sincerely,

E Eden

From: *J. K. Stuart MA
Director and General Manager
British Transport Docks Board
Melbury House
Melbury Terrace
London NW1 6JY*

11th June, 1976

*E Eden, Esq, MA,
General Secretary
United Kingdom Pilots' Association,
20 Peel Street,
London, W8.*

Dear Mr Eden,

BTDB as the Pilotage Authority for the Humber Pilotage District

Thank you for your letter of the 7th June. As you may know, the Humber Pilots' Society raised the same question in a letter to the Clerk to the Pilotage Committee dated 14th January, 1975. The Board's views were given in Minute No. 96 of the meeting of the Pilotage Committee held on 20th May, 1975: I attach a copy of this Minute for your information. Although the position of the Humber Pilots Steam Cutter Co. has improved in recent months, nevertheless, the Board's views generally remain the same as previously stated. It is considered, therefore, that it would be inappropriate to open discussions with you in advance of the publication of the Government's proposals for legislation, which are expected later this year.

Yours sincerely,

J K Stuart

PILOTAGE COMMITTEE—DELEGA- TION OF POWERS (MINUTE 28. PAGE 31/1975)).

96. The Committee received and noted a communication—dated 15th April—from the Pilotage Authority (copies of which had been circulated) on the subject of the letter of the 14th January, 1975, submitted by the Humber Pilots' representatives and forwarded to the Pilotage Authority by this Committee, referring to the proposals

contained in the Report of the Steering Committee on Pilotage relating to the establishment of local Pilotage Authorities and suggesting that, as an interim measure, all powers relating to pilotage be delegated to this Committee under Section 7(1)(e) of the Pilotage Act, 1913, and setting out the views of the Authority thereon, viz:-

(a) That, by virtue of Article 5(1) of the Humber Pilotage Order 1922, all matters relating to pilotage already stand referred to the Humber Pilotage Committee for consideration and report to the Pilotage Authority;

(b) That, by virtue of Article 5(2)(a) of the Pilotage Order, the Committee are empowered to suspend, fine or dismiss, or to suspend or revoke the licence of any Pilot, without their decisions requiring confirmation by the Authority;

(c) That, in accordance with Article 5(2)(b) of the Pilotage Order, the Authority have already delegated all other powers relating to pilotage to the Pilotage Committee,—with the following exceptions:-

(i) the making and amendment of pilotage byelaws;

(ii) the approval of any major alteration in the operation or organisation of the pilotage service;

(iii) the approval of authorised strengths for the Humber, Goole and Trent pilotage services;

(iv) the institution, defending or compromising of legal proceeding other than those under Section 11(2) of the Pilotage Act 1913;

on which, of course, the Authority still have to consult the Committee: and stating that, following the Authority's recent approval in general terms to the Pilotage Organisation Sub-Committee's recommendations for strengthening the management control of administration and pilotage operations, the Authority consider that no further changes are justified at the present time and that, moreover, the serious financial position of the Humber Pilots' Steam Cutter Co, makes it absolutely essential for the Authority to retain their power to make and amend pilotage byelaws.

7th June, 1976

*J K Stuart, Esq,
Managing Director,
British Transport Docks Board,
Melbury House,
Melbury Terrace,
London, NW1 6JY.*

Dear Mr Stuart

**BTDB as the Pilotage Authority for the
Humber Pilotage District**

The recent discussions with the Department of Trade of which you are no doubt aware, point to new pilotage legislation in the form of amendments to the existing Pilotage Act, 1913, to implement in general terms the Government Policy Statement on Marine Pilotage.

The Government recognise, in their Policy Statement on Marine Pilotage, that the principle aims for pilotage are (a) safety in changing conditions, (b) improved organisation of the system and (c) fair treatment of the pilots themselves.

The Government also recognise that any improved organisation of the pilotage system should accord with modern requirements and recommend that (I quote)

Appendix 2

12th October, 1978

*The Secretary
Department of Trade,
Marine Division,
Sunley House,
90 High Holborn,
London, WC1.*

Dear Sir,

Pilotage Act 1913

**The Lancaster Pilotage (Amendment)
Order 1978**

The UKPA has been advised of the GCBS objection to the above Order which seeks to reduce the area of the Lancaster Pilotage District and to make pilotage within the District compulsory instead of non-compulsory.

Paragraph (b) of the objection states that there is no evidence for the introduction of compulsory pilotage on the grounds of safety of navigation. I am advised by

“responsibility and authority be given to local pilotage authorities representative of shipowners, pilots and ports together with some independent members who could contribute additional navigational and management experience.”

The UKPA is cognisant of the powers your Board has delegated to the Humber Pilotage Committee under the Humber Pilotage Order, 1922, whilst at the same time retaining for the British Transport Docks Board, as the Pilotage Authority for the Humber Pilotage District, the important legal powers which effectively control the organisational principle enumerated by the Government in their Policy Statement that authority and responsibility should correspond and be delegated to the level at which the operations take place.

The UKPA believes that informal discussions on this important principle could lead to an acceptable solution on both sides. As Chairman of the Pilotage Authority for the Humber Pilotage District, I sincerely hope that this course of action will commend itself to you and that we may look forward to early discussions.

Yours sincerely,

E Eden

the Licensed Pilot of the District that the number of shipping casualties over the last few years numbered some ten groundings, including the total loss of a fishing trawler which went aground. I am also advised by the Licensed Pilot—who has spent 24 years piloting ships in the District that he has never known the channel alter course so rapidly as it has done this summer. Is this not a valid reason for making pilotage compulsory on safety grounds alone, or must the safety of shipping and the environment await the outcome of the GCBS's objections under paragraphs (a) and (c), namely, the changes envisaged in the Merchant Shipping Bill and the introduction of the “package”? Is not the safety of navigation of sufficient importance to warrant the immediate introduction of compulsory pilotage?

I am sending a copy of this letter to the Chairman of ACOP whose committee has been charged with advising the Secre-

tary of State for Trade with pilotage arrangements in the UK which can and should be made in advance of new legislation.

I am also sending a copy of this letter to the Lancaster Pilotage Authority whose *raison d'être* under the Pilotage Act 1913 is to ensure the safety of navigation within the District.

Yours faithfully,

E Eden

*General Council of British Shipping
30/32 St. Mary Axe
London EC3A 8ET
23rd August, 1978.*

*The Secretary,
Department of Trade,
Marine Division,
Sunley House,
90, High Holborn,
London, WC1V 6LP.*

NOTICE OF OBJECTION.

Notice is hereby given that the General Council of British Shipping, being an Association representative of British shipowners including those interested in the trade of Lancaster, objects to the application by the Lancaster Pilotage Authority, for an Order under Section 7 of the Pilotage Act, 1913 to reduce the area of the Lancaster Pilotage District and to make pilotage within the District compulsory instead of non-compulsory.

The grounds of the General Council's objection are:—

(a) The introduction of compulsory pilotage is felt to be premature bearing in mind the recent Government White Paper on the Merchant Shipping Bill. If the application were to be approved, compulsory pilotage would be introduced without the investigations that might be found appropriate by the Pilotage Commissioners which the draft Merchant Shipping Bill proposes should be established.

(b) There is no evidence for the introduction of compulsory pilotage on the grounds of safety of navigation. Indeed, the Authority have explained to GCBS that the introduction of compulsory pilotage is to assure the continuation of the pilotage service in the Lune.

(c) It is felt to be unacceptable for compulsory pilotage to be introduced other than as part of a “package” in which byelaws would be introduced covering exemptions and Pilotage Certificate requirements. While the Authority say that Certificates will be available, it is not clear on what basis they will be issued.

Advice from the Advisory Committee on Pilotage recently circulated to all Pilotage Authorities by the DOT recognised that any proposed changes in pilotage arrangements should be synchronised.

R M Bateman.

Secretary: Pilotage Policy Committee.

DATED. *This Twenty third day of August, 1978.*

Discussion

Before putting the report to Conference for discussion, the Chairman, Mr Frank Berry, referred to the subject of Pensions and reported that a week last Friday we met the Minister and received an undertaking from him that, in moving the Second Reading of the Pilotage Bill on Thursday, he himself would announce that a clause was to be included in the Finance Bill that would underwrite the existing PNPf. It was made quite clear that the Pilots' National Pension Fund gives the best benefits for limited contributions and the income it could receive. We would require not only the 1½ per cent

topping up to be safeguarded, but we would also require every flexibility in any new legislation that would cover any of the contingencies that are likely to occur in the reorganisation of the ports of this country and the reorganisation of pilotage. None of us can look into the future with such a degree of accuracy and confidence as to say that in ten years time we shall still have 1,550 pilots. It depends on so many variable factors that none of us are capable of giving an accurate estimate. Clearly, the fund depends on buoyant pilotage and buoyant pilotage does not obtain when some of our senior people

are about to retire in the near future. There will be adverse effects on pensions and, in that connection, everybody remembers the traumatic situation that the Cardiff pilots found themselves in, and the cost had to be carried on the complete reversal of basic trade on which Cardiff had been founded, together with the subsequent large pension contributions to meet the commitments. Clearly we are entitled to learn from these things. The 1½ per cent minimum topping up scheme was intended to ameliorate situations such as that.

It is recognised nationally that our pensions are unsatisfactory, and we do not want to give the impression to the Government that just to maintain the PNPf in its existing form would placate us. It will not. So I feel I should bring you up to date on what has occurred. We received a letter yesterday from the Department, copies of which are available, and you will see from that that a little further clarification is needed. It falls short of what we felt we were entitled to expect from the Minister, having met him and obtained an undertaking. I would suggest that we are not in the clear yet, because if you will look at the second paragraph it reads, "Treasury Ministers have agreed that legislation will be included in a future Finance Bill...". That is not enough. We need to be more specific. We want to know when it will be included so that we can decide and commit ourselves to support or total opposition to the new legislation.

Opening the discussion, **Mr Barwick** (London) expressed concern that we were taking too much on trust. When we went ahead we did so on the basis that the Bill was non-controversial but now, although it went through its First Reading on that basis, could it now be made a controversial Bill?

The Chairman replied that he understood that the shipowners would be tabling an amendment and that the Standing Committee would be considering representations from several interests. The Standing Committee was numerically representative of all the political parties and what was wanted was informed opinion right across the floor. He had been in touch with **Mr Stephen Ross** (Lib), who was expected to attend that evening, and it was to be

hoped that he would respond to a brief from the Isle of Wight pilots present.

Mr Mathews (London Channel) was concerned that the stresses and strains imposed on the Standing Committee by various lobbies could result in delaying the Act from one Government to the next.

The General Secretary and Legal Adviser said the question of dates had been raised with the Minister who had said that the Bill could be on the Statute Book by May or June. The Standing Committee expected to meet twice before the Christmas Recess and the Bill could possibly be before the House of Lords by the end of February.

Mr Mathews raised two further points on which he felt disturbed; the scope for pseudo-pilot situations in the case of Government servants (*eg*, RNR Officers) and the principle of compulsory pilotage.

The General Secretary and Legal Adviser replied that the Bill itself merely gave power to the Pilotage Commission to investigate districts to be made compulsory, but there is no presumption in respect of compulsory pilotage. We have to put forward amendments to the clause on this important principle.

The Chairman added that it was understood that compulsory pilotage and greater surveillance had been discussed in Parliament yesterday. Concerning the former, he thought we ought to combat the opposition of the shipowners now on this particular issue and, indeed, establish what was the intention and underline the principle of SCOP, that is, compulsory pilotage everywhere and exemptions would have to be justified on the ground that compulsory pilotage does not contribute to safety. We thought that one or two of the incidents which have occurred would help on this particular subject. If we can brief the MPs at the committee stage we could have this particular amendment enshrined in the Act.

In response to a request from **Mr Logie** (Great Yarmouth) for a list of all the amendments, the Chairman replied that the main ones had been circulated to Districts (Letter No 315), and the General Secretary and Legal Adviser had read them out, but in the Bill we had found one or two more clauses in which the drafting was unsatisfactory to us.

Mr Hughes (Cinque Ports) asked if the Executive was taking any steps to integrate the approaches that had been made by pilots to their various constituency MPs. The reply from the Chair was that it was best if all approaches to MPs were concerted through UKPA: the Second Reading was due on Thursday and Conference had been invited to give its coordinated views by the Opposition spokesman for Trade.

Mr Boddy (London, Inwards North), after mentioning that their MP would be speaking on the Second Reading debate on the Bill and was asking to be on the Standing Committee, went on to make a plea for flexibility in the clauses on Pensions. There was nothing in the draft Bill as it stood that would make any of us better off or make our jobs more secure. We know our policy is to aim for a dynamic pension based on a percentage of final earnings, so the wording of the pensions clause must be flexible. He was assured from the Chair that country-wide representatives had met the Minister and a small sub-committee supported by experts had had a preliminary meeting with the General Council who supported us in the principles of flexibility and dynamic arrangements.

Mr Barrow (Cinque Ports) was puzzled by references in the Report to the "concession" of a pension. Surely this was not a concession but the establishment of something that was agreed in 1971 and, beyond that, we had not gained a single thing. The Chairman regarded this as honest and fair comment. The difficulty we found ourselves in as pilots, he said, was that we could not stop the wheels from turning. We could not deny that things were different. We could not alter circumstances. We were faced with change, whether we liked it or not, and we were told in no uncertain terms that certain of the matters, even under existing legislation, could be pressed upon us. It was decided in the end that our interests would best be served by having new legislation which we felt was shaped in a direction that would protect and insure our profession, rather than to oppose legislation at all costs and be picked off port by port. If we were picked out in that way, we would end up fighting a lone battle against forces which were overwhelming. I grant that there is very little in the Bill for us

other than undertakings over the issue of pilotage certificates. We have tried to restrict and to make as many safeguards as we can to make sure that nobody suffers who holds a pilot's licence now.

Mr Barrow expressed appreciation of what had been done, adding that a situation could arise when more British nationals than EEC nationals held certificates, so why should he be excluded? It was not that we did not want certificates but that the 1913 Act allows them to UK nationals. The argument is that EEC nationals can obtain certificates but it will cost them a fortune to do so and they have to pay individually. It is the UK nationals who can affect the whole balance in a number of districts.

Reverting to pensions, **Mr Mills** (London Inward South) drew attention to the possible composition of the Commission. If it were to comprise shipowners, shipowners' representatives, and employees and representatives of the ports, we would be in a worse position than now. Also, recent events indicated that, if ever the time was right to stop the issue of certificates it was now. Why, he asked in amazement, were we the only people in Europe to start wishing to dish out certificates to EEC nationals?

The Chairman added a further point on flexibility. When we met the Minister, we had an undertaking that we would have notes of that meeting. We are still waiting for those notes; but, apart from other matters I have outlined regarding the future and the need for flexibility, it was also mentioned that the human factor study report will shortly be available and published, and amongst other things—and this is something that has been discussed at ACOP level—there is a recommendation regarding more stringent medical screening for new entrants into pilotage and stringent annual examinations especially of pilots in vulnerable age groups. If on the one hand we have used the argument about the importance of safety and having a pilot on the ship, we cannot credibly fall out with the need for ensuring that pilots are fit and healthy when they go on board ships. When this matter was raised it was also emphasised that, as this was not a requirement for existing pilots on taking a licence it would be an imposition if it were introduced now, other than in respect of

new entrants, without proper safeguards for pilots having to forfeit their licences because of failure of their health.

Mr Mathews, voicing the strong feelings expressed by Conference on the provisions of the Bill, proposed:

That this conference instructs the Executive (1) to take immediate and positive steps to amend the Bill presented to Parliament along the lines suggested by the General Secretary. (2) That any attempt by other interested parties to extend the facility of pilotage certificates to other than EEC members will be opposed.

This was seconded by Mr Logie

Mr Howison drew attention to page 58 of the Schedules of the Bill where it was

stated categorically that only EEC Masters or First Mates of EEC vessels could qualify to sit for an examination for a certificate. This allayed the fears expressed in the second part of the resolution and, after further discussion in which Messrs Barrow, Russell and Wilkin (Humber) participated, Mr Mathews was happy to amend his resolution to:

That this Conference instructs the Executive to take immediate and positive steps to amend the Bill presented to Parliament along the lines suggested by the General Secretary and that the amendments be circulated to all Stations for their guidance in briefing constituency MPs.

This Resolution was carried *nem con.*

Obituary

THOMAS WILLIAM EMMS

Teesside Pilots have lost a staunch colleague, Thomas Emms, who died on 30th October.



The last of the "M's". Alike the demise of some famous class of ship, so the passing of Tom Emms saw the end of a line of pilots reaching back to 1909.

Born in 1910, the eldest of three sons, all Tees Pilots, his apprenticeship in 1926 was almost entirely coastwise in pilot cutters and coasters. He became Pilot First Class in 1942.

The *Wendy*, *Yewforest*, *Avonwood* and *Copewood*, in which he served variously as AB and officer, readily come to mind for the "old-timer".

Tom gave almost 40 years of enthusiastic and dedicated service during which he held a Trinity House Sea Licence (Thames) and acted as Appropriated Pilot to Furness Shipbuilders (Tees).

He was a sturdy and steadfast character yet, buried deep within, lay a touch of the burlesque which he undoubtedly inherited from his father who was something of a comic.

During the '50s he launched the Tees Pilots' Dance and, ably assisted by Iris his wife, he presided over this function which became a Teesside highlight.

Farewell! Tom, and thanks for the memories.

Bill Young

RESOLUTIONS

From: THE EXECUTIVE

That this Conference in supporting the need for new legislation requires the legislation to reflect the original SCOP recommendation of Compulsory Pilotage as a general principle in our ports and that in view of the increasing risks that have been demonstrated to exist, all vessels of 300 grt and over carrying hazardous cargoes must be compelled to take a pilot on board when navigating within all pilotage districts.

Proposer Mr Evans

Seconder.....Mr Edmondson

Mr B I Evans: Much that I have to say in support of this proposal has already been said here today, nevertheless in order to give the background and necessary degree of emphasis I shall have to say them again.

The Terms of Reference of 'The Steering Committee on Pilotage' were—

To consider what needs to be done to effect improvements in safety and efficiency of pilotage including administration and organisation, to consider which parts of the Pilotage Act 1913 need revision and to formulate proposals for any new legislative provisions and organisational arrangements which may be considered necessary.

Now you will note that the prime consideration included in these Terms of Reference is to effect improvements in safety. SCOP proposed in Recommendation 8 how improvements in safety could be achieved—

That as a general principle pilotage should be compulsory subject to carefully considered local exemptions.

So we then knew that compulsory pilotage as a general principle was considered essential to enhancing safety of navigation and, therefore, prevention of pollution in our ports.

Our three representatives on SCOP and ACOP deserve our thanks and congratulations for getting such sensible recommendations framed because they clearly express a responsible attitude and a commitment to safety of navigation and, therefore, prevention of pollution.

So far so good—but what does the White Paper entitled 'Action on Safety and Pollution at Sea' say—indeed, what does the Bill now say?

Clause 6 (1) (c)

It shall be the duty of the Commission—to carry out such investigations as the Commission considers appropriate in order to ascertain WHETHER pilotage should be made compulsory at places in or off the coasts of the United Kingdom where it is not compulsory and to make proposals for pilotage to be made compulsory at such places as the Commission considers appropriate in consequence of the investigations.

In the opinion of your Executive this does not in any way reflect the recommendations of SCOP or ACOP—the recommendations that our representatives agreed—indeed, in our opinion, the general principle of compulsory pilotage has been deliberately violated. You will all be aware through circular letter 315 dated 23/8/78 that your Executive drew this to the attention of the Secretary of State for Trade and suggested that the original intentions of SCOP and ACOP could be achieved by substituting WHEN for WHETHER so that the clause would read—'in order to ascertain when pilotage should be made compulsory.

The reply received from the Marine Division, Department of Trade, stated—on this particular issue—and I shall repeat it in full because it gives us an insight into their thinking—"I accept that, as a general principle, SCOP recommended that pilotage should be compulsory. On the other hand, the SCOP report also said that there should be exemption for 'certain districts or parts of districts where there can be no justification for pilotage on the grounds of safety'. The clause gives the Commission a positive role in promoting compulsory pilotage but I think it would be UNDESIRABLE, and would meet with heavy opposition, to leave them no opportunity of deciding after investigation that no case exists for compulsory pilotage. Indeed, it has been suggested that the Commission should also be able to investigate whether

pilotage should be made non-compulsory and I think that there is something to be said for this."

I was under the impression that the Bill was to implement the recommendations of SCOP as defined by ACOP. I cannot see that particular interpretation improving safety of navigation or reducing the prospects of pollution. The Department also probably considers compulsory pilotage undesirable in the English Channel, undesirable in the North Sea, undesirable in the Celtic Sea but do the environmentalists, do the people of East Anglia, do the people of Wales in the wake of *Amoco Cadiz*, the *Elene V* and the *Christos Bitas*? Would they consider compulsory pilotage undesirable when it can be clearly demonstrated that the introduction of compulsory pilotage would enhance safety of navigation and when it is safe to say, for example that, certainly, the *Christos Bitas* would not have stranded had there been a pilot on board?

In this respect I would remind the Department that safety of navigation and, therefore in the final analysis, the prevention of pollution, depends on the freedom to manoeuvre and in the English Channel, the North Sea and Celtic Sea this freedom to manoeuvre is measured in miles rather than feet as is the case in our ports. The fact that we have not had a similar incident to those quoted in our ports is a tribute to the pilots and this clearly demonstrates that safety of navigation can be enhanced by extending compulsory pilotage to all our ports. If pollution of our environment is to be prevented then compulsory pilotage must be extended to all port areas and, indeed, areas further off-shore.

Legislation has to reflect the agreed general principle of compulsory pilotage—no 'ifs' or 'buts'—no opportunity for interpretations, no ambiguity, just a simple but definite commitment to compulsory pilotage as agreed and recommended by SCOP and ACOP. Compulsory pilotage is fundamental to continuing buoyant pilotage on which our material wellbeing and pensions in the future depend. But not only that—we have a duty to the public because prevention of pollution is dependant upon safety of navigation and safety of navigation in our ports depends upon an efficient pilotage service and for this to have a secure

foundation then compulsory pilotage must be introduced as general principle.

In order to ensure enhancement of safety of navigation, SCOP recognised that principle. So I say—and I hope that Conference will endorse these remarks by giving unanimous approval to the proposal—I say to the Department that unless legislation is so worded so as to include compulsory pilotage as a general principle then we will use all means at our disposal, including the media to demonstrate to the public at large that insofar as the pilotage section of the Merchant Shipping Bill is concerned, safety of navigation will not have been enhanced at all but that, on the contrary, it might even involve greater risks of pollution occurring nearer to our shores than has ever been the case before.

Mr N Walker (London North Channel Inward): I should like to second the resolution and to pass on to you some information, that you may already know, relating to other people's attitudes towards compulsory pilotage, specifically within the EEC.

The two draft directives referred to deal with conduct of deep sea pilotage, and a proposal that all oil, gas and chemical tankers of over 1600 tons must have a pilot within port limits in any port within the EEC. We have from the Department of Trade an indication that they will oppose the second of these directives and I understand that the first directive has been accepted by the Council. They originated in Germany and we now have the EEC entering into pilotage.

So far as the attitude of this country is concerned towards compulsory pilotage—by this country I mean the Government and by the Government I mean the Marine Division of the Department of Trade—it is not reflected in hardly any other country in the EEC. I will end by reading you a Federal Ministry of Transport information document about compulsory pilotage in Germany which, up to a few months ago, was not compulsory. It states that bulk cargo vessels whose cargo represents a high risk to safety and the wellbeing of the environment will now only be allowed to navigate in German waters if they take on a pilot for nautical advice on the ship's navigation. Governed by this regulation,

which has been introduced by the Federal Minister of Transport, are gas tankers, chemical and other liquid product tankers as well as atomic-powered ships.

In the (pilotage) district Weser, Jade and Ems this regulation is already in force; for the time being Elbe, Kiel Canal, Flemsburg Bay, Kiek Bay and Trave Districts it will come into force in the middle of July.

The introduction of compulsory pilotage for ships carrying dangerous cargoes is a further step towards greater safety in the heavily used waters around the German coast. It is an appropriate measure to lessen more effectively the dangers which necessarily accompany ships with easily combustible, potentially explosive and environmentally damaging goods.

You may possibly have known about those regulations which are coming into force on 1st April, 1979. It seems a shame that within our own proposed new pilotage Act, even though the title refers to pollution at sea, there is in reality very little relation to that problem.

Mr Donovan (SE Wales): The only thing that bothers me about big tankers is that when it comes to the question of pollution, everybody talks about the fouling of beaches and the killing of birds, but nobody ever mentions the people on board the ships. There is not only the ship itself, but also the ships in the vicinity. I think it is time priority was given to the lives at stake at sea, because some of these vessels are floating bombs and people in them are entitled to safety measures.

Mr Logie and Mr Evans both spoke on the need to lower the figure of tonnage that determined the manning scales from 1,600 to 300 gross tons.

Mr McLaren: I am delighted to hear this resolution, and am even more delighted to hear the view of the Department of Trade that it is totally unnecessary. I happen to be quite well aware that the average Ministry surveyor is very anti-pilot and I think many allow this to cloud their judgment. The higher officials of the Department of Trade have the authority and it carries down to the lower echelons. In view of the fact that they have this authority, they should be made aware that they have a positive responsibility to the people of this country and the whole environment.

Mr J Godden: At the same time as we block the Merchant Shipping Bill amendments we should press the question of obnoxious materials on MPs. Yesterday in a debate in the House of Commons one Member said he understood that the greatest source of oil pollution at sea came from oil down the rivers by people emptying their sumps down the drain! We should push the pollution issue.

The resolution was carried.

From LONDON RIVER

That Conference requests the Association to

- (a) *Oppose any proposals which may emanate from the IMCO recommendations regarding the validity of Department of Trade Certificates, which in any way restrict or diminish any certificate held by a Licensed Pilot, or invalidate any certificate without resource to updating procedures.*
- (b) *To ensure that any updating procedures that may be required of professional seaman be available to Licensed Pilots, and that all time engaged in their profession be counted in full for qualifying purposes.*

Proposer E Eagle
 Seconder R L Mann

Mr E Eagle (London River):

As most of you know, the background to this came from John Edmondson's IMPA report to last year's conference. It showed that people wanted to do something about keeping certificates valid. I was very surprised when all this came to light last year. It became apparent from this report that some governments were of the opinion that pilots should not be regarded as seafarers within the meaning of qualification for the revalidation of certificates. Legislation has not become statutory, but it is being seriously discussed, and in the near future will more than likely be law or accepted practice.

In the interim period the work of IMPA representatives has progressed and, if you care to refer to this year's IMPA report, Enclosure 4, page 9 and 10, the latest developments are set out quite clearly. I recently discussed this topic with John Edmundson and it appears that the clause which is of paramount importance to us is on page 10 1 (b) (ii), namely, "by satisfying the Administration that he is competent by virtue of having performed functions relating to the duties appropriate to the grade of certificate held. . . ." However, it will not be by January 1979 that any firm decisions will be made by IMPA. So the question of what will happen at international level still hangs in the air. At national level, the obvious question is where the Department of Trade stands on the matter. I can tell you—as usual, sitting on the fence. I ascertained this from a personal visit made last week and I was told that no firm decisions had been made, but it was not the intention of the Department to take a certificate away from anybody. In other words, once you have a certificate you will always have it. But it is possible that a certificate holder will have to be in possession of a licence and this licence will make the certificate valid. In other words, you can have a certificate and no licence and it is useless. Personally, I think that is a load of nonsense. But that is what the Department of Trade are thinking about. The Department's spokesman also said they would like to hear from us what we decide at this conference. I think we should let them have the message loud and clear. We want to keep our certificates. We must make sure that we are no worse off than we are at present.

What about the lawyers? When the law is changed I presume the lawyers make themselves *au fait* with the law and carry on. If the lawyer makes a mistake, I suppose his client goes to gaol. The same with doctors. The doctor can very easily make mistakes. But the professional seaman is different. There is the question of pollution. When we talk about mistakes by professional seamen one thinks of the *Amoco Cadiz*, etc. We shall have no objection to any courses which may be required of professional seamen. We shall be happy to go on these courses. If we have to go on them I am sure our Executive will have to negotiate with the General Council of

British Shipping to get an increased administrative allowance.

Mr Mann: I should like to second the resolution. I wonder whether at this late hour at least we have reached something which has proved non-controversial!

I am very pleased to second this proposal because I value my certificate very highly. I happen to be the only man in the London District who has Irish master's certificate, which has a tremendous rarity value to me! It is a certificate I do not wish to lose. But seriously, these certificates which are put in bottom drawers and usually forgotten are, in my opinion, a safeguard, and we can go, when made redundant, to a shipowner and present the certificate and get another job. If we are foolish enough to allow certificates to be cancelled, we shall not have the ability to go back to sea again. I suggest, therefore, that our certificates are well worth fighting for.

It is a point of great curiosity to me that our certificates stand in danger through the phrase of "not being put to proper use". I wonder what the value of my marriage certificate would be if I were to have a vasectomy! It is most important to protect our certificates. I have no hesitation in seconding this proposal and I hope it will have unanimous support.

Mr Barwick: On Ministry statistics I think I am right in saying that at that time, and probably now, we are still shown as seafarers. As long as we are regarded as seafarers we have no problem.

Mr Logie: I agree with all that has been said. This certificate can prove to be more important than you think. It is only if you want to go back to sea, but also if you want to transfer. We must ensure that our Master's Certificate stays as a Master's Certificate.

Mr Wilkin: I feel for our part that we have brought a lot of this on ourselves. When it was mentioned last year, the Honourable Company of Master Mariners knew nothing about it at all. There are people walking up and down in gold braid masquerading as master mariners, but as long as we indicate we are serving seamen, there will be no attack on our certificate. It is the people on the dock wall it is aimed at and quite rightly so.

The London River resolution was carried.

From: CLYDE

That as soon as possible the years which count as double for pension rights be lowered to age 57 to 62.

Proposer Mr W Brown
 Seconder Mr R J Bews

In presenting the argument for the resolution **Mr W Brown** (Clyde) pointed out that officers in the MNOP now have the option of retiring at 62 on full pension but the pilot has to carry on until 65.

Other less demanding professions had a retiring age of 62 and less, so why not the pilots who must be fit and well to pilot? Why should someone with indifferent health not have the opportunity of retiring at 62 on a decent pension instead of forcing himself to the stage when he might not get a pension at all?

The actuaries had stated many times at the Pension Committee that the costs would be too prohibitive but if as in some ports it is possible to finance a voluntary redundancy scheme, surely funds could be found to finance a scheme to improve the lot of those who retire early.

Mr Brown concluded with a plea to the actuaries to present a figure of exactly how much this resolution would cost and hoped it would be considered in the deal after the Finance Bill has been passed.

Mr R J Bews (Clyde) seconded the resolution.

Mr Grant (Southampton) described how, in Southampton, they have a special fund that comes out of the pilot certificate holders and it is such that one is able to be redundant for half the Letch. If you retire at 62, you would have half of what you would get up to 65 if redundancy was effective. The scheme is of benefit to those ports which have been reorganised through transport being speeded up. So, now pilots do more shifts, you have this raised Letch through extra productivity, and then you have to ask for redundancy. Approximately £1000 a week goes into the fund. Several people have gone redundant on half Letch, which is far better than going on pension at 62. They have put it down to 55. So that a pilot who goes on pension at 62 voluntarily in Southampton would get less than if he were declared redundant.

Mr Boddy and **Mr Mutter** both made the point that what Clyde had proposed was in accordance with the original negotiations over the setting up of PNPf. Every surplus up till now has had to go to the pensioners in order to keep them off the breadline and the topping up scheme was to compensate pilots who lost 12 years in joining the new pension scheme.

Mr Barwick introduced a note of caution, saying the proposal was good only if it did not have the effect of reducing the pensions of people just about to take a pension or those with a pension. His station Committee were not in favour of financing people's pensions along the same lines as the half-pay scheme, because we do some of our pilotage at a lesser rate.

Mr Sidgwick: On the existing scheme, most pilots from 60 to 65 can get two years' credit for every year worked, but young pilots must retire at 60. Would this mean they would get topping up from 57 to 60?

The Chairman: The 60 to 65 double-up years were introduced in recognition of the fact that people such as **Mr Mutter** would be unable ever at the normal retirement age to achieve sufficient credits to receive a worthwhile pension.

Mr Howison: I think the resolution has been taken slightly out of context. As you all know, we older men, who came in and lost a bit on the transfer deal, feel that the way the actuaries worked it out to give you the double years from 60 to 65 meant that all it did was to ensure you had to work until you are 65, whereas what Clyde is proposing is that those 5 years instead of being the years between 60 and 65 be the five years between 57 and 62. At the moment if you decide to get out at 62 you have only earned two double years. However, with this topping up scheme I would think that Clyde would be prepared to leave it with the Pensions Committee and the Executive because, if we are to get this commitment fulfilled and get the topping up money, there will be advice from actuaries on various ways in which it is best to use it to create the greatest benefit for the older pilots.

Mr Marshman (Medway): Mention has been made recently of the fact that pilots who were in the service prior to 1971 were done out of their years of service when they

came into the new fund. They were done out of years of service but not out of the amount of contribution, and the pension is based on what you have contributed. You cannot get a pension of a certain amount unless you pay sufficient in and to say they were done out of something is wrong. Shipowners have said they will try to rectify this, because pilots should have been putting in some money in the early days, and shipowners have taken some of the responsibility for that and have said they will bring in a topping up scheme for these people. But it is wrong to say they were done out of the years of service.

The Chairman: In the Letch Report it was stated that pilotage authorities shall examine their pension schemes to determine that they are satisfactory. I know of no pension scheme that was examined by a pilotage authority and was made satisfactory. But certainly I know of an awful lot of opposition that was engendered by shipowners to prevent an increase of the rates necessary to make a sufficient contribution to the fund to give senior pilots adequate pension reserves. In this respect it is noteworthy that the 1913 Pilotage Act includes about eight references to pensions and the facilities that authorities have in providing proper pension arrangements. It is rather a sad reflection on the way the Pilotage Act has been administered that we are now talking about inadequate pensions in 1978.

Mr Howison: The situation on the Clyde in particular, as I saw it as a younger pilot, was ridiculous with present pensioners and men about to go on pension receiving £400 per annum. This was so much the case that we instituted, with the aid of Dan Tate, a new scheme whereby we paid 6 per cent of our earnings into it, but to double that pension we incurred a huge debt. At the time of transfer to the PNPf that debt had to be transferred with it.

The Clyde resolution was carried.

From SOUTHAMPTON AND ISLE OF WIGHT

That the Pilots' National Pension Fund shall in future provide for members to take up an option of receiving an 'approved'

lump sum on retirement, with a corresponding reduction in pensionable income subsequent years.

Proposer.....Mr Hooper
 Seconder.....Mr Grant

In moving the resolution, **Mr Hooper** (Southampton) said it was aimed at the future. We are not allowed to have a lump sum under our present scheme, so this proposal is aimed in good faith for the period from 1980, assuming that this is through in 1980.

To enlarge on the resolution, it is, of course, a cash or lump sum in your hand when you retire. The pertinent word is "approved", because it is a question of how much. I spoke to the actuary about this and, if we were employed, it would be one and a half times our salary after twenty years of service. For the self-employed the situation is not quite clear, apparently. The maximum sum we could expect would be 30 per cent of the notional value of the man's pension. All pensions upon retirement have a notional value. I do not know how it is calculated. The other yardstick would be that the amount received as a lump sum cannot be more than three times that which remains in the fund. If you wanted £1000 lump sum on retirement, you would have to have three times that amount in the fund, that is £3000 plus the £1000 you take, that is, £4000.

I also asked the actuary whether in fact this sort of flexibility would be reasonable for a fund where the size is similar to our's, and he told me it would be no actuarial problem. In fact with a fund of our type it would be unusual if we did not have it.

Mr K Grant (Southampton), in seconding this resolution, emphasised the look into the future. You are unable at present to have any option on your retirement. Consequently, you have a straight fund and you have a pension when you retire irrespective of your health, irrespective of the fact you are on your own perhaps, so why not provide an option you can take?

What we should like to see is perhaps a subcommittee of the Executive studying this and finding out exactly what the situation is. Having had their findings, we

would like to see them passed on to Peter Yates, of course.

Mr J Stedman (Southampton): It must be optional whether you take it or not. There could be many circumstances where you would find it very desirable to take the one course or the other. It mostly depends on health and family circumstances. A man who has just lost his wife might like to have a lump sum so he can leave some of the estate to his family. Or the man who retires and has a terminal illness would obviously want to leave a pension to his widow. We should have had this in our pension fund at the beginning, and it is a pity that the law prevented it.

Mr Clarke: Would you clarify one point. Before exercising this option is there a statutory period before retiring, such as five years, or could you go to the authority a month before retiring and state your option?

The Chairman: There is guidance on this. There is a proper standard.

Mr Vaughan (London Inward North): This concerns the pensions debate. One of the reasons I express grave disquiet over the letter this morning was the fact that the actuaries to the fund have been instructed to conduct an interim valuation because of the decreasing value of the pound. We were concerned for pensioners, so this interim valuation was conducted. The actuaries, although not going deeply into the figures of the fund, had to tell us that it could not be expected that the fund could provide any surplus at the end of last year to be used either for pensioners or compensation for pilots who had left the service during or before the increase in rates came along and had lost out. That has been shelved until the end of this year.

Now the picture has suddenly changed, although I do not think it has changed to our complete satisfaction as yet. Therefore I should like if possible to offer an instruction from conference to the Executive which would go along the lines that, in the first instance, we should establish as wide parameters for the fund as is allowed for all employed status occupational funds. If we do that, we are released from the restraints which the Inland Revenue have put on us since October 1972 in that any material

change could have affected approval of the fund.

Then we should compile a shopping list of the improvements we require in the benefits provided by the fund, including the last two resolutions. Having compiled the shopping list, please do not forget our pensioners. I hope it would include some form of index for pensions being paid. I feel they should all be put together in a shopping basket and this should be forwarded to the actuaries for costing. In addition, if we have established freedom to do with the funds as we think fit, we should resurrect the working party, or continue what is at present called the Expanded Revenue Committee and which includes all interested parties, to go into it.

Mr Logie can be assured that nobody would go along the line of reducing any pension entitlement to any pilot. We would be very wrong to introduce rules which would affect their entitlement. What we must do is to bring other pilots up to that entitlement. If we go along these lines, we can establish an improved, dynamic, pension fund and I should like to see an instruction given to the Executive along those lines.

The Chairman—in reply to a question—said: The capital value is £26,000,000, but that does not mean a thing. You have to look at capital value relative to its liabilities.

I should like to express our thanks to Mr Vaughan and I am sure the matter he has raised will be noted by the Executive.

The Southampton resolution was carried.

From THE EXECUTIVE

Insurances

Mr Gerald Coates: We have, as you know several schemes. The first assurance that we have is membership of the UKPA, obviously, which can give help and advice and often assists members to have local legal advice, up to a limited amount. The others, insured through commercial organisations, are as follows: a policy with the Navigators and General which forms part of the subscription, a policy with the DAS which similarly forms part of the subscription—these are legal defence and offence

policies – and two policies which provide benefits – should we fall by the wayside, which do not form part of the subscription but are voluntary.

So the Navigators and General policy first. This is dealt with by Mr McQuiggan. To remind you briefly, this enables our members to have legal defence should our licence be attacked for, let us say, want of professional judgment. Very, very necessary. It is along similar lines that most seamen have their certificates insured, similarly through the Navigators. One additional benefit that we get from this policy is that if our licence is suspended the policy pays us a modest sum of £200 a month. (This sum has been increased to £300 without additional premium.)

The other policy forming part of the subscription is insured through DAS which is a European-wide insurance company. This is, if you like, an offensive policy. This enables us to pursue claims and it became necessary to introduce this two years ago as we had gained from bitter experience the knowledge that our Association could not afford to pursue ship owners whose ships had been deficient and possibly injured a member. So, first of all, the DAS scheme was extended in the early part of this year to include claims for loss of personal effects. Until that time it had insured claims for personal injury, but there was this slight extension in the early part of 1978. The purpose of the extension is to cater for major losses of personal effects due to the negligence of third parties. Can I say that if my cap was knocked off and was lost in the North Sea I do not think I would pursue it, but maybe pilots working further south than I do are clad in cloth of gold and would need to do that. We have had members who have lost expensive binoculars, very expensive charts and briefcases, so for major claims DAS will in fact pursue. Virtually all the claims experience relates to injuries while boarding and landing, usually due to the lack of safety equipment or safe working conditions. We are all too familiar with this. It is hoped that the cases brought against ship owners and port authorities themselves will result in the improvement of safety standards. There are in fact eight claims in course of pro-

gress. The legal matters are notoriously long drawn out and consequently insurers are in difficulty in assessing the true claims cost of the scheme. Although an increase in premiums was thought to be justified, it has been agreed at this time to continue the scheme for 1979 at the rate of 50p per member per quarter, thus maintaining the same cost to members as when the scheme was introduced two years ago. As a personal service, our brokers offer a discount on a personal legal expenses scheme. A number of members have taken advantage of this. Regrettably, due to adverse claims experience, DAS were obliged to increase the annual premium for ordinary policies to £30 and the discounted premium available to our members is now £25 per annum. Several members have become involved in untoward incidents during the course of the year and have appreciated the value of this type of protection.

Those are the two insurances which form part of our subscription. The longest standing of the other policies is the UKPA Group Personal Accident Insurance scheme. It continues to be well supported and we now have over 700 members insured, and those members who are not insured are reminded that it costs only £5.50 per quarter to secure benefits of £25,000 against accidental death, loss of limbs and eyes or permanent total disablement – the inability to continue as a pilot. About two-thirds of the accidents reported relate, once again, to injuries sustained while boarding and landing. The remaining third are accounted for by accidents in the home and motor vehicles. No fatal accidents were reported during the year and it is hoped that none of the injuries sustained, presently subjects of claim, will result in permanent damage. There are in fact nine members who have had, or have, claims on this insurance policy.

One important change is before us and that concerns the Inland Revenue. Since the scheme was originally introduced, the Inland Revenue have altered the basis on which tax relief on premiums can be claimed and it is now necessary for such tax relief to be negotiated on a group basis. Hitherto I think that many of us have claimed individually. Furthermore, the relief itself is now to be withdrawn permanently following changes in statute law.

In these circumstances, your Executive have considered matters very carefully and have felt that there is nothing of any significance to be obtained from pursuing the matters as a group with the Inland Revenue. Members who have claimed this relief in the past may therefore find it no longer being allowed. The loss of tax relief is worth 74p per quarter.

During the year, a facility has been created to provide personal accident coverage for trainee pilots. This is very important where services are recruiting; trainee pilots are equally liable to injury and cover is available for them on the same terms. I think that as these policies are effected on an individual basis, local secretaries might draw trainees' attention to this and get in touch with the brokers.

The last scheme which we operate is the UKPA Group Permanent Health Insurance scheme. It also is well supported. We have in fact 735 insured members. You will recall that the last increase in the weekly benefit to £36.36 took place on 1st October, 1977. This group permanent health insurance scheme runs in parallel with the accident scheme that I previously talked about. This is the insurance policy which we would call upon should we fall sick, rather than have an accident and survive but be unable to continue as a pilot, and is in fact the most used of all our schemes. In fact we have 13 beneficiaries from the group permanent health insurance scheme. You will recall that, in Middlesbrough, I proposed from the Executive that the benefit, which hitherto had been £20 per week, was too low and should be increased and in fact should be linked to changes in the Letch level on a biennial basis, and this you agreed. So the last increase was in October, 1977 and brought the benefit to £36.36 a week. All existing scheme members qualified for this increase except five who subsequently became recipients of claims benefit, further premiums naturally being waived in their case. Unfortunately, the most frequent cause of disability is the usual heart disease, stroke and so on. In April this year, one of those claimants unfortunately died; Peter Purvis from the Tyne, who had been in receipt of claims benefit before he passed away.

When the weekly benefit was increased to £36.36 last year, this surely was an

interim measure as the 1977 Letch scale had not then been established. As promised at conference, this was kept under review, following the successful outcome of the 1977 negotiations and, during this review, it was realised that annual rather than biennial revision of the scheme benefit, using the formula already approved by Conference would be preferable to keep the benefit level up to date, and also that an operative date of January 1st each year for implementation of the revised benefit would be more appropriate as well as more practical for local secretaries who have to operate the scheme. The beginning of 1979 also coincides with the date originally set by the insurers for the quinquennial recosting of the scheme.

All these factors have been taken into account therefore, and the following picture became apparent to your Executive: that the insurers' recosting revealed that the average age of the membership of the scheme had increased, and that the quarterly premium for our present benefit would really have been £7.73 instead of £6, on an age basis only, but for the protection of the original five year guarantee which we negotiated with the insurers in 1973. So, for the last few years we have been having a benefit from the five year guaranteed premium level. Taking the 1977 Letch scale into account – 1977 – the new weekly benefit should be fixed at £42.35 which is related to a quarterly premium of £9.0 per member, to take effect from 1st January, 1979. The Executive recommend acceptance of this new basis to you. We are very conscious of the benefit to members during the first five years of the scheme and of the need to keep the scheme up to date so that future claimants may qualify for benefit on as current a basis as possible. We are also mindful of the advantages which have accrued to our members during the last five years from the premium guarantee originally negotiated, and the new arrangements would operate in a similar manner. As on previous occasions, all scheme members who are on duty on 1st January, 1979, or their last working day prior to then, will qualify for increased benefit automatically, subject to their not having been absent from duty during the previous two months due to accident or illness. The members who cannot meet this condition

right away will nonetheless qualify for the new level of benefit once they have been back at work for a continuous period of two months, as previously.

You will also be pleased to know that further improvements have been negotiated in the policy wording on behalf of our members. The exclusions relating to aviation and to criminal acts will be removed. New benefits relating to rehabilitation and linked claims will be included. The rehabilitation benefit will allow a disabled member to resume work on a restricted basis at his own occupation and receive a proportion of claims benefit related to his loss of earnings for up to 26 weeks. The linked claims benefit will mean that a disabled pilot who resumes duty after a claim but is then disabled again within 26 weeks from the same cause will be eligible to receive further benefit immediately without having to wait yet a further 52 weeks, the usual deferment period. This is as a result, inevitably, of experience with a claimant in one particular port: it was pointed out to the insurers that this pilot had been absent and made strenuous efforts to return; he had indeed worked for a short period but had found that he was not able to continue and was obliged finally to give up, and our brokers approached the insurance company and pointed out the genuine nature of his cause, his return to work, his desire to do the best for himself. The insurers agreed to regard the initial period of absence as qualifying him for part of the 52 weeks. As a result, that will be written into the new policy.

Changes have occurred in the administration during the year: Stuart Marshall has made me some notes that he wishes to be read. He makes the point that as advised to local secretaries earlier this year, the brokers have changed their company title from Pearson, Robinson & Company to Robinson, Clemmett, Chishem & Marshall Limited, which is purely a change of title, and they are known as RCCM. Mr Marshall continues to look after our affairs.

They are arranging during this coming year for the re-issue of all the scheme membership certificates and our existing booklets, so that all members will have completely up to date information about the benefits. It will probably be completed by the summer time.

The direct accounting administrative system that was introduced last year has worked very well as far as the brokers are concerned and Mr Marshall asks me to express his personal thanks to the local secretaries for all the trouble they take to answer correspondence promptly and to ensure the smooth running of the schemes.

I am not a professional at insurance, so it is with some trepidation that I invite questions. If I cannot answer them, we will have a note taken of them and they can be answered in writing by the brokers. When the questions are over, the Executive will put a resolution to you which will bring into effect the changes in the group permanent health scheme which I have outlined.

Mr Russell (Inwards South): Can I just ask one quick question. I do not know whether it would be a good idea to put it to the insurers or not, but I am a little concerned about pilots boarding vessels in what I suppose one could only describe as traditional dress, *ie* no safety arrangements, no inflatable coat, no life-jacket and this sort of thing. Now I think the policy that was originally taken out had no restriction on this and I wonder what the case would be if one of these colleagues in his top hat and long frock coat fell into the water, drowned, and then subsequently claimed, only to have it referred because he had not taken sufficient safety precautions to prevent his own loss of life.

Mr Gerald Coates; It is not a requirement to wear safety equipment, but it does make good sense. In fact when I first began to attend conference, which is a long time ago, it is quite true, Cinque Ports pilots wore spats, not top hats, but that was not a requirement either. There is no requirement to wear life jackets, but it does make good sense.

The resolution which the Executive wish to place before you is in two parts: *that the automatic review system shall be operated annually on 1st January.*

This simply is instead of biennially on 1st October. It will more accurately reflect changes in the Letch level and 1st November will be administratively convenient. The second part is specific and says

(Continued at foot of next page)

PILOTS' NATIONAL COMMITTEE FOR PENSIONS

Secretary's Report

Since I last reported to Conference, the biggest single problem has been the safeguarding the PNPf. You will all be well aware of the vast amount of time, the thousands of words, and the money which has had to be spent on advice from various experts in order to achieve this end. However, as Mr Eden has reported to you, we did get there in spite of obstacles which were considered insurmountable at the time. Personally, I never had any doubts that we would do so, because we had right on our side, but must admit to many sleepless nights thinking of how far we would need to go before we received justice. It must be emphasised too, that it was not very easy for any of us, and we can only be described as "simple sailors" in this context, to understand the terminology used by the Inland Revenue, the Treasury, and our experts in arguments which ranged over Finance Acts, Insurance Acts, National Health Acts, Safety at Work Acts, Income Tax, Corporation Tax, etc, etc. After all this, it was necessary to resort to political means to achieve what we wanted.

In conjunction with this work, the Committee carried on with its work on other matters. Three meetings of the full committee have been held this year and it has been decided that this will be the pattern for the future and, for your information, the dates of meeting for 1979 are January 8th, May 14th and September 10th.

The first meeting last January debated

That the first review on this basis shall take place on 1st January, 1979, with the insured benefit being increased to £42.45 per week at a premium of £9 per quarter.

May I remind you that we have already been overtaken by events. This index links the benefit only to the 1977 Letch increase, not the 1978.

Mr Stedman (Isle of Wight) seconded the resolution.

The resolution was carried.

(1) the White Paper on Occupational Pensions Funds. Most of the recommendations in this paper are already carried out by the Board, the main exception being the clause on the composition of Board membership. On this we obtained assurances that although the fund was not in their opinion an occupational fund, the composition of the Board would come under review in the future. At that time, of course, it was felt by them that changes in the fund would be inevitable. We must now pursue this matter.

(2) A deficit in contributions from the Tyne, which arose because it was found that the Tyne Authority had not been paying 15% of their administration charges because of the wording of their Byelaws. The byelaws have since been changed, but a request that a surcharge be levied to recover the monies lost to the fund has to my knowledge not been complied with. I understand that the board are to send a delegation to the Tyne to discuss this deficit.

(3) The election of the Pensioner member to the Board and to the PNCP was reported on and it was stated that the ballot had been held up mainly because of inaccuracies in the list of pensioners obtained from the Secretary to the fund. The ballot has since taken place and Mr Youde, former Liverpool pilot, has been elected.

(4) Amendment to the rules to cover the case of a widow of a retired pilot who married after retirement. This problem has since been resolved and the byelaw published.

(5) An inclusion to the committee rules to allow a vice-Chairman to be appointed. This has since been carried out and a vice-Chairman elected in the person of Mr R Glover of Liverpool.

At the meeting in May, various items which I have already mentioned were pursued and in addition the Chairman's and

Secretary's reports were adopted. Other items were:

(1) The level of contributions to the committee.

(2) Anomalies created by the rules of the fund and trade variations in different districts. A sub-committee has been set up to investigate and they are actively engaged in this.

(3) A proposal to alter the rules to allow the pensioner member's substitute to attend meetings was not adopted.

(4) Compulsory retirement age of members transferring to another district. A proposed byelaw was before the committee and the committee stated that it should include the words "with the consent of the majority of pilots in the district". The fund accepted this and advised all authorities that any byelaw promoted to encompass the transfer of pilots should include these words. Pilots in any district, however, about to promote a byelaw like this must insist on the inclusion of these words. If they experience any difficulty, and inform this committee, we will object formally to the DTI, but we must be informed in sufficient time to do this.

(5) The outside earnings byelaw I reported on at the last Conference has been adopted and includes the wording we required.

(6) Delays in the implementation of NMB awards and the consequences to pilots retiring in the period in question. This is being pursued by the Board and the actuary has been requested to publish a paper on the subject which is not yet in my possession.

(7) Deferred Pensions. It was reported that any increase to pensions resulting from an actuarial surplus would apply to deferred pensions.

(8) Channel and Dock pilots. It was reported that when these men become licensed pilots they will be included in the PNPf.

(9) Difference in pensions of two pilots retiring at the same age. This has been discussed before the committee and resulted in the Board pressing for a reduction to a six monthly period in the assessment for the calculation of the best three years in ten. However, it is still continually caus-

ing concern to pilots and was passed to the rules sub-committee to see if a solution could be found.

At the September meeting the items were—

(1) Errors in Pension calculations. This was highlighted in the Chairman's report and had come to light when it had been discovered in some districts that the pensions being paid were incorrect. The board members stated that they were actively pursuing this matter and a report was to be published for the next meeting in January 1979, but it appeared that the actuaries will need to check all calculations in the future and possibly go back to 1974 when their checks were dispensed with.

(2) The level of contributions to the committee was again discussed, but deferred to the next meeting when the committee's commitments concerning the future of the PNPf should be known.

(3) The rules sub-committee produced a preliminary report but it was felt that it contained insufficient information for members to make a decision and they were instructed to continue their investigations and produce a report which contained facts and figures.

(4) The deficit from the Tyne, which I have already mentioned.

(5) Implementation of NMB awards, which I have already mentioned.

(6) The Annual Report and Accounts of the PNPf.

(7) The election of the Pensioner member. It was reported here that 274 papers had been returned from pensioners, and that the cost of the ballot had been £129.58p.

That concludes this short resume of the committee's work in the last year, except to say that a member from Northern Ireland now attends, so that it is true to say that every pilot and retired pilot who is a member of the PNPf has an active representative on the PNPf.

T P Yates

November, 1978

Further reports from the 1978 Conference will be in the April issue.

List of Delegates and Observers

Aberdeen; A F L Essen.

Belfast; N C E McKinney.

Clyde; R J Bews, W Brown, H I Clark, G C Howison, R Pollock (PNCP).

Falmouth, Sea; W B Ross.

Fowey; K P Guy.

Gloucester; R H Morgan.

Goole; I P Porter, R Shaw.

Grangemouth; W C Gardiner, F N Parks, I H Wall.

Humber; H Bielby, R A Blencoe, R B Campbell, R Gunderson, D Moulson, T W Plumtree, R Vincent, K E Ward, C C Wilkin, B G Wright, T P Yates (PNCP).

London

Channel; P A Levack, N McNeil, J Mathews, A Moore, J Morton, P A Roberts, R Rowlinson. *Observers:* C G Lea, J Sanderson.

Cinque Ports; D Barrow, C M Hughes, J Hunt, N R Knowles, R L Mann, E Mutter, L O Thornton.

Inwards North; A R Boddy, D James, R McLaren, A M Vaughan (& PNPf), N Walker.

Inwards South; J D Godden, P J D Russell.

Medway; T G Hannaford, D B Upham. *Observer:* H J Marshman.

River; M Barwick, J Beer, P Carden, F Eagle, D W J Hobday.

Leith; F W Kitching.

Milford Haven; A F Bray, B I Evans, J M Leney, D MacArthur.

Poole; M C Battrick.

Port Talbot; J Parry.

Preston; M Purvis. *Observer:* J Edmondson.

Shoreham; R G Ball.

Southampton / I-o-W; W L D Bayley, K Grant, C E V Holmes, M Hooper, K E Powell, T V Stedman.

South East Wales; J Bennet, W R Bulmer, J Donovan, E F Williams.

Tees; G Coates, P B Johnson, A S Lithgo, D T Parker, G Salter, L Sidgwick, J T Taylor.

Yarmouth; D Pearson, G W Logie.

Sydney, Australia; *Observer:* M Armstrong.

ASSOCIATION OFFICERS

1978-79

President

The Lord Strathcona and Mount Royal was unanimously elected President of the Association for 1978-79 on a show of hands.

Honorary vice-President

Mr Frank Berry was unanimously elected Honorary vice-President of the Association on a show of hands.

Senior vice-President

There being no other nominations, Mr D I McMillan was unanimously elected Senior vice-President on a show of hands.

Junior vice-President/Treasurer

Two nominations were made—Mr B I Evans (Milford Haven) and Mr G A Coates (Tees). A Ballot was held and B I Evans was elected.

Executive Committee

The three senior members of the Executive Committee due to retire under the Rules were Mr G A Coates (Tees), Mr K Grant (Southampton & Isle of Wight) and Mr G C Howison (Clyde). Messrs Coates and Howison were offering themselves for re-election, but Mr Grant was not. In addition, there was a second vacancy on the Executive caused by Mr Frank Berry who was not offering himself for re-election.

Three nominations had been received—Messrs M H C Hooper (Southampton & Isle of Wight), C C Wilkin (Humber) and G M Logie (Yarmouth). A ballot was held and Messrs Hooper and Wilkin were elected to the Executive Committee.

The thanks of the Association were extended to Mr Keith Grant for the work he had put in during his many years on the Executive Committee, together with good wishes for his continued success and happiness.

Trustees

Messrs R Balmain, S Green and F V Janes were re-elected Trustees.

Auditors

Messrs Tansley Witt & Co were re-appointed auditors for the ensuing year.

ELECTED TO EXECUTIVE

Mike Hooper



Michael Harold Carlton Hooper received his pre-sea training on *HMS Worcester* and joined Union Castle as a cadet in 1953, and remained with that company until 1965, his last position being as Second Officer of the *Transvaal Castle*. In June 1963 he obtained his Masters Certificate.

Subsequently he left Union Castle and joined a national printing company in London and became the Sales Administration Manager for the carton and packaging company of the group.

Seafaring claimed him again in 1967 when he joined British Rail Shipping Division and was in command of their car and passenger ferries in the Solent. He next joined Seaspeed Hovercraft in 1968 and obtained his licence in February of that year, followed by promotion to Solent Route Manager of Seaspeed Hovercraft in November.

It was in 1969 that he left Hovercraft to join Southampton and Isle of Wight Pilot Service, being licensed in May 1969 and obtaining a First Class Licence in June 1973.

C C Wilkin



Clive Wilkin, following a long family tradition, joined the Humber Pilot Service in February 1947 as a cadet and served 6 years of apprenticeship. To gain sea experience and the qualifying time necessary for the Board of Trade Certificates, he joined Sir Robert Ropner & Co of Darlington as an un-certificated third mate for a voyage lasting 2½ years on the Australian coast.

He later served as third officer in John Holts and chief officer in Associated Humber Lines, prior to being called back to the Pilot Service as a licensed Humber Pilot in August 1962. First elected as a Pilots' representative in 1968, a Director of the Humber Pilot Steam Cutter Company and Member of the Honourable Company of Master Mariners, he is keenly interested in all aspects of pilotage reform. At home, he is married with two grown-up daughters.

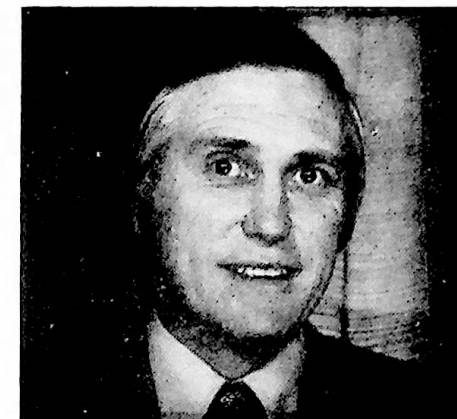
Financial Adviser to UKPA

FRANK MOSS

Although born in Leeds, the first 18 years of his life was spent in Scarborough when a love of the sea was first aroused. Now living in Kent with his wife and four

grown-up children, much leisure time is presently spent in dinghy racing on the Medway and occasional off-shore cruises. In his younger days he was a keen sportsman and played amateur football for the United Banks' XI and the Corinthian Casuals.

A Fellow of the Institute of Bankers, Frank Moss has been with the National Westminster Bank for 25 years and currently manages the Notting Hill Gate Branch of the Bank. He was a Round Tabler and is now Chairman of Bromley 41 Club and a member of Paddington Rotary Club. When time permits photography, caravanning and golf are occasionally enjoyed.



Letter to the Editor

*Cinque Ports Pilots' (In-South) Committee
Trinity House Folkestone Pilot Station*

Shipping and Landing of Marine Pilots at the Greenwich Buoy

A report in Lloyd's List of Friday 5th January, 1979 states that for the first time a London Pilot was shipped by helicopter onto a vessel bound into the River Thames. "The very large crude carrier *Toko Moru* was prevented getting its pilot by normal sea craft due to gales of up to 50 knots, but the available helicopter, chartered by the Corporation of Trinity House London for relieving the crews of lightships, performed the operation from Manston Airport in fifteen minutes".

The Folkestone Pilot Station Committee set up a sub-committee (helicopters) over a year ago to investigate the possibility of shore to ship helicopter operations, because, navigation through the Dover Straits was becoming more restricted due in part to large tonnage, an increase of tonnage and new deep water routes, which are now recognised internationally by signatories belonging to the Inter-Governmental Maritime Consultative Organisation.

The helicopter base may be thirty miles north of the Greenwich Buoy at Shoreham Airport, the flight would last fifteen minutes, or at Lydd Airport a flight of twenty minutes in a Bolkow 105 having twin turbine-engines, 4/5 seats, with a small cargo capacity, and cost less than £300

per trip, depending on the support/demand from the Marine Industry.

The helicopter would make a soft landing to prevent the machine moving during passenger transits, and be fitted to provide a 24-hour service. It is proposed that there would be a back-up of fixed wing and single-engined helicopter charter, cars and hotels. It is intended that convenient corrections can be made for international passengers.

Vessels approaching round Ushant can proceed up the proposed Eastbound Channel Motorway and "ship" their pilots at the Greenwich Buoy maintaining full speed with no great alteration of course, so saving time, distance and costs. Depending on its final destination the vessel may then maintain a flexible approach to which channel it may use through the Dover Straits.

West bound traffic could enjoy the benefits of pilotage through the Dover Strait and continue at sea speed along the West bound Channel Motorway, giving both parties the benefit of time and finance.

In order that this sub-committee may consider as many options and relevant details as possible, we would welcome constructive comments from all interested parties and whether you wish to be left advised of such a helicopter venture.

G J G Francis

Folkestone Pilot Station Sub-Committee (helicopters).

Local Secretaries

| | | | | | |
|----------------------|-----|-----|--------------------|-----|--|
| Aberdeen | ... | ... | A. F. L. Esson | ... | Aberdeen Harbour Pilots, North Pier, Aberdeen |
| Ardrossan | ... | ... | A. Caldwell | ... | 13 Chapelhill Mount, Ardrossan, Ayrshire |
| Barrow-in-Furness | ... | ... | A. Macdonald | ... | 10 Infield Gardens, Barrow-in-Furness, Cumbria |
| Belfast | ... | ... | N. C. E. McKinney | ... | 8 Alt-Min Avenue, Belfast 8, N. Ireland |
| Blyth | ... | ... | M. K. Purvis | ... | 4 St. Ronans Drive, Seaton Sluice, Whitley Bay, Tyne and Wear |
| Brixham | ... | ... | R. J. Curtis | ... | "Abrigo" 20 Furzeham Park, Brixham, Devon |
| Clyde | ... | ... | W. Brown | ... | 9 Victoria Road, Gourock, Renfrewshire |
| Colchester | ... | ... | P. Hills | ... | 26 Regent Road, Brightlingsea, Essex |
| Coleraine | ... | ... | W. Dalzell | ... | Harbour Office, Coleraine, Co. Derry, N. Ireland |
| Dundee | ... | ... | B. Watson | ... | 82 Grangehill Drive, Monifieth, Dundee, Tayside |
| Exeter | ... | ... | B. L. Rowsell | ... | 17 Camperdown Terrace, Exmouth, Devon |
| Falmouth: | | | | | |
| Sea | ... | ... | Mrs. V. W. Telling | ... | 14 Arwenack Street, Falmouth, Cornwall |
| River | ... | ... | J. Timmins | ... | 1 Ponsharden Cottage, Ponsharden, Falmouth, Cornwall |
| Fleetwood | ... | ... | R. D. Pratt | ... | 16 Thirlmere Avenue, Fleetwood, Lancs. |
| Fowey | ... | ... | M. H. Randolph | ... | Elm Cottage, East Street, Polruan-by-Fowey, Cornwall |
| Gloucester | ... | ... | B. H. Richards | ... | Southerly, 60 Combe Avenue, Portishead, Nr. Bristol, BS20 9J5 |
| Goole | ... | ... | R. Shaw | ... | 54 Mill Beck Lane, Cottingham, North Humberside |
| Grangemouth | ... | ... | W. C. Gardner | ... | 6 Parkhead Road, Linlithgow, West Lothian |
| Hartlepool | ... | ... | B. G. Spaldin | ... | 24 Kesteven Road, Fens Estate, West Hartlepool |
| Hull | ... | ... | R. Vincent | ... | 40 Burniston Road, Hull HU5 4JY, North Humberside |
| Inverness | ... | ... | H. Patience | ... | "Altmore" 2 Glenburn Drive, Inverness IV2 2ND |
| Ipswich | ... | ... | D. A. Ingham | ... | Ipswich Pilotage Office, Dock Head, Ipswich, Suffolk IP3 0DP |
| Lancaster | ... | ... | H. Gardner | ... | Greystones, 128 Morecambe Road, Lancaster |
| Leith | ... | ... | L. M. Smith | ... | 64 Trinity Road, Edinburgh, 5 |
| London: | | | | | |
| Cinque Ports | ... | ... | R. L. Mann | ... | 7 Springfield Road, Cliftonville, Margate, Kent |
| Gravesend Channel | ... | ... | P. A. E. Roberts | ... | Utne, Conifer Avenue, Hartley, Dartford, Kent |
| River | ... | ... | P. A. Carden | ... | The Old Rectory, 91 Windmill Street, Gravesend, Kent |
| Medway | ... | ... | T. G. Hannaford | ... | 175 Wards Hill Road, Minster, Sheppey, Kent |
| North Channel | ... | ... | L. Sutherland | ... | 37 Oakland Road, Dovercourt, Harwich, Essex |
| Londonderry | ... | ... | C. J. McCann | ... | Shrove, Greencastle, Co. Donegal, Ireland |
| Lowestoft | ... | ... | W. Craig | ... | 35 Hubbards Locke, Lowestoft, Suffolk |
| Milford Haven | ... | ... | B. I. Evans | ... | Rock Cottage, Wellington Gardens, Hakin, Milford Haven, Dyfed |
| Neath | ... | ... | A. Boshier | ... | 24 Thorney Road, Baglan, Port Talbot, Glam. |
| Orkney | ... | ... | W. Cowie | ... | 7 Faraclett, Kirkwall, Orkney KW15 1XD |
| Par | ... | ... | R. F. Dunn | ... | Hillmere, 7 Polmear Road, Par, Cornwall |
| Peterhead | ... | ... | D. J. MacKinnon | ... | 46 Blackhouse Terrace, Peterhead, Aberdeenshire |
| Plymouth | ... | ... | J. A. McLean | ... | Pilot Office, 2 The Barbican, Plymouth, Devon |
| Poole | ... | ... | M. C. Battrick | ... | 66 Evering Avenue, Parkstone, Poole, Dorset |
| Port Talbot | ... | ... | J. Parry | ... | 6 Hazel Close, Dan-y-Graig, Porthcawl, Glam. |
| Preston | ... | ... | M. Purvis | ... | Pilotage Office, The Docks, Preston, Lancs. |
| Prestatyn | ... | ... | A. M. Hatton | ... | The Orchard, 8 Stoneby Drive, Prestatyn, Clwyd LL19 9PE |
| St. Ives | ... | ... | J. W. A. Dew | ... | 92 St. Johns Street, Hayle, Cornwall |
| Shoreham | ... | ... | E. Wray | ... | Shoreham Pilotage Service, Watch House, Beach Road, Portslade, Brighton, Sussex |
| Southampton, Isle of | | | | | |
| Wight and Portsmouth | ... | ... | K. E. Powell | ... | Pilot Office, Berth 37, Eastern Docks, Southampton, SO1 1AG |
| South East Wales | ... | ... | E. F. Williams | ... | 39 Arles Road, Ely, Cardiff, CF5 5AN |
| Sunderland | ... | ... | J. Patterson | ... | c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham |
| Taw and Torridge | ... | ... | V. W. Harris | ... | Fernlea, Pitts Hill, Appledore, N. Devon |
| Teignmouth | ... | ... | S. C. Hook | ... | 7 Ivy Lane, Teignmouth, Devon |
| Tees | ... | ... | D. T. Parker | ... | "Stonehenge", The Green, Low Worsall, Yarm, Cleveland TS15 9PJ |
| Trent | ... | ... | W. L. Smedley | ... | 257 Beverley Road, Kirkella, Nr. Hull, E. Yorks |
| Tyne | ... | ... | J. A. Hogg | ... | 20 Langdon Close, Preston Grange, Tynemouth, Tyne and Wear |
| Watchet | ... | ... | N. P. Stokes | ... | 2 Cottiford, Bicknoller, nr. Taunton, Somerset TA4 4LR |
| Wisbech | ... | ... | T. Harris | ... | 3 Baxter Close, Wisbech, Cambs. |
| Workington | ... | ... | M. Ditchburn | ... | 68 Loop Road North, Whitehaven, Cumberland |
| Yarmouth | ... | ... | D. Pearson | ... | Pilot Station, Riverside Road, Gorleston-on-Sea, NR31 6P2 Norfolk |