



THE PILOT

No. 189 (Vol. 51. No. 2)

April 1979

The official organ
of The United
Kingdom Pilots'
Association



1978 CONFERENCE at the London Penta

The National Technical Committee, European and International pilotage affairs are reported in this issue.

Venue of the Next Conference

It was proposed that the 1979 Conference should be held in London and this proposition was carried unanimously.

The happy group of well-known people at the reception includes
Mr Clinton Davies, MP, Under-Secretary of State for Companies, Aviation and Shipping



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)

Honorary Vice-Presidents Messrs F Berry OBE, T Morgan, H J Wynn

Vice-President and Chairman of Executive Committee D I McMillan (London River)
61 Pine Avenue, Gravesend, Kent
(Gravesend 65154)

Vice-President and Honorary Treasurer 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 FROM THE EXECUTIVE

NATIONAL TECHNICAL COMMITTEE

Since our Annual Conference last year the National Technical Committee has met twice, the first meeting taking place on 9th March and the second meeting on 15th November, 1978.

The last report began with the information that Ken Davies (London Inwards, North) had been elected Chairman of the National Technical Committee and John Farmer (Clyde) vice-Chairman. This report starts by informing that Ken has resigned; he did so at the end of the meeting held on 9th March and, at the same time, he also resigned as the UKPA representative on the Department of Trade Safety of Navigation Committee on which he had served with distinction for some ten years or so. I would like to take this opportunity of thanking Ken, on behalf of the UKPA, for all the hard work he did in that time. I was appointed by the Executive to succeed him on the Department of Trade Safety of Navigation Committee on 15th March, and by the National Technical Committee as their Chairman on 15th November.

Despite the fact that the National Technical Committee was rudderless for about eight months of the year it has been active and made a constructive contribution at symposia and on many Working Groups dealing with matters connected with pilots and pilotage generally; this was achieved through, and sometimes in conjunction with, the Executive and also through the Department of Trade Safety of Navigation Committee. In fact, it has started to put into practice the philosophy expounded in the report made to Conference last year. It has participated, or is participating, in the following Working Groups:—

(1) Safety of Navigation Sub-Committee 17th April, 1978

This committee only met on one occasion in order to consider French amendments to the existing Traffic Separation Schemes off Ushant and Casquets in the wake of the *Amoco Cadiz*. The meeting suggested some modifications to the

French proposals and these are incorporated into the changes that are due to come into force on 1st January 1979. So far as the UKPA are concerned, it is recognised that these are short term measures and that the long term solution for safety of navigation will have to be of a different nature: our views on this appear elsewhere in this report.

(2) Operational Standards for Logs and Speed Indicators

The work of this group has been completed with the submission of the United Kingdom's draft operational standards to the IMCO Safety of Navigation Sub-Committee at its 21st session. These standards will apply to all ships of 300 grt and upwards. Briefly, the standards require the equipment to show speeds through the water for all speeds upwards of 0.35 knots, and in all waters greater than 2 metres below the keel. Speed is to be measured with an error not exceeding 0.1 knot, with the display graduated to at least 0.5 knot and marked at least every 5 knots.

Consideration has not yet been given to the performance standards of a ground-speed indicating device, for which a carriage recommendation for all ships over 50,000 grt exists, and reference will be made to this later in the report.

(3) Shipborne Navigational Aids and Equipment

The terms of reference of this working group are 'to study international requirements recommendations for navigational aids and equipment'. In effect, this means examining the items under consideration at IMCO, commenting on the carriage policy and noting the state of performance standards. Economic considerations loomed very large in the arguments advanced by some sectional representatives and, in my view, some of the carriage requirements are not comprehensive enough; for example, there is no requirement for rudder and propeller indicators to be fitted on the bridge wings of large ships. When this

matter was raised by myself I was informed that it was too late to be considered by IMCO but that my comments would be noted! No more need be said.

(4) Accuracy Requirements for, and Harmonisation of, Radio Navigation Systems

This working group has yet to meet but representation has been sought because the intention is to discuss and agree accuracy standards, not only for open waters but also coastal, estuarial and harbour waters.

(5) Working Group on Channel Routeing

Before commenting on this in some detail, it should be noted that the UKPA also participated in a working group on West Coast Traffic Separation Schemes which resulted in some minor amendments being instituted. The intention was to meet again to discuss in more detail the area westwards of Milford Haven and the *Christos Bitas* incident will probably give the necessary fillip to this.

The first meeting of the working group on Channel Routeing was held on 19th July, the importance of this working group being reflected by the large numerical representation drawn from a very wide spectrum of marine interests. It was agreed that the Terms of Reference of this group would be, "To identify and examine the problems of ships' routeing in the English Channel and to make recommendations for improvements". The basis of the group's work was stated to be the "General Provisions on Ships' Routeing as adopted by IMCO in 1977 (Resolution A.378(X) of 14th November 1977) noting that certain amendments to these provisions have been proposed to the Maritime Safety Committee of IMCO." The overall objective of ships' routeing is set out in section 1.1 of the IMCO General Provisions and reads, "The purpose of ships' routeing is to improve the safety of navigation in converging areas and in areas where the density of traffic is great or where the freedom of movement of shipping is inhibited by restricted sea-room, the existence of obstructions to navigation, limited depths or unfavourable meteorological conditions".

The working group is prepared to consider any proposals that will improve safety

of navigation in the channel and, to this end, the following organisations have made proposals—Shell International Marine (supported, presumably, by the GCBS), The Honourable Company of Master Mariners, Trinity House and MOD (Navy). The UKPA advanced updated proposals for compulsory pilotage based on IMPA proposals originally made in July 1971 (see *The Pilot* No 159—Vol 47, No 1).

A small drafting group has now been formed and given the task of preparing an integrated Channel Routeing System within stipulated guidelines and will report back to the main working group. In the opinion of the two UKPA representatives there is only one satisfactory proposal and that is the one advocated by Trinity House because it is, basically, very simple, will keep opposing traffic streams apart, avoid narrow crossing angles especially in the more congested areas and, at the same time, considerably reduce the prospects of vessels stranding in the event of equipment malfunction. It is unfortunate that this scheme does not comply with certain design criteria stipulated by IMCO to be necessary for Traffic Separation Schemes, notably:

- (1) Routes should follow, as closely as possible, the existing pattern of traffic flow in the area as determined by traffic surveys.
- (2) It should be possible for ships to fix their position anywhere within the limits and in the immediate approaches to a traffic separation scheme by one or more of the following means, both by day and night:
 - (a) visual bearings of readily identifiable objects;
 - (b) radar bearings and ranges of readily identifiable objects;
 - (c) radio D/F bearings.

It is suggested that (1) is, in many ways, purely based on economic factors and that (2) can easily be overcome by the mandatory requirement to carry some more accurate electronic position fixing equipment capable of the required degree of accuracy further offshore, for example, Decca Navigator. It is also suggested that the safety of life and protection of the environment is more important than some rules arbitrarily set up. Indispensable to any final solution will be the provision of com-

pulsory pilotage, especially with the introduction of Ship Movement Report Systems or if, in the future, any Vessel Traffic Services based on marine radar interrogator transponders are introduced to operate within the framework of Traffic Separation Schemes. It is purely coincidental that the Trinity House scheme lends itself ideally towards the operation of a compulsory pilotage scheme for the English Channel.

Symposia

(1) Marine Traffic Service—Liverpool 3rd to 6th April, 1978

Both the NTC and Executive were represented at this symposium, a report of which by Mike Irving (NTC, Tees) appeared in *The Pilot* (No 186—Vol 50, No 7). Mike summed it up very nicely in the middle sentence of the penultimate paragraph of his report—"I felt that in any contentious discussion, pilots brought their opinions home strongly, but hesitate to imagine the final conclusion drawn in some matters, had we not been represented". I can only reinforce this opinion by stating that there was a very definite attempt made for the symposium conclusions to recommend that the control of individual ships, when operating within port environs, be removed from the ship's bridge to a shore based traffic centre under certain conditions. In this respect it is not without interest to note that when the conclusions were circulated by the Department of Trade to the Safety of Navigation Committee they were not prefaced by the following two statements—

- (i) There is still no cause for complacency in the rate of casualties.
- (ii) The Symposium Committee members feel that the misunderstanding on Marine Traffic Services is being resolved and we are on the threshold of a solution which will retain the autonomy of the bridge management and enhance the overall traffic management."

This omission was brought to their attention and the notice was subsequently re-issued in correct form. Our thanks are due to Dan McMillan who acted as our chief spokesman on this occasion.

Marsim 78—International Conference on Marine Simulation

This, the first International Conference

on Marine Simulation, was held at "The School of Nautical Studies", Warsash, Southampton, on 5th–8th September, 1978.

A full report is in the course of preparation and will, hopefully, be published in the next issue of *The Pilot*. Here again, much in relation to pilotage would have gone by default had we not been represented and, on this occasion, our spokesman was the writer. Very briefly, over 200 delegates attended of whom, I believe, four were practising seamen and, including the President of the Nautical Institute—Colin Rhodes, five were pilots. By far the largest proportion of this august gathering were simulator school academics and people connected with simulator manufacture in some way or another but also included an occupational psychologist and a man who, believe it or not, described himself as a Marine Expert. Now I wonder what sort of a man could so describe himself?

One or two extracts from the papers presented—just to serve as an illustration—might not be out of place here.

"This, of course, is an important aspect of the safety problem, but there was no evidence to suggest that lack of ship handling skills on the part of officers was causing accidents to Shell ships. If there was a need for such training it seemed it would be felt most by Port pilots . . ." (Shell paper).

"with the emerging need to make pilots participate in ship (handling) simulator courses, the number of persons is growing who could profit by such training". (Captain Zade, Hochschule fur Nautik, Bremen).

In the writer's opinion the record was put straight as will be seen from the full report, in the meantime, may I ask for their forgiveness for, clearly, they know not what they say?

IMCO Technical Seminar, 16th and 17th October 1978 —

Outcome of the International Conference on Tanker Safety and Pollution Prevention 1978

This two-day seminar, the first of a series on tanker safety and pollution prevention, was held to discuss the outcome of the February IMCO diplomatic conference on

safety at which protocols to the 1973 Marine Pollution Convention and the 1974 Safety of Life at Sea Convention along with 18 resolutions were adopted.

The MARPOL and SOLAS Protocols modify the 1973 MARPOL and 1974 SOLAS Conventions in respect of

- inspection and certification.
- shipboard navigational equipment.
- segregated ballast tanks.
- crude oil washing.
- steering gear standards.
- inert gas systems.
- clean ballast tanks.
- protective location of segregated ballast tanks.

Included in the eighteen resolutions were two which set target dates for the entry into force of the relevant instruments, namely

- SOLAS Convention and SOLAS Protocol, June 1979.
- MARPOL Protocol and Convention, June 1981.

Of immediate practical interest to pilots are the following two items.

In the new regulation dealing with segregated ballast tanks for new oil tankers of 20,000 dwt and above (30,000 dwt for product carriers) paragraph

“(4) . . . In all cases, however, the capacity of segregated ballast tanks shall be at least such that, in any ballast condition at any part of the voyage, including the conditions consisting of lightweight plus segregated ballast only, the ship's draughts and trim can meet each of the following requirements:

- (a) the moulded draught amidships (dm) in metres (without taking into account any ship's deformation) shall not be less than:
 $dm = 2.0 + 0.02L$;
- (b) the draughts at the forward and aft perpendiculars shall correspond to those determined by the draught amidships (dm) as specified in subparagraph (a) of this paragraph, in association with the trim by the stern of not greater than 0.015L; and
- (c) in any case the draught at the after perpendicular shall not be less than

that which is necessary to obtain full immersion of the propeller(s).”

Now a quick check on that formula shows that the draughts so obtained are not unreasonable for handling any size tanker in the confines of port areas in normal weather conditions.

But listen to what W O Gray (Oil Companies International Marine Forum, Senior Adviser, Logistics Department, Exxon Corporation) had to say in his paper, a point that was enlarged at discussion time—“It is the author's belief that, with greater interest in the environmental and economic advantages of lighter ballast draft operation, more successful experience at these drafts can be expected, particularly for new tankers, but to a degree for existing tankers as well. The savings in fuel or improved speed from light ballast operation during stretches of good weather may often more than make up for the costs of large speed reduction for short periods of severe weather.”

No reference to the handling characteristics of large tankers in port limits at extreme light draughts—naively (in retrospect) I thought I was attending a seminar which, *inter alia*, was basically looking at proposed measures to reduce the possibility of environmental damage occurring—not to increase them.

Again, Regulation 29—Steering Gear—(ii) (2) “the main steering gear shall, with the ship at its deepest seagoing draught, be capable of putting the rudder over from 35 degrees on one side to 35 degrees on the other side with the ship running ahead at maximum service speed. The rudder shall be capable of being put over from 35 degrees on either side to 30 degrees on the other side in not more than 28 seconds, under the same conditions”.

It was suggested from the floor that this was an unnecessarily demanding design criterion. Again no reference to operating experience, and I would suggest that the 28 seconds required can appear to be a lifetime when one of the highly trained seamen to be found on ships these days puts the helm the wrong way on a dark night in a narrow channel.

In summary it appeared to me that I was attending a conference on the economics of

ship operation rather than pollution prevention. These matters have been discussed at the NTC and John Edmondson will be asked to put our views across to IMCO through IMPA.

Matters Arising from the Last Report

(1) Pilot Boat Surveys

It was reported last year that within the context of national pilotage reorganisation a committee had been formed to look into future requirements in relation to Pilot Boat Surveys. Further, a working group of that committee had been formed in order to frame regulations in general terms and produce guidelines for the use of surveyors when applying these guidelines.

The work of this group has proceeded slowly but also surely and it can now be reported that the form and content of these guidelines have been agreed and should be finalised at the next meeting of the working group scheduled for 1st December, 1978. This document will then be submitted to the main committee for their approval.

Briefly these guidelines refer to the period and extent of Survey, the responsibility for survey with stipulations concerning consultation with pilots. They will define two categories of pilot boats—those that proceed to sea and those that operate in smooth or partially smooth water. In the survey requirements, the Merchant Shipping (Life Saving Appliances) Rules 1965 and the Merchant Shipping (Fire Appliances) Rules 1965 have to be complied with. Construction criteria will be identified and rescue and retrieval equipment will have to comply with certain minimum standards. There is a section dealing with machinery, including emergency arrangements to operate the rudder, anchoring arrangements and lighting. Manning levels in line with UKPA Conference decisions will be stipulated and communication equipment defined.

(2) Training and Qualifications of Pilots

Reference was also made last year to a Committee which had been convened by APAUK to look at future requirements into the Training and Qualifications of Pilots against the background of Recommendations 6 and 7 of the SCOP report.

This matter was being progressed fairly satisfactorily until a separate report on the

selection and training of pilots was produced by APAUK on 19th June, 1978. This report, if not quite ignoring, paid little regard to the joint discussions that had taken place and to points raised not only by ourselves but also by the GCBS and the Marine Branch of the T&GWU. The report waters down considerably the concept of “early identity” and the future requirement for all new entrants to the pilotage service to have as a basic entry qualification a Master Mariner's Certificate of Competency or equivalent.

Both the Marine Pilotage Branch of the T&GWU and the GCBS reacted to this document in the same manner as ourselves and, at present, matters are being left as they are until publication of the “Human Factors Study” as it is considered that this may well have a bearing.

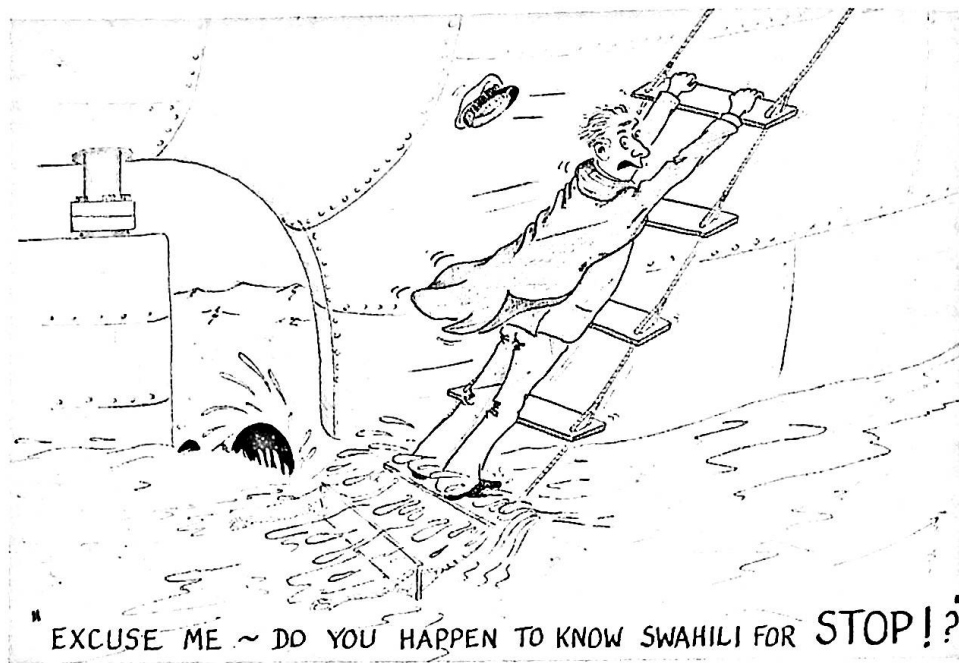
Should APAUK not change their minds then I believe that the UKPA, the Marine Pilotage Branch of the T&GWU and, possibly, the GCBS should meet and produce a combined report on this very important subject.

Pilot Hoists

The Department of Trade have, as a result of recent incidents, produced a draft of a new notice on pilot ladders and mechanical pilot hoists to replace the existing Merchant Shipping Notice No 753. This notice states that the Department will only recommend acceptance of the design of pilot hoists which meet the performance standards contained in IMCO Resolution A 275(viii). It also states that hoists manufactured prior to Resolution A 275 should be brought up to these standards “so far as is reasonable and practicable”.

The British Ship Research Association have also, this year, produced a specification for a pilot ladder security attachment and The British Standards Institution have produced a draft standard for pilot ladders which is identical with a draft international standard produced by the International Organisation for Standardisation (ISO).

The American Coast Guard have also produced regulations concerning pilot hoists. These are in the process of being circulated to the NTC and the UKPA is forwarding a copy to the Department of Trade in order that they also can give it due



consideration. After all these have been considered it is hoped that the new recommendations/regulations emerging will result in the provision of "safe" hoists. Progress on this important matter will be reported in *The Pilot*.

Pilot Ladders

You will recall that circular letter no. 181, dated 4th March, 1975, stated that the UKPA had agreed with the Department of Trade that the use of polypropylene cordage for pilot ladders should be given an evaluation period of two years.

In June of this year the Department of Trade again contacted the UKPA seeking our views with regard to the continuing use of such cordage based on our experience during the trial period. Due to several unfavourable reports and doubt concerning the resistance of polypropylene to certain chemicals, the Executive decided to withdraw support for the continuing use of such cordage in pilot ladders. In arriving at this decision it was also noted that SOLAS specifically stipulates the use of manila rope.

Merchant Shipping Notices

Attention is drawn to Merchant Shipping

Notice No M 845—Dangers in the use of VHF Radio in Collision Avoidance—dated May, 1978.

Finally, it is hoped that in the coming year the NTC will be looking closely at the following:

Bridge Design—In this respect both the Executive and NTC are to be represented at a symposium on Bridge Design organised jointly by the Nautical Institute and The Royal Institution of Naval Architects on 30th November. A full report will be published in *The Pilot*.

Tugs—with particular emphasis on propulsion and steering arrangements for specified tasks, and bollard pull in relation to tug type and size of vessel handled.

Ground speed measuring devices for large vessels—twin axis—their suitability for use in berthing operations; relative merits of shipborne and shore based systems.

Any views, comments, or information on these or indeed any other technical matters of interest to pilots, whether shipborne or otherwise, are not only welcomed but solicited and can be forwarded to the NTC through Peel Street.

Apologies are extended for the late

circulation of this report, this being due to the fact that the last meeting of the NTC was held as recently as 15th November.

B I Evans

Discussion

Mr Ian Evans: The only thing I wish to add to my written report is in connection with merchant shipping notices. In the last week it has been drawn to my attention that another merchant shipping notice has been issued which is of concern to pilots, that is M854 (Navigation Safety), in the annex of which there is a section on pilotage. It would appear to me that paragraph 1 runs contrary to the section of the Pilotage Act which states that the charge and conduct of the vessel is given to the pilot.

I would also draw attention to the fact that the NTC is making a request for information on bridge design, decks, ground-speed measuring devices, etc. If anybody has any information on vessel traffic services we would be pleased to receive it.

If there are any questions I will try and answer them.

Mr Logie: Could I draw the attention of the Committee to the fact that we do not want them to press too strongly for these standards for pilot boats. There are some places where there are two or three pilots who are making a living and they are quite prepared to go out in a fishing boat rather than make no living at all. The recommendation is that the Board of Trade should be the actual arbiter of the standards of pilot boats. If your windscreen wipers are not working they can say the boat should not go to sea. This is all right if you have four or five boats but if you have only got one and the next one is 100 miles away it becomes quite a serious matter. I hope the Committee will take note of this when they agree to standards.

Mr Evans: The guidelines stipulate that in approving any pilot boat for a particular district all local interests will be consulted, specifically the pilots. I would think your point would be covered.

The Chairman: We have progressed this matter with a view to setting reasonable and realistic standards. The boats will be in two categories, Class A and Class B. Class A boats will be equipped and capable

of going out in open waters. Class B boats will not go beyond certain limits. We are also aware that in very small ports—and there are some close to me, such as Bridlington and Scarborough—there are part-time pilots who are fisherman and very often a fishing boat is used. We are aware of this, but nevertheless we are aware of the need to set good safe standards and have well equipped, properly surveyed boats to take pilots on and off ships.

Mr Carden: Have the Technical Committee any information on the developments going on at UWIST in regard to new devices for boarding ships? At the seminar earlier in the year we were briefed on all sorts of wild ideas which were being developed, and one or two were in the process of being constructed.

Mr Evans: I think you are probably referring to Mr Anderson, who comes from Plymouth and who has recently taken the Chair in UWIST. We are not aware of the details of his proposals. We are concentrating on the Department of Trade revised regulations with regard to pilot hoists. We were hoping that we might have had some agreement at the last NTC on these recommendations. However, there is a document which we have yet to see, produced by the American Coast Guard on the same subject. There are also two other items, one by the British Ship Research Association and one by the Standards Institution, and we felt that it would be better to look at all these papers before we came to any firm conclusions. At present we are concentrating on this aspect of boarding and disembarking. If a safe pilot hoist can be produced we think that is the answer.

Mr Carden: I was thinking more of the development of the pilot ladder than hoists, and possibly hydraulic ramps and things like that.

Mr Evans: I accept what you say. At the same time, many of the ships that we now have will be with us for many years to come and we feel it would be in our interest to get proposals that can be implemented on existing ships. Whenever new proposals are made of a radical nature they generally state that existing ships will be excluded or "as soon as practical", which means it will never be done.

The Chairman: When Mr Anderson came

to Humberside to study ways and means of boarding ships he spent two or three days at our station and went on and off a few ships in various ports. We sent him to Immingham Oil Terminal and the British Steel Terminal to study the hydraulic gang-

Social Functions

On the evening of Monday, 28th November, the General Council of British Shipping and the British Ports Association gave a Reception at which the UKPA Executive and other guests were welcomed.

On the next evening the UKPA Reception was held at the Piccadilly Hotel. Among those who were present were Lord Strathcona and Mount Royal; Mr John Smith, the Secretary of State for Trade; Mr Stanley Clinton Davis, the Parliamentary Under-Secretary to the Depart-

way system that they have but, unfortunately, neither of them were working at the time.

On the motion of Mr Powell, seconded by Mr Steadman, the report was adopted.

ment of Trade; Members of Parliament; representatives from the Department of Trade and Industry and other Government Departments; General Council of Shipping; Trinity House and other Pilotage Authorities; Members of the Advisory Committee on Pilotage, Honourable Company of Master Mariners, National Ports Council, British Ports Association, International Maritime Pilots' Association, the Marine Branch of the Transport and General Workers' Union and the many other organisations with which the UKPA has worked over the years.

Obituary

ELVET HARE

A sad loss was suffered by the Port Talbot Pilots on 20th December, 1978, with the death of one of their retired colleagues, Mr E L (Elvet) Hare, at the age of 73 after a long period of respiratory trouble.

Elvet served his apprenticeship with the Port Talbot Pilotage Service and, after qualifying, became skipper of the Pilot Cutter for some years before being licensed in 1941. During the later years of his career, he was deeply involved in the consultations leading up to the construction of the deep water harbour at Port Talbot, and assisted in bringing that Harbour into commission, before retiring in 1970.

As local secretary of the UKPA, he attended every conference between 1955 and 1969 and was a regular attender as an observer until the Middlesborough Conference of 1976, although he found great difficulty in restraining his voting arm during this period.

In retirement, he monitored the performance of his younger colleagues from his home, overlooking the Bay and Harbour, and will be sorely missed by them as a source of advice and encouragement.

He was cremated on 22nd December, 1978, and arrangements have been for the interment of his ashes at sea from the pilot cutter, at Easter. His son-in-law, an ordained clergyman will perform this ceremony.

J.P.

CECIL GOUGH

Clinton Cecil Dacy Gough was born in Gloucestershire, December 1925. *HMS Worcester* gave him his pre-sea training after which he joined the Shaw Saville and Albion Line in 1943, serving as a cadet in various ships including the troopship *Dominion Monarch*. He left Shaw Saville in 1957 for short sea trades with the General Steam Navigation Company and later was licensed as a London Channel Pilot in May 1958.

He died at home on December 26th, leaving a wife, three daughters and a son who carry the sympathy of his colleagues in their loss. He will be sadly missed by all on the Channel Stations.

PAER

EDWARD JOHN PESKETT

It is announced, with deep regret, that Edward John Peskett died on 29th September, 1978, aged 75.

EMPA REPORT 1978

In May of this year, pilot representatives from the 14 member countries of EMPA held their 16th Annual General Meeting in Helsingor, Denmark, hosted by the Dansk Lodsforening. This year, in addition to the usual exchange of national news and the development of technical matters, considerable debate took place over the future of EMPA.

There seemed to be a general feeling that EMPA had reached a cross roads in its existence and decisions had to be made regarding the future form of the Association.

Therefore, the whole of the second morning of the meeting was devoted to a discussion entitled "The Future of EMPA". This was centred on three main subjects.

Firstly, should EMPA establish a permanent secretariat, together with offices and, if so, where? Secondly, how should the views of the Association be adequately represented to governmental bodies and, finally, whether the Association should act more as a "Trades Union" or remain as an independent professional association.

(Continued from previous page)

Captain Peskett, a former Cinque Ports Pilot, joined the Pilot Service in 1937. He was stationed at Dover apart from a period during the war when he was transferred to Gravesend. He survived the war despite being mined whilst on board a Japanese vessel and having his home bombed. He was Select Pilot for A Holt & Co. He retired from the service in 1967.

Prior to joining the service, Captain Peskett was employed with Aberdeen White Star Line and Shell Tankers. He was also a member of the International Association of Master Mariners' Cape Horners, having sailed around Cape Horn in the vessel *Mozart* in 1932. He gained his Masters Certificate in 1933.

He was also a Freeman of the River, a keen Freemason and a Life Member of the Guild of Freemen of the City of London.

He leaves a wife, Mary, and daughter, Pamela.

RLM

In so far as the setting up of permanent EMPA Offices were concerned, the meeting agreed (UK delegation excepted) that such an office should be established. It was also agreed that it was not feasible for the Meeting to decide where or how this could be achieved and a small sub-committee was set up to perform this task. It would seem likely that EMPA will establish its office in Belgium, due to the central position with reference to the overall EMPA membership and to the proximity of the European Commission.

In explanation of your delegate's concern over the setting up of permanent offices for EMPA, our impression was that too much attention was being paid to the machinery of the Association before its future role had been defined. Consequently any decisions taken about the role may be prejudiced by the existence of a permanent secretariat. In the event, in subsequent discussion, it was generally agreed that it was not possible, nor was it desirable, for EMPA to try and assume the image of a Trades Union in pilotage matters and it should remain an independent professional Association. This was as your representatives recommended.

The furthering of the EMPA viewpoint with the European Commission is a matter still not fully resolved. It is a matter of conjecture whether EMPA alone can achieve the consultative status it requires with the EEC, or if some other means would be more effective. Discussions are still continuing between the ITF and EMPA on this point. The relationship of EMPA with the ITF has always been a matter for debate within EMPA itself and it is hoped that it will shortly be resolved. In your reporter's view, EMPA must pursue an independent voice with the Commission and at the same time obtain the undoubted benefit of a closer liaison with the ITF.

Regarding other matters dealt with by the AGM; in the reports from member countries, GERMANY reported on the proposed institution of compulsory pilotage for all tankers over 10,000 tons from the German Bight L/V inwards and also for all vessels over 300 tons gross carrying dangerous cargoes. Generally, many countries

expressed dissatisfaction with present pilotage tariffs and undue interference by ports and governments in pilotage affairs.

In technical matters EMPA has agreed a set of recommendations about Vessel Traffic Systems. These recommendations should form the basis of negotiations between harbour or port authorities and pilots in districts where it is intended to set up such systems.

Concerning Deep Sea Pilotage, it was emphasised at the Meeting that the draft *Code of Conduct for the Good Government of Deep Sea Pilotage* (the so-called Copenhagen Rules) had not yet been ratified by the participating nations.

Last year's Safety Campaign was also discussed, which brought to light the fact that, in some countries, pilots are being asked to report to their respective governments any instances of sub-standard ships upon which they may be required to serve. It was resolved that EMPA should be kept fully informed of all developments of this nature.

The Executive Committee elections produced the following results:—

President:	A De Vries (Holland)
Secretary:	J Honnay (Belgium)
Vice-Presidents:	W Asmus (Germany)
	S Galleano (Italy)
	R Zweidorf (Norway)
	N Owen (UK)
Treasurer	J Merkaert (Belgium)

EMPA Pilots were deeply saddened by the sudden and untimely death of Jean Honnay in June. His experience and efficiency will be greatly missed by all.

The future of the EMPA still lies in the balance. Just recently we have seen the first intrusion of the EEC into pilotage affairs with the two draft directives, on deep sea pilotage and compulsory pilotage, put forward by Germany. I would suggest that this presages the long forecast involvement in pilotage matters by the Commission. How tragic it would be if EMPA, which was originally set up 15 years ago to make sure our voice was heard in Brussels, now proved inadequate for the task.

We must therefore make every effort to ensure that EMPA has our full support in the difficult days ahead.

N Walker

Discussion

Mr Walker: Within EMPA there has been very strong pressure from certain parties to pursue their representations with the European Commission through the body of the ITF. I might say that the ITF have made approaches to EMPA along these lines. I think they represent more the seafaring officers than pilotage matters. Nevertheless, they are pronouncing on pilotage matters within the Commission and the beneficial liaison to which I referred was meant to stop them doing it.

The other point I would like to make is that unfortunately the secretary of EMPA died of a heart attack in June. He was very, very, active and I am afraid, as is to be expected since his death and until the next conference, to be held in Marseilles, EMPA work has been slightly dislocated.

The setting up of permanent offices has been discussed in a sub-committee and the EMPA Executive have not yet met to decide what further action to take. However, I would stress that within EMPA it was decided that these offices would be set up. So far as the comment which was made about increased subscriptions this morning is concerned, EMPA has sufficient money within its funds to set up these offices, buy the equipment and employ secretarial assistance without recourse to raising subscriptions.

Mr Donovan: I attended this conference I was not there very long before the chairman got up and said: "Item 11. Future of EMPA. I propose we have a secretariat." There was no debate. Of course, it was not long before our two delegates were on their feet arguing that there should be a debate on such an important matter. There were times when there was an attempt to push this through without any consultation on where it should be situated, or any kind of costings or any kind of terms of reference. There were 71 observers at this conference, 22 from France and 13 from Germany. There were only two from the United Kingdom. When the conference is held in Marseilles next year it would be a good thing if many of us could get down there and support delegates.

On the motion of Mr Donovan, seconded by Mr P B Johnson, the report was adopted.

IMCO

Report on the INTERNATIONAL CONFERENCE ON THE TRAINING AND CERTIFICATION OF SEAFARERS

The Conference was held at the Cunard International Hotel, Hammersmith, London, from June 14th to July 7th and was attended by delegations from 72 governments; two observer governments; government, employer, worker and secretariat members of the International Labour Organisation; observers from two inter-governmental organisations; nine non-governmental organisations and one liberation movement recognised by the Organisation of African Unity and the League of Arab States.

The purpose of the Conference was to approve an International Convention on Training and Certification of Seafarers and Related Resolutions and Recommendations.

The draft convention, a document of 198 pages, covering masters and officers and ratings of the deck, engine and radio departments had been developed at ten meetings of the IMCO sub-committee on Standards of Training and Watchkeeping in the period 1972 to 1977, attended largely by 21 governments and about six non-governmental organisations.

The Conference was opened by the Secretary General of IMCO acting as President who welcomed the delegates and particularly Mr S Clinton Davis, UK Parliamentary Under-Secretary for Companies, Aviation and Shipping. The Secretary General reviewed the work done by the IMCO sub-committee during the preceding six years and re-called the purpose of the Conference—to write, and have accepted by the largest number of countries, minimum standards for the training, qualification and certification of seafarers.

Following recent spectacular accidents, there was worldwide concern with regard to maritime safety, the prevention of pollution and awareness that the human factor was vitally important in preventing marine casualties.

Any Convention emerging from the Conference would need to be universally implemented.

Mr Clinton Davis (UK) also referred to the spectacular accidents which focused public attention on the matter of safety at sea. IMCO already had a fine record of legislative achievement in promoting safety at sea. Now attention was being turned to the human factor—and it was the human element which shouldered the ultimate responsibility. Proper training was essential to ensure the proper function of this responsibility. It was essential, therefore, that minimum standards acceptable to all mariners should be introduced and implemented as soon as possible. The best way of doing this was through IMCO and not by unilateral action, and the results of the Conference could make a vital contribution to the work of avoiding accidents at sea, saving life, reducing injuries to seafarers and of diminishing the risk of despoiling the environment. All this would add lustre to the reputation of IMCO.

The representative of Indonesia proposed that Mr Madsen (Denmark), Chairman of the STW sub-committee, should be elected President of the Conference. The proposal was seconded by representatives of the Governments of China, Poland, Saudi Arabia, Greece and Mexico.

The President thanked the delegates for the confidence they had placed in him, emphasised the importance of the work to be done by the Conference and hoped that the standards set would be reasonable in order to encourage countries to bring about a speedy ratification.

The proposed agenda for the Conference was then adopted.

The Rules of Procedure in draft form had been circulated and were accepted, with an amendment to increase the drafting committee from nine to twelve members.

The vice-Presidents (10) of the Conference were elected from the following countries: Argentina, Brazil, Cape Verde, German Democratic Republic, Ghana, Iraq, Netherlands, Thailand, United Kingdom, USSR.

In accordance with Rule 4 of the Rules of Procedure, the President proposed that representatives of Cameroon, France, Singapore, Somalia and Yugoslavia should be appointed as the Credentials Committee to examine the credentials of those attending the meeting and this was approved.

The President then summarised the main features of the document which dealt with the organisation of the work of the Conference, the establishment of Committees and their terms of reference and the proposed timetable. His proposal that the document be adopted was approved.

The Drafting Committee was elected. The members proposed by the President were from the following countries: Australia, Democratic Yemen, France, Federal Republic of Germany, Japan, Kenya, Malaysia, Spain, United Kingdom, United States of America, USSR, Uruguay and the proposal was accepted.

Mr Sorensen (ILO, speaking on behalf of the seafarers) and Mr Rice-Oxley (ILO, speaking on behalf of shipowners) both referred to the importance of the conference and the hopes for fulfillment and realisation of the work done by the sub-committee and each promised to ensure a successful outcome of the Conference.

The organisation of the work of the Conference was outlined by the President. This included the establishment of four Committees. Committee I would deal with the Articles of the Convention and related matters; Committee II would be concerned with the master and deck department; Committee III would be concerned with the engine-room department; Committee IV would be concerned with the radio department.

Additionally, the President referred to three other matters; technical co-operation which would be dealt with by Committee I; training in the use of collision avoidance aids which would be dealt with by Com-

mittee II; the training and certification of crews on tankers. This last item, which had not been considered by the STW sub-committee, stemmed from the Conference on Tanker Safety and Pollution Prevention which had invited the present Conference to consider the need to adopt relevant provisions and this matter would be considered by a special working group which would submit its report to a joint session of Committees II and III.

This proposal was supported by the USA but the ISF had doubts as to whether a matter of such importance should be examined in detail by the Conference. Representatives of other Governments and the ILO also spoke, mainly in favour of the President's proposal.

The representatives of several governments then spoke on the importance of the Conference and the outcome of its work. The representative of the Holy See pointed out that, in addition to the professional and technical aspects of the Conference, those in command had a special responsibility for looking after the human needs of their crew and that seafarers should be able to fulfil their spiritual vocation. Training should enable them to do this successfully.

The delegations appointed their representatives to the various committees.

In addition to the basic document, which was the draft convention, governments and non-governmental bodies had submitted a further 1,237 pages of documents containing proposed additions, amendments and deletions to the draft and it was consideration of these pages which was to comprise the work of Committees I, II, III and IV and, as sections of the draft were approved, any re-written parts were submitted to the drafting Committee, chaired by a United States lawyer, for scrutiny.

The IMPA had submitted two papers to the Conference and there were two additional matters on which we wished to make observations.

The four items which were of concern were Article III; Chapter II, Regulation II-6; Annexe V, Resolution 1, Paragraph 26; Chapter IV, Regulation IV-6 and these are here set out.

ARTICLE III APPLICATION

This Convention shall apply to seafarers serving on board sea-going ships entitled to fly the flag of a Party except to those serving on:

- a. *ships of war;*
- b. *fishing vessels;*
- c. *pleasure yachts not engaged in trade; or*
- d. *wooden ships of primitive build, such as dhows, junks, etc.*

CHAPTER II REGULATION II-6

Mandatory Minimum Requirements to Ensure the Continued Proficiency and Up-dating of Knowledge for Masters and Deck Officers

1. *Every master and every deck officer holding a certificate issued or recognised by the Administration, who is serving at sea or is proposing to return to sea after a period ashore, shall in order to continue for sea-going service, be required at regular intervals not exceeding five years, to satisfy the Administration as to the following:*
 - a. *medical fitness, particularly regarding eyesight and hearing; and*
 - b. *professional competence:*
 - (i) *by approved sea-going service with no period of interruption exceeding two years; or*
 - (ii) *following an interruption of approved sea-going service exceeding two years, by passing a test or successfully completing an approved course(s) comprising items that are of direct relevance to safety of life at sea and the protection of the marine environment.*
2. *The Administration shall, in consultation with all interested parties, formulate or promote the formulation of an appropriate pattern of refresher and up-dating courses either voluntary or mandatory as appropriate, especially for re-entrants to sea-going service who are required to attend courses under the provisions of sub-paragraph 1(b) (ii) above. It shall ensure that arrangements are made to enable all persons concerned to attend such courses as appropriate and relevant to their experience and duties. Such courses shall be approved by the Administration and should cover changes in marine technology as well as in the fields of international regulations concerning safety of life at sea and the protection of the marine environment.*
3. *In addition, all masters and deck officers shall, for continuing sea-going service on board ships for which special training requirements or recommendations have been internationally agreed upon, successfully complete relevant training as approved by the Administration.*
4. *The Administration shall also be responsible for making available for ships under their jurisdiction, publications setting out recent changes in international regulations concerning safety of life at sea and the protection of the marine environment.*

ANNEXE V DRAFT CONFERENCE RESOLUTIONS

Resolution 1. Paragraph No 26, Navigation with Pilot Embarked

Despite the duties and obligations of a pilot, his presence on board does not relieve the officer of the watch from his duties and obligations for the safety of the ship. He should co-operate closely with the pilot and maintain an accurate check on the ship's positions and

movements. If he is in any doubt as to the pilot's actions or intentions, he should seek clarification from the pilot and if doubt still exists he should notify the master immediately and take whatever action is necessary before the master arrives.

REGULATION IV—6

Mandatory Minimum Requirements for Certification of Radiotelephone Operators

1. Every radiotelephone operator in charge of, or performing, radiotelephone safety duties in a ship fitted with a radio station in accordance with the International Convention for the Safety of Life at Sea, shall hold an appropriate certificate or certificates issued or recognised by the Administration and complying with the provisions of the Radio Regulations.
2. In addition, a radio telephone operator shall:
 - (a) be not less than 18 years of age;
 - (b) satisfy the Administration as to medical fitness, including eyesight, hearing and speech;
 - (c) possess the minimum additional knowledge specified in, and be trained in accordance with, the Appendix.
3. A candidate for a certificate shall be required to pass an examination to the satisfaction of the Administration concerned.
4. The level of knowledge required for certification shall be sufficient for the radiotelephone operator to carry out safely and efficiently his radiotelephone safety duties. In determining the appropriate level of knowledge, the Administration shall take into account the requirements of the Radio Regulations and the Appendix attached hereto.
5. Training to achieve the necessary knowledge and practical ability should take into account the Radio Regulations and the "Recommendation on Basic Guidelines and Operational Guidance relating to Safety Radio Watchkeeping for Radiotelephone Operators" and other relevant IMCO Recommendations.

ARTICLE III APPLICATION

IMPA had submitted a brief paper on this matter suggesting imprecision in definition applicable to "pleasure yachts".

The term yacht could cover vessels driven solely by sail or mechanical means, or by a combination of both, and there were in existence a considerable number of "pleasure yachts" with a gross tonnage in excess of 200.

Elsewhere the draft convention sets out mandatory minimum requirements for masters of vessels of less than 200 GRT and, while the owner of a pleasure yacht was unlikely to entrust his vessel to an inexperienced master, such a vessel was designed for the express purpose of carrying passengers, many of whom might be elderly. It had also as great a potential for creating, or being involved in, navigational accidents as commercial cargo carrying vessels of less than 200 GRT.

For these reasons, IMPA believed that paragraph (c) should be amended to read:

". . . pleasure yachts of less than 50 gross register tons not engaged in trade."

After introducing the paper a number of governments spoke in favour of, and against, the proposal.

The governments in favour were Egypt (who would support any figure other than 50 GRT if this alone should be the stumbling block to acceptance of the proposal), Poland, German Democratic Republic (who thought also there should be a limitation of engine horse-power), United Kingdom (who would accept 50 GRT but thought this figure was on the low side and would prefer to see 80 GRT). Denmark also supported the IMPA principle, but had some doubts about the depth of knowledge which would be required. Portugal and Japan also supported the IMPA proposal as submitted.

The Governments opposed to the proposal and wishing to retain the original text were: USA, Indonesia, Federal Republic of Germany, Netherlands, Chile, France, India, Finland and Norway, although the

Federal Republic of Germany and Chile did express a measure of support for the views expressed by Denmark.

The approved text of Article III(C) remains as drafted.

CHAPTER II REGULATION II—6

Mandatory Minimum Requirements to Ensure the Continued Proficiency and Up-dating of Knowledge for Masters and Deck Officers

During the sub-Committee stages this Regulation had been consistently opposed by the French Government. IMPA was opposed to the Regulation because of the unsatisfactory position of pilots. No decision had been made in the sub-committee as to whether pilots were to be regarded as "sea-going seafarers" or not.

The matter was to be left to individual Governments to resolve and while, informally, the delegates of a few countries had said that they would "probably" regard pilots as sea-going, some had said they would not regard them as sea-going and only France had given a positive answer in favour of the pilots.

When this Regulation was considered by the Committee the French delegate stated that the views of his country were well-known, they would not at this time be aired again. France continued to oppose this clause.

IMPA spoke next on this matter, and stated that while not seeking a major re-writing of the clause there was concern amongst IMPA members about the implications of the Regulation.

IMPA wondered what would be the reaction of national legislatures to this clause as it appeared to be "changing the rules in the middle of the game".

In the great majority of countries certificates of competency were granted for life, subject to professional incompetence or mis-conduct or manifest ill-health.

IMPA supported suggestions for programmes to update knowledge and, from bitter experience, was concerned about persons returning to sea to take charge of a navigational watch after a long period ashore, but felt that the proposed conditions for the revalidation of certificates

of competency should apply only to certificates first issued, say, five years after the implementation of the convention. This would cater for certificate holders already granted certificates by their administrations under the existing regulations and for candidates for the various grades of certificates who would be "in the pipe-line" at the time of implementation of the convention.

The representative of the Government of Saudi Arabia said that he did not agree with all that had been stated by the IMPA representative, but he was concerned by the suggestion that national legislatures might find difficulty in ratifying the convention if this clause remained as written as he did support the view that the majority of countries, at this time, did issue certificates for life and to suddenly try to change this might delay implementation of the convention. Delay on this account was to be deplored.

The views of IMPA were opposed in turn by the USA, Oil Companies International Marine Forum, Denmark, Netherlands, Norway, Mexico, Federal Republic of Germany, Cuba, International Shipping Federation, Canada, Japan, Spain, United Kingdom and International Labour Organisation (seafarers' group). France announced that it wished to reserve its position on this matter.

However, following discussion between delegates at the succeeding coffee break, the Chairman of the Committee announced that he proposed to send the draft regulation to the working group with a request that it be reconsidered to take account of the position of pilots.

The working group made a major overhaul to the draft recommendation and this now reads:

1. Every master and every deck officer holding a certificate issued or recognised by the Administration, who is serving at sea or is proposing to return to sea after a period ashore, shall, in order to continue to qualify for sea-going service, be required at regular intervals not exceeding five years, to satisfy the Administration as to:

- (a) medical fitness, particularly regarding eyesight and hearing; and
- (b) professional competence:
 - (i) by approved sea service as master or deck officer of at least two years during the last five years; or
 - (ii) 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; or
 - (iii) by passing a test or by satisfactory completion of an approved course or courses or by approved sea-going service as a deck officer for a period of not less than three months in a supernumary capacity immediately prior to taking up the rank to which he is entitled by virtue of his certificate.

2. The Administration shall, in consultation with all interested parties, formulate or promote the formulation of an appropriate pattern of refresher and updating courses, either voluntary or mandatory as appropriate, especially for re-entrants to sea-going service who are required to attend courses under the provision of sub-paragraph 1(b) (iii) above. It shall ensure that arrangements are made to enable all persons concerned to attend such courses as appropriate and relevant to their experience and duties. Such courses shall be approved by the Administration and should cover changes in marine technology as well as in the fields of international regulations concerning safety of life at sea and the protection of the marine environment.

3. In addition, all masters and deck officers shall, for sea-going service on board ships for which special training requirements have been internationally agreed upon, successfully complete relevant training as approved by the Administration.

4. The Administration shall also be responsible for ensuring that publications setting out recent changes in international regulations concerning safety of life at sea and the protection of the marine environment are made available to ships under its flag.

The delegation of France reserved its position on paragraphs 1(b)(iii) and 3.

ANNEXE V

Resolution 1. Paragraph No 26 Navigation with Pilot Embarked

At the STW Sub-committee meeting, at which this clause was drafted, IMPA attempted to have deleted the last ten words of the paragraph "and take whatever action is necessary before the master arrives", but in spite of support from Norway for our objection, the attempt failed.

At the Conference, when Committee II considered the paragraph, IMPA again sought to have the words deleted.

In a statement IMPA said, "Mr Chairman we seek the deletion of the last word of the penultimate line and the whole of the last line of the paragraph.

"Pilots have to serve long apprenticeships of up to seven years or hold a master's or other certificate of competency and undergo a period of intensive training before being granted a licence. This licence allows the holder to pilot only vessels of a limited size and it is only after an interval of a number of years that he is allowed to pilot the largest vessels.

"Elsewhere in this Convention it has been agreed that the right is to be given to an 18-year old youth to hold a certificate of competency as a navigating officer.

"Now, this paragraph would give to that youth, of little experience, the right to overrule the Pilot's orders. We suggest that this is wrong, and certainly in my country, for 120 years, the Courts have believed, and still do believe, this to be wrong.

"I accept that there must be some 18-year olds who are outstandingly competent navigators and skilled seamen. I also accept that, from time to time, there are pilots who commit acts of professional negligence, but such 18-year old navigators, and such incompetent pilots, are extraordinary people, and while the 18-year old navigator will be, or should be, marked down for early advancement, so should the incompetent pilot be called to answer for his neglect.

"Sir, this Convention is to try and bring about a greater degree of safety at sea. We are only trying to cater for an average, and I would suggest that in the eyes of the world the Convention will lose some credibility if this phrase is left standing."

The suggestion to delete the last ten words of the paragraph was supported by Belgium, Republic of Cameroon and Kenya. The suggestion was opposed by a

NAVIGATION WITH PILOT EMBARKED

25. If the officer of the watch is in any doubt as to the Pilot's actions or intentions, he should seek clarification from the Pilot and if doubt still exists he should notify the master immediately and take whatever action is necessary before the master arrives.

REGULATION IV/6

Mandatory Minimum Requirements for Certification of Radiotelephone Operators

IMPA had submitted a short written proposal to amend the first line of paragraph 1 by deleting the two words "or performing", as it was considered that to retain these words might have an inhibiting effect on pilots and others charged with safety duties on board a ship if they did not hold a radiotelephone operator's certificate.

The proposed alteration would still require the radiotelephone operator in charge of radiotelephone safety duties to possess a certificate.

IMPA stated that many pilots throughout the world did already hold a radiotelephone operator's certificate, and in those services which recruited candidates from Merchant Navy officers, this number, due to regulations elsewhere, would grow, but for the pilots who did not hold such a certificate problems might arise.

Scandinavian member of the ITF speaking on behalf of the seafarers group of the ILO, the Federal Republic of Germany, Liberia, the USA, Japan and Argentina.

In opposing the IMPA proposal, the representative of the Federal Republic of Germany stated that he was sympathetic to the IMPA views but felt that until the difficulties of insurance could be resolved, the clause should remain as written.

It was, perhaps, unfortunate that this matter was discussed only nine days after the *Palmstar Orchid* incident off the coast of Denmark, and which cannot have been but fresh in the minds of delegates at the Conference.

The proposal to delete the last ten words of the paragraph was not carried.

Due to amendments elsewhere in the draft Convention, the paragraph was re-numbered and re-written:

Although a number of delegations expressed sympathy with the view put forward by IMPA, the United Kingdom delegate pointed out that the Conference had no alternative but to go along with the Regulation, as drafted, because this requirement was already incorporated into one of the ratified Radio Conventions.

The clause was left as drafted.

The re-drafted Convention was accepted and signed by representatives of the Governments attending the Conference.

A plea by the President for a low number of countries owning a small percentage of the world's gross registered tonnage to be required for ratification was not taken up by the Conference, and the USA, which had previously been vigorous in appealing for higher standards in, and early implementation of, the Convention, made no comment.

(Continued at foot of next page)

IMPA BIENNIAL GENERAL MEETING, Kyoto, Japan, October 1978

Report of the work and attendance of IMPA at the Inter-Governmental Maritime Consultative Organisation

In the two year period since the IMPA General Meeting in Middlesbrough, England, in November, 1976, the Association has continued to maintain a presence at IMCO, attending meetings of the sub-committees, Maritime Safety Committee, Council and Assembly to participate in and submit papers on those items which affect pilots or pilotage, and also playing an active part in the international conference held in June/July 1978 on the Training and Certification of Seafarers.

The sub-Committees attended have been: Safety of Navigation; Life Saving Appliances; Design and Equipment; Standards of Training and Watchkeeping. It is in these sub-Committees that the technical work of IMCO is largely carried out with the approval of, and as instructed by, the Maritime Safety Committee, to whom reports are made. The Maritime Safety Committee in considering the reports may amend the decisions and recommendations of the sub-Committees before, in turn, submitting an account to Council and, ultimately, the Assembly for final endorsement.

The Safety of Navigation Sub-Committee has devoted much of its time to traffic separation schemes and, since the *Amoco Cadiz* disaster, particularly to schemes in the English Channel.

On July 15th, 1977, the new International Regulations for the Prevention of Collision at Sea (COLREGS 1972), came into force,

(Continued from previous page)

Implementation of the Convention takes place TWELVE months after at least TWENTY FIVE countries owning at least FIFTY PER CENT of the world's gross registered tonnage, have ratified the Convention.

*J A Edmondson
Senior Vice-President
IMPA*

but even before implementation, concern was being expressed by governments about these regulations and this concern continues. Norway, the Netherlands and the USSR jointly believe that the regulations contain errors, inaccuracies and inconsistencies in the text of certain Rules and the USA has expressed concern about Rule 10. A working group has been established to collate these submissions, but it has been agreed that the Regulations should operate for five years before changes can be justified.

Implementation of IALA Buoyage System A continues in north-western Europe and it is hoped to extend this system into the Mediterranean area in the near future. Meanwhile, work is going ahead on the development of System B. IMCO has accepted that it will not be possible to secure a uniform, international, system and that there will be two harmonised systems.

An international conference in 1980 will determine a final timetable for the implementation of Systems A and B and the delineation of the boundaries between the two systems which, it is planned, should be fully implemented by 1986.

The Government of the Federal Republic of Germany raised the matter of the need for a sound signal for a vessel requiring a pilot, and suggested that as "G" is now an overtaking signal demanded by the Collision Regulations, letter "A" might be used. At the time this proposal was made it received no support, although subsequently the United Kingdom supported the need for a signal, but suggested that letter "P" be used. The matter remains unresolved at this time.

The matter of coloured glass in ships' wheelhouses, which has been of concern to members of the IMPA Technical Committee, has been considered at two meetings of the sub-committee and, as a result of

representations made by the Netherlands and information provided by the Federal Republic of Germany, the sub-committee has recommended that coloured glass should not be used in ships' wheelhouses.

At the Life Saving Appliances Sub-Committee our principal efforts were directed to establishing requirements for accommodation ladders, used solely or in conjunction with a pilot ladder, for the purposes of embarking or disembarking a pilot or other persons.

The paper on this subject by IMPA was circulated by IMCO prior to the sub-committee meeting. As a result, at the request of the USA, a meeting was held at the American Embassy in London with the leader of the USA delegation at which support was pledged for the paper. A similar meeting was held with the Swedish representative of the International Life Saving Appliances Manufacturers' Association.

The proposals contained in the paper were opposed by the International Chamber of Shipping, but in spite of this opposition a working group was established to consider the proposals and a compromise draft was agreed which was then returned to the sub-committee where two further amendments were made.

With the support of the USA, an attempt was made to re-introduce one clause of the original paper, but although no government opposed the attempt, for want of a second supporting government, the attempt failed; the previously promised support of the Norwegian government not being forthcoming.

At the next meeting of the Maritime Safety Committee, Greece made a strong attempt to effect a drastic alteration to the recommendation. The USA wanted the whole matter referred back to the sub-committee, but with the support of the United Kingdom, the Federal Republic of Germany and Norway, IMPA was able to suggest a minor amendment which was acceptable to Greece.

The Design and Equipment Sub-Committee has been considering at some length the matter of tankers and this subject assumed greater importance following the Safety of Navigation meeting in Washington in January, 1978, organised by the Oil

Companies International Marine Forum (OCIMF), the IMCO Tanker Safety and Pollution Prevention Conference and the *Amoco Cadiz* incident.

However, a matter of lesser general urgency which came before the sub-committee, but one of concern to pilots, was the noise level aboard ships. A number of governments had submitted expert technical papers on this subject, but these largely dealt with noise levels attained in engine rooms and crew living spaces and the consequential effects on crews' health.

A brief paper submitted by IMPA dealt with noises emitted by main engines and auxiliary machinery, via the funnel, the noises of mechanical ventilating systems from intakes and outlets and the effect these might have on the degree of attention and watchfulness of bridge and watch personnel.

The IMCO Secretariat pointed out that the concern of IMCO was with safety at sea and only the IMPA paper dealt solely with this aspect. To consider points raised in the other papers might be infringing the work of another United Nations Organisation specialised agency—the World Health Organisation.

A suggestion that a working group be established to consider this problem was resisted by the United Kingdom, but it was agreed that an *ad hoc* group be set up at the next session of the sub-committee.

In the meantime, the USA would have held an international meeting on this subject in October, 1978, and countries which had conducted research were asked to submit their findings to IMCO.

IMPA, in 1977, submitted to IMCO its paper on Bridge Design Criteria with a request that this be placed before the Design and Equipment sub-committee. However, the IMCO Secretariat considered the paper to be too long and complex and suggested that the paper should go direct to the Maritime Safety Committee.

Unfortunately, due to the meeting of the Assembly, the second meeting of the Maritime Safety Committee for 1977 was cancelled and at the first meeting of the Committee in 1978 the agenda was dominated by the *Amoco Cadiz* incident and the consequential effects on IMCO

matters. This resulted in a number of items, including the IMPA paper, being deferred until the meeting scheduled for late September.

The meetings of the Sub-Committee on Standards of Training and Watchkeeping, held since November 1977, were concerned with final preparation of the draft convention for the international Conference on Training and Certification of Seafarers, 1978.

Belated attempts by the USA, and appeals by the Oil Companies International Marine Forum, to introduce into the convention the training and qualification of pilots were not successful, but this matter will be taken up early in the sub-committee's programme which follows-on from that Conference.

There were four items of concern to pilots dealt with in the Convention: the classes of ships to be exempted by Article III of the Convention; the re-validation of certificates of competency of masters and mates; procedure to be observed and action taken by the navigating officer of the watch when the Pilot is embarked; and requirements for radio telephone operators.

A full report of the Conference is in course of preparation and will be circulated shortly. (It is included in this issue—Ed.)

J A Edmondson

Senior vice-President

Discussion

Mr John Edmondson: When I spoke to you in November last year, I caused a certain amount of gloom and despondency by mentioning to you the fact that we were in a very difficult position with regard to our masters' certificates. I told you at that time that all the seafarers would have to renew their certificates of competency at five-yearly periods, and for the deck officers the intention that any seafarer who had been at sea for a period of three years in any five years could, on passing a satisfactory eyesight and medical test, automatically have his certificate renewed. Anybody who did not comply with that three-year sea time would have to undergo a period of training or updating as devised by each

individual national authority and he would then have to prove, by some form of test or examination, that he was competent to have his certificate renewed.

Well, events moved along and two stations, I believe the London Inward Station and the Tees, wrote to the Secretary-General to have this matter clarified and to express their concern. By then, the STW subcommittee, which was the IMCO subcommittee which had dealt with that problem, had at the insistence of the French Government made a recommendation that this clause be deleted from the draft Convention, and this was the information that was conveyed by Mr Eden to those two stations. Unfortunately, some months after the letter was written, at the next meeting of the Maritime Safety Committee in April, the Maritime Safety Committee did not accept the recommendation from the subcommittee and so the clause as drafted stood.

Now the problem was, where did pilots fit into the scheme? Of course on this particular point no government, apart from the French Government, was prepared to commit itself. They said that once a man had got a certificate of competency it was for life.

When it came to the conference—the actual draft of the appropriate clause is contained on page 5 of the report—we put up a battle. The French delegate spoke first and merely said that he had put forward his government's views on many occasions beforehand and he was not prepared to go over them again. IMPA said that while we were in favour of updating programmes, we were concerned that in cases where certificates of competency had been granted for life, subject to professional misconduct and manifest incompetency, then they ought to remain so valid. We were supported only by Belgium—I might add that the Belgian Government's delegate who spoke was formerly a Scheldt pilot—and we were also supported by Saudi Arabia. However, we were opposed by the United States of America, the Oil Companies International Marine Forum, Denmark, Netherlands, Norway, Mexico, Federal Republic of Germany, Cuba, the International Shipping Federation, Canada, Japan, Spain, United Kingdom, and the International Labour Organisation to whom I will return later.

However, during the coffee break which succeeded the discussion, the chairman and some of the delegates got their heads together and they thought that possibly the pilots had a case. In consequence, when we returned, the chairman said that he was prepared to set up a working group to try and have a look at this particular regulation: as a result there was a major re-write and it starts half way down page 10. The particular paragraph which was inserted principally for the benefit of pilots is paragraph 1 (b) (ii), "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". It sounds a mouthful, and it is a mouthful, but it was intended to protect pilots who have a licence and are granted that licence only because they have the appropriate certificate of competency demanded by their authority when they enter the pilotage service.

So hopefully, we are safe on this matter of having to renew our certificates of competency by taking updating courses and by giving satisfactory proof of our competency to the authority.

The clause relating to the duties of a navigating officer with the pilot embarked states that "despite the duties and obligations of a pilot, his presence on board does not relieve the officer of the watch from his duties and obligations for the safety of the ship. He should cooperate closely with the pilot and maintain an accurate check on the ship's position and movements. If he is in any doubt as to the pilot's actions or intentions, he should seek clarification from the pilot and if doubt still exists he should notify the master immediately and take whatever action is necessary before the master arrives." We sought to have struck out the last 10 words; that is, there should after the words "notify the master immediately" be a full stop. Elsewhere, the Convention provides for the granting of certificates of competency to 18-year old youths. Now they may be bright and alert young men, but their knowledge of pilotage cannot be but limited: what often looks hairy and scary to you and me must look positively frightening to them and we felt that it was wrong that an 18-year old should have the authority written down into an international Convention which

will probably and fairly soon be accepted by governments as law. We have no objection to the master being informed, we cannot object to the master intervening, but we thought it was wrong that the 18-year old boy should or could. However, we lost the battle and although the clause was slightly reworded we finished up with "If the officer of the watch is in any doubt as to the pilot's actions or intentions he should seek clarification from the pilot and if doubt still exists he should notify the master immediately and take whatever action is necessary before the master arrives". This was again opposed by the seafarers' group of ILO who were sitting there wearing numerous hats.

In our final submission to the conference, dealing with mandatory minimum requirements for certification of radio telephone operators, we sought to have just a couple of words deleted. Unfortunately we were not successful. There was sympathy for the views we expressed but unfortunately there is already in existence an international Convention which incorporates this particular clause and that particular convention will take precedence because it is already written over this particular Convention and I was informed by the leader of the British delegation to this particular committee that this is something which they intend to apply. Each and every pilot should have—and indeed very shortly must have—a certificate as a radio telephone operator. If you do not already have one—I know many of you do—this is something that you had better get in cahoots with your authority about and arrange with the Post Office to get one. It is not a particularly difficult business. It is really only a case of demonstrating a competence to pick up a VHF telephone handset and use it in a reasonably sensible manner. But you will be breaking the law if you do not have a certificate.

The only other thing I think I have to report on is the meeting which was held in Washington in January of this year. That report has already appeared in copies of *The Pilot*. It was organised by the Oil Companies International Marine Forum and it was generally a get-together of some 400 people representing companies, mainly the oil companies, governments, navies and ship builders who wanted to have a jamboree

and "let's bash the pilots". There was general agreement amongst all those there except the pilots that the standards of pilotage generally and the competence of pilots generally was not what it should be, but when we tried to pin them down then there were no specific complaints. It was always "Well, it's the guys in Whatland". It was never anybody who happened to be at the meeting as a pilot from any particular country. It was always somebody else. But there is definitely a move afoot to try and bring pilots within international regulation and this is going to start with the next round of the STW subcommittee meetings at IMCO, starting in the final full week of January next year.

I did say I would return to the matter of the ILO. The ILO Seafarers Group were represented by people, mainly Scandinavian seafarers' unions representing the ITF. They are opposed to pretty well everything that we as pilots want. They were opposed to the matter of the clause or any re-write of the clause for pilots' benefit about revalidation of masters' certificates. They were opposed to any amendment to the clause about the officer of the watch being allowed to intervene. I have sat at at IMCO now for six years all but a few weeks; only once have the ICFTU (the International Confederation of Free Trade Unions) ever had a pilot on their team—that was Harry Frith—when pilotage was a specific subject. Everything else—and rightly so from their point of view—is a matter of the interests of masters, mates or ratings as the case may be, but it is not pilots' interests.

Deep Sea Pilotage—Europilots

Mr Godden: On the 18th January this year the Chairman of the Europilots Association, which is an association of deep sea pilots, 50 in number, wrote to Frank Berry on several counts, the main one being that they had no voice in any negotiations carried out with the Department of Trade on compulsory or otherwise deep sea pilotage around the British coasts. They wanted to be members of the UKPA. We have at the moment an atmosphere of compulsory pilotage. There is no doubt about that. The French, the German and the Danish deep sea pilotage organisations are growing daily. The UKPA has under its wing, at the last

count, 190 members who have deep sea certificates in addition to their pilotage district licences. The UKPA have advocated, and still are advocating, compulsory pilotage in the Channel and estuarial entrances to our ports, together with ship separation and routing. We think that we cannot on the one hand say that you must have compulsory pilotage for those areas and yet take no note of 50 pilots who are full-time deep sea pilots. Although they cannot belong to the UKPA, they have asked whether they can be affiliated. We decided that we would like to set up a liaison committee with certain pilots from the UKPA Executive—five in number and with interests which go with deep sea pilotage.

Edgar Eden did write a letter on the 9th June this year to the House of Commons, pointing out that as the Industry sub-Committee was examining the prevention of collisions and strandings off the British coast, with 190 deep sea members we would like to give evidence. This was actually granted to us, but the Europilots had no access. We think in the Executive that if the Europilots were with us on a liaison committee, with the same umbrella of the secretariat, we could get further by having a joint meeting with them.

They still want to belong to the UKPA, but this is for the future as to whether or not we will change our rules or change their certificates to licences before they can become fully paid-up members. We realise that we will have to work out some kind of fee for these pilots. Mr Gerald May, who came to see us is going to send a letter to his 50 Europilots setting out our proposals. A number of these pilots are difficult to get hold of. They could never come to this kind of conference. Their general meetings are ill-attended, not through choice but because they have to work far and wide and they are not, as we are, able to attend meetings quite so regularly.

If you agree that we should have this liaison committee we feel that in future it will bring all pilotage in UK waters under the umbrella of the UKPA.

Mr Salter: Why is it only in the distant future that these fellows can be affiliated to the UKPA?

Mr Godden: We have to say in the future because even today we do not know what

the reply from the Europilots will be. There are 50 of them, who probably have 50 completely different opinions, if I know pilotage politics at all. So we have to find out what they want. Do not forget that pensions come in here as well. They are very interested in belonging to our pension fund. They would have no back years to contribute at all. It is a very difficult situation. The matter would have to go to our Fund to see whether they could become members. Also, the UKPA rules state that we should be licensed pilots. They are not licensed; they are certificated. We have to see if they want us and if we want them. We did not want to put in a set date on when they would come in on a full basis.

Mr Logie: Are there North Sea pilots?

The Chairman: Indeed, yes.

Mr Roberts: Are they only a portion of the total North Sea pilots, because at EMPA the Dutch licensed pilots have a

very different attitude to their North Sea colleagues, who are men who are not certificated or licensed.

Mr Godden: These are British certificated pilots. I have been given the rules of the Europilots. They have a rule book which is similar to ours. It says: "The Europilots. The Association shall be called British Europilots. Any British person who holds a deep sea certificate granted by a competent authority shall be eligible for membership, but not if he also holds a district licence."

The Chairman: Well, gentleman, you have received the report by Mr John Godden on the action that the Executive have taken on this matter. Could we have a resolution that the action taken by the Executive Committee on the question of Europilots be approved?

On the motion of Mr T Roberts, seconded by Mr Mann, this action was approved.

Obituary

E C FRENCH

It is with deep regret that the Humber Pilotage Service have to report the death of Edward Colin French, age 49, on 16th November, 1978, after a prolonged illness.

Colin served a six-year apprenticeship on the Humber before going to sea to obtain his foreign-going certificate, previously having been a cadet at the Trinity House Navigation School.

He was appointed on the 20th August, 1955 and, for the next 20 years, kept a meticulous diary of all the ships he piloted ranging from the smallest fishing vessel to the modern super-tanker. At the time of discontinuing this record he had totalled 4,401 acts of pilotage.

He will be sadly missed by his friends and colleagues. RV

D H TATE, MBE

Dan Tate's career in pilotage spanned over forty years, from being apprenticed to the Tees Service in 1925 until ill-health forced premature retirement in 1968.

He left his mark locally, nationally and in Europe, becoming a member of the Tees Pilotage Authority and the UKPA Executive in the late 1940s. It was as Senior vice-President of the UKPA during the 50s and 60s that he was at his most active leading the UKPA team on the Letch Committee which, for the first time, brought some national order to rate negotiations.

In 1958 he began work on the project most dear to his heart, a National Scheme, which he realised, was the best way to improve our pensions. It was typical of him that, at this time, he lodged objection to an improvement in his own pension fund on the grounds that it was still inadequate. The Scheme was further improved.

Dan could not bear to be idle and was a keen gardener and home handyman. His great delight was in fell walking and he completed the Pennine Way Walk (on occasion being recovered from remote locations in atrocious weather by his colleagues).

He survived several heart attacks during his ten-year retirement but finally succumbed on the 2nd of February.

(Continued overleaf)

His family have our sympathy. He was cremated with a simple ceremony at Bournemouth and the President of EMPA mourned his Honorary vice-President with a group of former associates from the UKPA, TGWU and several pilot services.

GAC

Letter to the Editor

From W L D Bayley

Isle of Wight
29th January, 1979.

Dear Mr Colver

I would like to refer to the article *Aspects of the High-speed Pilot Boat* by Arthur Bowbeer which was reprinted in the October 1978 issue of *The Pilot* after originally appearing in "Ship and Boat International" in March, 1978. This article appears to credit the Humber Pilot Service with the development of the high-speed pilot launch; might I please be allowed to correct this impression for your readers? I have written in similar terms to the Editor of *Ship and Boat International*.

The first United Kingdom pilot service to withdraw a cruising cutter and replace it permanently with fast pilot launches which proceeded to sea only as required was the Isle of Wight District of Trinity House. The Needles Station was served by 70-ft launches with a service speed of 16-knots as from June 7th, 1960. TT Boat Designs of Bembridge in the Isle of Wight produced a prototype 40-ft high speed pilot launch, *Versatile*, for Trinity House in late 1969, which underwent suitability trials in conjunction with the Nab Station cruising cutter. The cruising cutter was withdrawn permanently from station in January 1970, and the Nab Station was thereafter maintained exclusively by 40-ft high-speed launches operating from Ryde Pier.

It became obvious that standardisation of the launches at the Nab and Needles was economically and practically desirable, and the 70-footers were dispersed to other stations, both sea stations being served exclusively by a standardised 40-ft Hal-matic-hulled high-speed pilot launch from August, 1972.

As an Isle of Wight pilot myself, origin-

ally I bitterly regretted the passing of the cruising cutters with the almost club-like camaraderie they generated amongst pilots waiting to ship or to land after bringing a ship out. We younger pilots learned a lot of our craft listening to the more experienced men "talking shop". However, economies had to be made, and, certainly, the increase in time spent ashore instead of on the cutter was welcome in many respects, especially to those of us prone to sea-sickness!

The world-wide success of the TT pilot launch must be attributed in no small measure to Commander J R Sharpe, the Trinity House officer who is presently in charge of all the Isle of Wight fast launches. When I first joined the Service in 1960, Jack Sharpe was Mate of the *Penda*, one of the cruising cutters. From there he moved to take command of one of the 70-ft launches, transferring to the 40-footers when they entered service. He has an unrivalled experience of pilot launch work, which he has readily placed at the disposal of pilotage authorities from Sweden to Australia.

The present complement of launches in the Isle of Wight District is one on station at the Needles, based on Yarmouth, IoW; two on station at the Nab, based on Ryde Pier; one to serve the Southampton Docks/Fawley/Hamble requirements and two in reserve at the Trinity House depot in East Cowes. A smaller Cheverton-built launch is used for Portsmouth Harbour work, and there are, of course, some of the older boats used in the District before the advent of the fast launches, including *Jessica*, the original glass-fibre hull, built at Thorneycroft's Thames-side works.

You might be interested in the following statistics for launch operations in the years 1973 and 1974, before the Humber operations commenced:

	1973	1974
Ships served at the Nab:	6,660	5,144
Ships served at the Needles:	2,153	1,737
Estimated total mileage run:	161,272	144,749
Average miles run per ship-service:	18.3	21.40

Coastlines

Frank the Met

At the Humber Pilots' annual Christmas Dance of 1978, the presentation of a Barograph was made to Mr Berry to mark his retirement as the Senior vice-President of the UKPA. The presentation was made by Clive Wilkin, the Pilots' Local Repre-

sentative, to show the appreciation of the Humber Pilots to the hard work that Frank gave to the UKPA Executive. In the photograph: Mrs Edna Berry, Clive Wilkin, Mrs Pat Watson and Frank Berry.

Ah, So!

These international conferences produce some profound sayings over the refreshments. The Mexican pilot was asking the representative of Eire if there was a literal translation into Eirse of the well-known Spanish word, Manyanah. After a moment of serious thought came the reply, "Well yes, there are several, but none seem to capture that same pressing sense of urgency".

Humber v Tees

The third annual golf match between the Humber and Tees Pilots took place on the 12th October at Strensall, the home of York Golf Club. With perfect weather and the course in fine condition the scene was set for another friendly but competitive clash. The burning question was "could the Tees make it three wins in a row or would Humber stop the rot?"

Due to the limited daylight available it was agreed to play a four ball match play format, with six matches in the morning and six in the afternoon. The outcome was a modest victory for the Humber team by 8 matches to 4. No need to count "holes up" this year and here endeth the rot.

We only hope the Tees team exercised a little foresight and had the Goblin Trophy photographed because it now takes pride of place in the shore station at Spurn and looks as if it has been designed to do just that.

Seriously lads, it was another marvellous day's recreation and long may they continue. Keep your clubs honed for next year when we will look forward to seeing you back at Strensall in June. . . Meanwhile, why not try the pills—they seem to work.

Mike Wilkinson



(Continued from previous page)

Total fuel used (gallons):	99,987	89,916
Lowest individual launch mileage, full year:	20,874	20,098
Highest individual launch mileage, full year:	29,522	25,871

It should be noted that these figures relate only to services where a pilot was actually landed or shipped. "Placing" runs and loans to other Districts or Authorities are not included.

I hope that your readers will find this information interesting and, if they require information about the operation of high-speed pilot launches, encourage them to go to the people with most experience of their use, Trinity House.

With kind regards,
Yours sincerely,
Bill Bayley

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	K. E. Powell	Pilot Office, Berth 37, Eastern Docks, Southampton, SO1 1AG
Wight and Portsmouth		
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	"Stonchenge", 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