



# THE PILOT

The official organ  
of The United  
Kingdom Pilots'  
Association



No. 197 (Vol. 52 No. 2)

April 1981

*Want space*

## NINETY-THIRD CONFERENCE

Continued from the January Issue

### COMMISSION OF THE EUROPEAN COMMUNITIES

To the Hon Secretary, Scottish Guild of Pilots, Linlithgow

Brussels, 23 December 1980

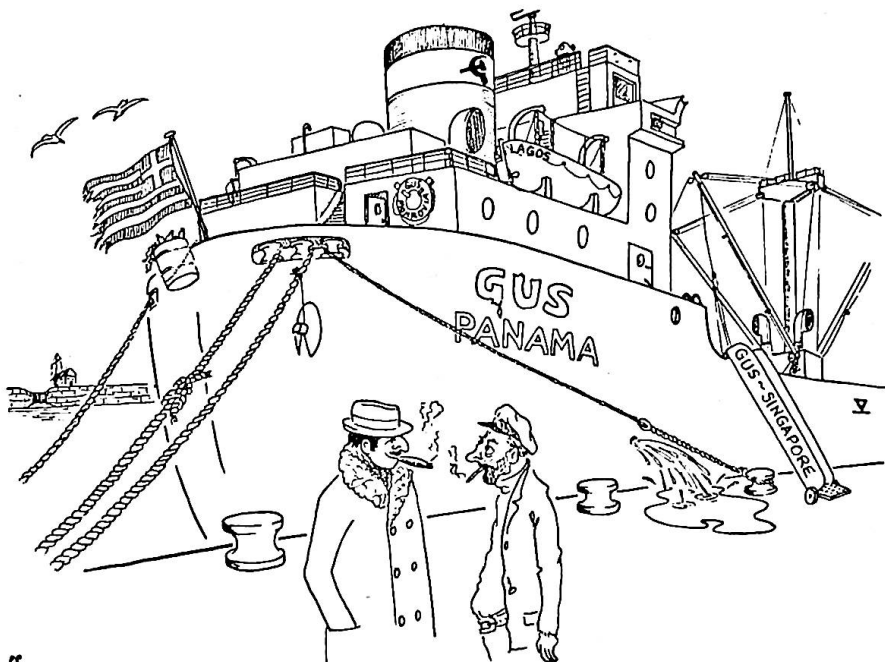
Dear Mr Barclay,

Thank you for your letter of 4 November about Panamanian flag ships beneficially owned in Germany. I have now looked into this and can say that these ships are, for public law purposes, considered to be registered in Panama only. They fly the Panamanian flag and are subject to Panamanian manning and other rules.

This means that for pilotage purposes the ships are not regarded as being registered under the law of a Member State. For matters of a civil nature, however, the original German registration is still applicable; for example, a mortgage of the ship remains unimpaired.

Yours sincerely,

*RICHARD BURKE* Member of the Commission



".. AND LAST BUT NOT LEAST CAPTAIN - I GOT FOR YOU A BRITISH CHIEF OFFICER SO YOU SAIL WIZOUT ZE PILOT O.K.!"

## UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W8 (01-727-1844)

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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)
1979	J A Hogg (Tyne) 20 Langdon Close, Preston Grange, Tynemouth, Tyne and Wear	(North Shields 573864)
1979	G M Logie (Yarmouth) Claremount House, 71 Marine Parade, Gorleston-on-Sea, Norfolk	(Gt Yarmouth 62932)
1979	N C Walker (London Sea Pilots North) Esplanade House, 32 Kings Quay Street, Harwich, Essex	(Harwich 2224)
1980	D W Davis (London Sea Pilots South) Reams Cottage, Mill Lane, Worth, Deal, Kent CT14 0DU	(Dover 612591)
1980	J Bennett (South East Wales) Brent Knoll, 92 Port Road East, Barry, South Glam.	(Barry 734724)
1980	C C Wilkin (Humber) 273 Beverley Road, Kirkella, Hull, North Humberside	(Hull 653323)

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*Auditors* .. .. Messrs Arthur Andersen & Co, London

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*Editor of "The Pilot"* .. .. David Colver

## EMPA Report 1980

The 18th Annual Conference of the European Maritime Pilots' Association was held at the Park Hotel, Bremen, on 3rd - 6th June. The hosts were the "Bundeslotsenkammer" - the Federal Chamber of (German) Pilots.

The United Kingdom delegation consisted of H Frith, M Hooper and N Walker. The Technical Committee was attended by J Tebay and J Edmondson (as President of IMPA) attended for one afternoon to deliver a paper on IMCO. Due to their affiliation with the national body, Europilots were eligible to be present as observers, and M Butler and G May attended in this role. N Owen presided as a vice-President.

The AGM opened with the Irish delegate asking for a reduction in subscription for his nation. He wished subscriptions to be on a *per capita* basis. Although sympathetically heard by a number of countries, the UK delegation were adamant that the subscription was the "cost" of joining the Association, and were against a *per capita* principle. This was largely the overall view, although the matter was not satisfactorily resolved and will arise at the next AGM.

Success was reported by Finland in their negotiations with their Authorities for improvement in wages and conditions. The Conference further agreed to support both Greece and Portugal along the same lines, and telegrams were to be prepared to the respective Governments. Ireland were also in dispute with their Authority, and an EMPA vice-President was to offer to assist on a consultative basis.

Detailed and lengthy discussions took place over the desired "consultancy" status of EMPA with the EEC Maritime sub-Committee. It was noted that two Council Directives had been issued covering Minimum Tanker Requirements and Check List, and Deep Sea Pilotage. The Conference felt strongly that there had been insufficient consultation with pilots prior to the drafting and subsequent publication of these Directives. This was regarded as most unsatisfactory and, now that the result of this lack of liaison is plain for all to see or read, it was resolved that all possible pressure should be brought to bear on interested parties to further promote the consultative role of the Association.

It was pointed out that a further point of influence should be the European Parliament at Strasbourg. All EEC nation delegates were urged to make contact with their local Euro-MPs and acquaint them with current planned legislation for safety and risk of pollution of the seas bordering their coasts. The UK delegation were able to quote their success with Mr Amedee Turner as an example.

Deep Sea Pilotage and the complex problems concerned therewith were debated, and it was proposed that all member countries with pilots offering this service should endeavour, with some urgency, to bring these pilots into their national organisations in some form or another before the next AGM. Two UK Deep Sea Pilots were present as observers and took the opportunity of highlighting the growing practice of "protectionism" currently being practised in Sweden and threatened in Holland.

The President of IMPA, J Edmondson, acquainted the Conference with details of the proposed plans of IMCO. A number of issues were of great importance to pilots. Training and medical fitness were mentioned, but the most serious is the proposal to have marine qualifications, such as a Master's Certificate, periodically re-validated or withdrawn. The approach of various Governments to these proposals was outlined, and the UK Government response gives reason for concern. They do not accept that pilots are exempt from re-validation.

## INTERNATIONAL MARITIME PILOTS' ASSOCIATION

## REPORT OF IMCO PROCEEDINGS 1978-1980

Since the activity of the 1978 Conference on the Standards, Training and Certification of Watchkeepers, the intervening two year period to date has been quieter, but no less busy, and a number of matters of concern to pilots have been in the forefront of IMCO's work.

In the two year period since the last general meeting in Kyoto the Association has attended the meetings of the sub-committees on Safety of Navigation, Life Saving Appliances, Design and Equipment and Standards of Training and Watchkeeping, the Maritime Safety Committee, Council and Assembly.

**Safety of Navigation**

During the two year period much of the sub-Committee's time has been devoted to the development of carriage requirements and performance standards for automatic radar plotting aids; the routing of ships; matters related to the 1972 Regulations for the Prevention of Collision at sea; ship movement reporting systems; operational performance standards for shipborne navigational aids; world wide VHF navigational channel; amendments to the International Code of Signals; signal requirements for ships carrying dangerous goods in harbour limits; review of international requirements and recommendations for navigational aids; deep sea pilotage in the North Sea and English Channel; units for indicating wind speed; collision avoidance systems; matters related to search and rescue; accuracy requirements and harmonisation of radio navigation systems; *Omega* differential correction systems; bridge lay-out; guidance on the use of VHF at sea; recorder of operational data for ships.

Matters related to 1972 Regulations for the Prevention of Collision at Sea: some countries supported the sub-Committee's view, reached at the 21st session, that amendments would only be justified in cases of serious error or ambiguity which could be assessed as a result of information from users, and those countries which were of the opinion that the amendments proposed comprise only corrections, clarifications and important improvements to the rules.

*(Continued from previous page)*

The Technical Committee were in session for a full day and reported on ladders and hoists, access points, steering gear, black boxes and IMCO standard vocabulary. Full details are covered in a separate report by J Tebay.

There was free discussion on Operating Limits in Fog, Legality of Steering by, Automatic, Sub-standard Ships and Crews, Pilots Operating Radar, and the Merits (if any) of Simulator Training. The delegates were supplied with two booklets covering the Earnings and Working Conditions of Association Members in 1979. (These books have been duplicated and passed to members of the UKPA Executive for distribution).

There were requests from the Secretariat for information from member countries on Training, Qualifications, Medical Standards and Changes in Legislation.

All fourteen of the European countries subscribing to EMPA attended the Conference. The 19th AGM will be held in Lofthus in Norway next summer, at a date yet to be finalised.

M H C Hooper

The sub-Committee considered in particular Rule 10 and a draft amendment was prepared for submission to the twelfth Assembly (November 1981) for implementation immediately thereafter. This amendment would cater for survey and lighthouse service vessels, *etc*, which were unable to perform their duties without contravening Rule 10.

The application of Rule 10 to vessels laying or repairing submarine cables or pipe lines was also considered.

Concern was expressed that in a recent case the Scottish court had ruled that a power driven vessel which was underway but lying stopped was not a give-way vessel in relation to another power driven vessel approaching from her starboard beam. The courts of England and the United States of America take the contrary view.

World wide VHF navigational channel: this matter remains under discussion and countries were divided on whether such a channel was needed, but the majority view was that there is such a need. It was agreed that the range of communication should be limited and that there should be no more than two active loudspeakers on the bridge.

Amendments to the International Code of Signals: although IMPA expressed reservations on the proposal put forward by the United Kingdom it was agreed that the letter P, when made by sound signal by a vessel at sea, would indicate "I require a Pilot". Canada supported the IMPA reservations and suggested alternatives, but the USA supported the United Kingdom and the proposal was approved.

Also on a proposal from the United Kingdom the sub-Committee agreed to delete from the Code the use of semaphore as a means of communication.

Signal requirements for ships carrying dangerous goods in harbour limits: in response to a request for information it was disclosed that in most countries the International Code flag 'B' is used by day and an all round, fixed red light is used by vessels carrying dangerous goods in harbour limits and, in spite of the reservations of the United Kingdom, it was agreed that if signals were to be used, they should be the international code flag 'B' by day and a single, all round, fixed, red light by night.

However, the display of these signals shall depend on the regulatory authority deciding when a ship shall be required to exhibit them, bearing in mind the type of ship, the traffic situation, the lay-out of the port and the categories and quantities of dangerous goods carried. A decision as to whether the exhibition should not be required while ships are under way was deferred.

Review of international requirements and recommendations for navigational aids: draft performance standards have been prepared for devices to indicate speed, distance covered through the water or over the ground, for ARPA and navigational radar equipment.

The Federal Republic of Germany proposed that Regulation 12 of Chapter III should include a requirement that all new ships of 100,000 tons gross and upwards be fitted with a rate of turn indicator and, in spite of the opposition of the ICS, it was agreed as a matter of priority to develop the performance standards at the next session (early 1981) in order that the FRG proposal could be approved as a Resolution at the XIIth Assembly, in November 1981. If adopted, this Resolution will bring into effect a proposal first made in a paper to the Maritime Safety Committee, by IMPA, in August 1973.

Deep sea pilotage in the North Sea and English Channel: the United Kingdom, on behalf of the countries bordering the English Channel and North Sea, submitted a paper "Rules and Regulations for the Good Government of Deep Sea Pilotage". A copy of this paper NAV XXII/10/13 is attached hereto. The sub-Committee took note of the paper and was informed by a representative of the EEC that the European Community Council, in December 1978, had adopted a directive endorsing the rules and regulations contained in the paper.

The rules and regulations became operative on January 1st 1980, and a draft Assembly Resolution for submission to the XIIth Assembly was prepared inviting all member governments to encourage ships flying their flags to use the services of adequately qualified deep sea pilots.

**Units for indicating wind speed:** after taking note of a paper from Canada and information provided by the World Meteorological Organisation, it was agreed that for meteorological observations provided by ships, weather bulletins and gale warnings provided for shipping, wind speed should be expressed in knots, and in addition metres per second may be used if the wind force is not given in Beaufort notation.

**Matters related to search and rescue:** the sub-Committee examined a proposed revised surface-air code of visual signals for use by survivors, which had been submitted by ICAO, and concurred with the proposals. So far the 1979 Search and Rescue Convention had been signed by three countries, subject to ratification.

**Collision avoidance systems:** opinions of governments were sharply divided on the need to carry these systems, their reliability and their performance standards. Views were expressed that ARPA (automatic radar plotting aids) should not be required until more experience had been gained, that they should be restricted to vessels over 10,000 GRT and that sufficient time be allowed, before any required date for the carriage of the system, for seafarers to be adequately trained in the use of the system and acquire an understanding of its limitations.

**Guidance on the use of VHF at sea:** the sub-Committee has prepared a revised text of the "Guidance on the Use of VHF at Sea" and this has been circulated to all governments for comment. Certain amendments have been put forward by the United Kingdom Government and the Secretariat has been instructed to prepare a re-edited text of the Guidance which would include the United Kingdom proposals, and final consideration will be given to the text at the next session of the sub-Committee.

**Bridge lay-out:** the sub-Committee agreed at its next session to consider international guide-lines on bridge design and lay-out and it is hoped that certain basic principles will be accepted which will enable a draft resolution to be prepared for adoption at the XIIth Assembly, in November 1981.

**Recorder of operational data for ships:** the sub-Committee noted information concerning a Norwegian research project on the feasibility of developing a recorder of operational data for ships similar to an aircraft flight recorder ("black box") and Japan has agreed to provide technical details on experiments carried out in that country with data recorders.

#### Standards of Training and Watchkeeping

Following the international conference on the training and certification of seafarers, the Convention on Standards of Training, Certification and Watchkeeping, 1978, the Convention was opened for signature on December 1st 1978, and so far it has been ratified by the Federal Republic of Germany, the German Democratic Republic and the USSR.

Consideration has been given to developing a standard form and title for an international certificate of competency, and a preliminary draft text was prepared for recommended certificates for masters and officers.

Manning scales for seagoing ships have been considered and the principle of an eight-hour working day, as opposed to the principle of working hours being negotiated collectively between shipowners and seafarers, was discussed.

Basic principles were considered and ship-board activities that should be carried out were defined so that the operation and maintenance of the ship and its equipment and the carriage of cargo would not pose hazards to seafarers, passengers and other persons, to property or to the environment.

There was a difference of opinion between delegations as to whether manning scales should be settled individually for each vessel or whether basic manning scales were desirable and the matter is to be further considered.

The training, qualification and operational procedures for maritime pilots was an agenda item for the 13th session of the sub-Committee, held in April 1980, and this is a separate agenda item.

#### Life Saving Appliances

The Safety of Life at Sea Convention, (SOLAS) 1974, having been ratified by at least 25 countries owning at least 50% of the world's gross tonnage, entered into force on May 25th 1980.

Since our meeting in Japan there have been two meetings of the sub-Committee on Life Saving Appliances, and the two major items of work have been the revision of Chapter III of SOLAS, 1974 and the prevention of hypothermia.

Consideration of the last named subject has concentrated on one of two types of survival suit, one for use by survivors in life rafts who have been in the water for a short time, or for persons who may have to enter survival craft from the water, and an exposure suit with a higher degree of protection for a person who may not be able to enter a survival craft.

A working group also prepared revised draft guide lines to seafarers on problems associated with cold water and the mitigation of its effects. These guide lines include advice for seafarers on accidental immersion and the steps necessary to survive, and the principles of treating persons rescued from cold water.

Previous work of the sub-Committee dealing with accommodation ladders used for embarking or disembarking pilots was adopted by the XIth Assembly as an IMCO Resolution, A426 (XI), a copy of which is attached to this report.

Following the writing of this report, and before the meeting in Mexico City, there will be another meeting of the sub-Committee on Life Saving Appliances. Any matters of importance or significance will be the subject of a verbal report.

#### Design and Equipment

The work of the sub-Committee during the last two years which is of direct concern to pilots has centred on two subjects, noise levels on board ships and steering systems and manoeuvrability of ships.

IMPA was concerned about the levels of noise on ships' bridges caused by main engines and auxiliary machinery, ventilation systems, *etc* and proposed that consideration be given to seeking ways of reducing these levels in the interest of safety of navigation.

Other papers on this subject were more wide ranging, considering levels of noise in all the main parts and sub-divided parts of the ship, particularly the engine room and machinery spaces and the accommodation, (sleeping areas, public rooms, galleys and both inside and outside recreational areas).

A working Group was established to draw up a draft Code of Practice for Noise Levels in Ships. This included a glossary of definitions, a list of the areas in the ship to which the Code would apply and a table of noise levels in some of those spaces which are permitted by those countries which have already drawn up regulations.

The main concern of the Working Group appears to be the effect of noise on the crews' health and, to a lesser extent, their efficiency and, to this end, a further table was drawn up which appeared to be a consensus of the maximum levels appearing in national codes.

In the case of ships' bridges the maximum level of noise recommended to be permitted was second only to those levels permitted for engine rooms and machinery spaces, etc.

IMPA expressed concern that the high level of noise permitted on the bridge might, even in the short term, have an effect on the threshold of audibility of pilots and navigating watchkeepers, especially in areas of poor visibility and/or traffic.

Since the *Amoco Cadiz* disaster the matter of ships' steering gear and the manoeuvrability of ships has become a major item on the sub-Committee's agenda, and this is an on-going subject, covering such aspects as the provision of duplicated hydraulic systems' oil reservoirs with low oil level alarms, arrangements for short distance emergency towing, the towing of VLCCs, the inadequacy of the anchor equipment of large tankers in an emergency and new types of braking devices.

Comments are being sought on the effect that duplication of propulsion units and rudders may have on the manoeuvring of large ships.

Following the writing of this report, and before the meeting in Mexico City, there will be another meeting of the sub-Committee on Design and Equipment. Any matters of importance or significance will be the subject of verbal reports.

*J A Edmondson*

## IMCO

*SUB-COMMITTEE ON SAFETY OF  
NAVIGATION – 22nd session  
Agenda item 10*

*NAV XXII/10/13  
7 December 1978*

### DEEP-SEA PILOTAGE IN THE NORTH SEA AND ENGLISH CHANNEL

Note by the Government of the United Kingdom

1 The hazards associated with navigation in the congested waters of the North Sea and English Channel have resulted in many ships' masters enlisting the assistance of deep-sea pilots. The pilotage authorities of the countries principally concerned are anxious that the highest standards should be required of the deep-sea pilots who work in this area, and they have prepared "Rules and Regulations for the Good Government of Deep-Sea Pilotage in the North Sea and English Channel". A copy of this document is attached. The standards in these Rules and Regulations will be the minimum requirements of all subscribing pilotage authorities, and in some cases deep-sea pilots will have had to comply with stricter qualifications and conditions.

2 The North Sea Pilotage Commission have asked the United Kingdom Government to submit the Rules and Regulations on their behalf, with a view to inviting Member Governments to recommend to their ships, who wish to take a pilot in the North Sea or English Channel, to take a pilot qualified under the Rules and Regulations. The Rules and Regulations will be progressively introduced by the subscribing authorities over the next year. Any recommendation should not therefore become effective before 1 January 1980. The names of the subscribing authorities and the dates from which the Rules and Regulations will be effective will be circulated to Member Governments.

3 Member Governments are therefore invited to note the contents of the "Rules and Regulations for the Good Government of Deep-Sea Pilotage in the North Sea and English Channel", and to recommend to their ships, which wish to avail themselves of deep-sea pilots in the North Sea and English Channel, only to take pilots qualified under these Rules.

## ANNEX

*NAV XXII/10/13*

### RULES AND REGULATIONS FOR THE GOOD GOVERNMENT OF DEEP-SEA PILOTAGE IN THE NORTH SEA AND ENGLISH CHANNEL

*(as agreed by the Conference of North Sea Pilotage Authorities  
during the meeting in Antwerp on 12 and 13 May 1976)*

#### 1 DEFINITION

Deep Sea Pilotage as dealt with in these Rules and Regulations consists of rendering assistance to masters of sea-going ships by pilots licensed or certificated by the North European Pilotage Authorities.

These Deep Sea Pilots are to act solely as advisors to the masters of sea-going ships, the masters alone being responsible for the safe navigation, conduct and manoeuvring of their ships.

#### 2 QUALIFICATIONS FOR A DEEP-SEA PILOT

2.1 Candidates shall hold a Foreign-Going Master's Certificate without tonnage limitation or its equivalent.

2.2 Candidates shall have had at least 6 years' experience as Master or First Officer while holding their Foreign Master's Certificate or at least 4 years' experience as a fully licensed Pilot for a District.

Note: It is considered desirable for candidates to have had command experience, but this is not obligatory.

2.3 Candidates shall provide evidence of having had sufficient practical experience of the waters for which they seek a licence or a certificate.

Note: The assessment of a candidate's experience will be the obligation of each Pilotage Authority and shall be at their discretion. Due regard will be given to the sizes of vessels in which a candidate has served in relation to the sizes of vessels which he will be expected to pilot when licensed or certificated.

2.4 Candidates shall hold a Radar Simulator/Navigator Certificate or its equivalent issued within the preceding 12 months.

2.5 Candidates shall be in the possession of an official medical certificate covering colour vision, general health and minimum standards of eyesight and hearing.

2.6 Candidates shall produce evidence of good conduct, integrity and reliability of character.

2.7 Candidates shall be in possession of a Bridge Book for the area for which they seek a Deep Sea Licence or Certificate and shall produce it to the examiner.

Note: A Bridge Book is a navigational notebook recording such information as courses, details of lights, hazards, etc, and incorporating sections of charts.

2.7.1 The following basic format of a Bridge Book should be adopted:

2.7.1.1 The basic information to be that laid down in Rule 4 of these Rules and Regulations.

2.7.1.2 The following additional information to be included:

2.7.1.2.1 The location of well-heads, oil rigs, artificial islands, *etc.*

2.7.1.2.2 Helicopter information.

2.7.1.2.3 Health regulations.

2.7.1.2.4 ETA – procedures.

2.7.1.2.5 A file of current Radio Navigational Warnings in NW European Waters.

2.7.1.2.6 Details of Annual Notices to Mariners issued by the British Admiralty.

2.7.1.2.7 A copy of the “Standard Marine Navigational Vocabulary”.

**Note:** The Bridge Book should enable the pilot to navigate a ship not in possession of the latest navigational information. It is envisaged that the Deep Sea Pilot might carry a smaller book for use in a well found ship.

The above list of contents should be considered as a minimum standard and the Deep Sea Pilots should be free to add additional material as they see fit.

Each Pilotage Authority should keep its navigational information up to date so that each Deep Sea Pilot’s Bridge Book can be checked when the Deep Sea Pilot is re-examined. It may be convenient for this information to be in the form of a master copy Bridge Book.

Caution should be exercised by any Authority providing information for its licensed or certificated Deep Sea Pilots in so far as its responsibility for the accuracy of the information supplied is concerned.

It should be the Deep Sea Pilot’s responsibility to keep the Bridge Book up to date and not that of the Authority who has licensed or certificated him.

### 3 EXAMINATION

3.1 The issuing Pilotage Authority will fix an upper age limit for accepting candidates for examination, in no case above the age of 60.

3.2 The issuing Pilotage Authority will agree upon a common syllabus, conduct their own examinations and issue licences or certificates.

3.3 The examination is to be conducted by a panel nominated by the issuing Pilotage Authority.

3.4 The issuing Pilotage Authority will issue a Deep Sea Pilot’s Card to show that the Pilot holds a Deep Sea Pilotage Licence or Certificate complying with these Rules and Regulations.

**Note:** The text of the card should be in English plus the national language if required.

The individual Authority emblems should appear on the card.

The date of issue should appear on the card and the card should be produced at the annual re-examination, or as otherwise directed, so that the card may be renewed each year or at the discretion of the Authority.

It is recommended that a list of names of all Pilots of all nationalities issued with Deep Sea Pilot’s cards should be sent to the boarding/landing stations.

3.5 Candidates will be expected to possess a specialist knowledge of that part of the English Channel and the North Sea, that lies between a line drawn from Beachy Head to Dieppe and a line drawn from Orfordness to Ijmuiden, and a general knowledge of these parts of the English Channel and the North Sea, that lie outside this designated area, as the Pilotage Authority examining the candidate may decide.

### 4 SYLLABUS FOR DEEP-SEA PILOTAGE CERTIFICATES AND LICENCES

**Notes:** (1) In this Syllabus “area” means the waters for which the applicant desires to be licensed or certificated.

(2) Candidates will be expected to have a general knowledge of the following subjects, but not to have committed all the details to memory.

4.1 International Regulations for the Prevention of Collisions at Sea.

4.2 Systems of buoyage used in the North Sea and the English Channel.

4.3 The characteristics of the principal lights and their angles of visibility, the fog signals, racons and DF Beacons in use in the area.

4.4 The names and characteristics of the channels, headlands, points and shoals in the area.

4.5 The fairway courses and distances in the area.

4.6 The depths of water throughout the area including the effect of negative tide surges and sand waves.

4.7 The positions, names and characteristics of the principal buoys, beacons, light vessels, structures in the sea and other sea marks in the area.

4.8 Knowledge of the seaward limits of local pilotage areas and pilots’ cruising grounds and pilotage communications.

4.9 A knowledge of communications, international R/T procedure, search and rescue facilities, and courses of navigational information.

4.10 The clearing marks for shoals and points by day and night in the area.

4.11 The anchorages in the area.

4.12 The general set, rate, rise and duration of the tides and the use of the tide table for the area.

4.13 The general appearance of the coast in the area.

4.14 A working knowledge of bridge equipment and aids to navigation.

4.15 A thorough knowledge of traffic separation schemes in the area.

4.16 The systems of radio navigational warning broadcasts, both long range and local in the North Sea and English Channel and the type of information likely to be included in each.

4.17 Any other relevant information at the discretion of the Examiners.

### 5 HOW DEEP-SEA PILOTS MAY WORK

5.1 Deep-Sea Pilots may work only in waters outside the seaward limits of local pilotage areas unless otherwise permitted by local law or regulations.

5.2 Deep-Sea Pilots will be required to take adequate rest periods between each act of pilotage and also should agree in advance with the master for adequate rest periods during each passage, and the Pilotage Authority will check that this has been done.

### 6 REQUIREMENTS FOR RENEWAL

6.1 The issuing Pilotage Authority will fix an upper age limit for retaining a Deep-Sea Pilotage Licence or Certificate, in no case above the age of 65.

6.2 Every Deep-Sea Pilot shall satisfy his Pilotage Authority or other appropriate body, every year or as the Authority shall decide, that his standards of eyesight, hearing and general health are satisfactory.

6.3 The Pilotage Authority may require a medical examination at any time if they have reason to believe that a Deep-Sea Pilot's physical or mental condition has changed.

6.4 Every Deep-Sea Pilot shall satisfy his Pilotage Authority every year, or as the Authority shall direct, that his Bridge Book and his knowledge of the area for which he is licensed or certificated are up to date.

#### 7 DEEP-SEA PILOTAGE NOTE

Every Deep-Sea Pilot shall claim his pilotage charged etc. on an approved type of Deep-Sea Pilotage Note issued by the Pilotage Authority.

#### 8 THE DISSEMINATION OF INFORMATION ON HAZARDS, ETC, IN THE NORTH SEA AND THE ENGLISH CHANNEL AREA

The obligation is on the Pilots to listen in on the broadcasts of Radio Navigational Warnings in North West European Waters (effective from 1 April 1975) and, if possible, information services of the Coastal States.

#### 9 REPORTING OF ACCIDENTS AND FAILURES OF NAVIGATIONAL AIDS

9.1 Every Deep-Sea Pilot shall report immediately to his Authority any accident to the ship which he has piloted. He should also report any alterations found by him to known depths of water, or when he has seen that any seamarks are out of place or do not show their proper characters. Every Deep-Sea Pilot is bound to provide further information on these matters to his Pilotage Authority if requested.

9.2 Every Deep-Sea Pilot shall notify his Pilotage Authority immediately of any evidence of marine pollution that comes to his notice.

#### 10 DISCIPLINE

10.1 The Pilotage Authority issuing a Deep-Sea Licence or Certificate shall have the right to suspend or revoke that licence or certificate in the event of misconduct by the holder, affecting his capacity as a Deep-Sea Pilot, subject to the procedures of national law.

10.2 Any Pilotage Authority receiving information of misconduct in the performance of his duty by any Deep-Sea Pilot shall report it to the Authority which issued that Deep-Sea Pilot's licence or certificate.

#### 11 RATES AND TARIFFS

All Pilotage Authorities shall endeavour to adopt a common basis for charging rates and tariffs.

Note: A system of a basic rate and a mileage charge plus a surcharge for larger size and/or deep draught is recommended.

#### 12 UNIFORM

Pilotage Authorities may require Deep-Sea Pilots to wear uniform.

#### 13 BOARDING FACILITIES

The provision of boarding facilities and the amount of fees for the use of them, rests with the local Pilotage Authority concerned.

All vessels piloted by recognized Deep-Sea Pilots shall be charged the same scale of fees at any one station.

*ASSEMBLY – 11th session  
Agenda item 10 (b)*

*A XI/Res. 426  
19 February 1980*

### RESOLUTION A. 426 (XI) Adopted on 15 November 1979

## ARRANGEMENTS FOR EMBARKING AND DISEMBARKING PILOTS IN VERY LARGE SHIPS

THE ASSEMBLY,

RECALLING Article 16 (i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

RECALLING ALSO Regulation 17, Chapter V of the International Convention for the Safety of Life at Sea, 1974,

RECALLING FURTHER resolution A.275(VIII) which recommends performance standards for mechanical pilot hoists and resolution A.332(IX) concerning arrangements for embarking and disembarking pilots in very large ships,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its thirty-eighth session,

1. ADOPTS the recommendation on arrangements for embarking and disembarking pilots in very large ships, the text of which is annexed to the present resolution;
2. REVOKES resolution A.332(IX).

#### ANNEX 1

1. In all ships where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 metres, and when it is intended to embark and disembark pilots by means of the accommodation ladder in conjunction with a pilot ladder, the ship should carry an accommodation ladder on each side, unless the accommodation ladder is capable of being transferred.
2. The ladder should be sited leading aft. When in use, the lower end of the ladder should rest firmly against the ship's side within the parallel body length of the ship and within the mid-ship half section and clear of all discharges. Equally safe arrangements which might be more suitable for special types of ships should be acceptable.
3. The length of the accommodation ladder should be sufficient to ensure that its angle of slope does not exceed 55 degrees.
4. The lower platform of the accommodation ladder should be in a horizontal position when in use.
5. Intermediate platforms, if fitted, should be self-levelling. Treads and steps of the accommodation ladder should be so designed that an adequate and safe foothold is given at the operative angles.

6. The ladder and platforms should be equipped on both sides with stanchions and rigid handrails, but if handropes are used they should be tight and properly secured. The vertical space between the handrail or handrope and the stringers of the ladder should be securely fenced.
7. The pilot ladder should be rigged immediately adjacent to the lower platform of the accommodation ladder and the upper end should extend at least 2 metres above the lower platform.
8. Lighting should be provided at night such that the full length of the ladder is adequately lit.
9. If a trap door is fitted in the lower platform to allow access from and to the pilot ladder, the aperture should be not less than 750 x 750mm. In this case the after part of the lower platform should also be fenced as in paragraph 6, and the pilot ladder should extend above the lower platform to the height of the handrail.
10. Accommodation ladders, together with any suspension arrangements or attachments, fitted and intended for use in accordance with this recommendation, should be to the satisfaction of the Administration.

### RE-VALIDATION OF CERTIFICATE OF COMPETENCY

The international Standards of Training, Certification and Watchkeeping Convention, 1978, (which has yet to be ratified and implemented), states, (Chapter 11 Regulation 5)

"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 qualify for sea-going service, be required at regular intervals not exceeding five years, to satisfy the Administration to:-

- (a) Medical fitness . . .
- (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."

Paragraph 2 of the Regulation deals with the Administrations' duties in the formulation of refresher and up-dating courses, in ensuring that such courses are appropriate to the experience and duties of persons attending the courses, and that the courses are approved by the Administration. Additionally, for sea-going service on board ships for which special training requirements have been internationally agreed upon, masters must successfully complete relevant training as approved by the Administration.

Due to the intervention of the IMPA the whole of this Regulation was a re-write of the draft submitted to the Conference, and sub-section 1 (b) (ii) was introduced to cater for maritime pilots.

A number of Administrations are going ahead with legislation to implement the requirements of the Convention, as a whole or in part, prior to ratification and implementation.

The Australian Government proposed that all existing holders of Australian certificates of competency as master, with effect from September 1st, 1981, shall have their certificates validated for a varying length of time depending on the age of the holder:

Age 35 and under	:	until 31.8.86
36 to 46	:	until 31.8.85
47 to 57	:	until 31.8.84
58 or more	:	until 31.8.83

Thereafter re-validation of certificates will be for a period of five years.

Existing certificates, (issued before 1.9.81) will remain available for non-statutory use, including use ashore or at sea in the vessels of any other country which accepts them without initial or subsequent re-validation.

Holders of Australian master's certificates who have completed at least one year's service at sea as master within the previous five year period will have to attend a two week up-dating course at a nautical college in addition to any short courses not already taken but which are required for the issue of an equivalent new certificate, in order to re-validate their certificates.

Masters of Australian registered vessels who hold certificates issued by other Administrations and whose certificates are re-validated by those Administrations will, if the requirements of those Administrations for re-validation do not meet Australian standards, have to take such additional course or courses as the Australian Administration may deem necessary.

Holders of certificates as master who have not completed one year's sea service will have to take a six week up-dating course in order to obtain re-validation of their certificates.

Following strong representations and negotiations with the pilots the Australian Department of Transport agreed that pilots who wish to re-validate their masters' certificates need take only a four week up-dating course. However, it was emphasised that as far as the Department is concerned they do not require a licensed pilot to continue to maintain the validity of his certificate after he has been licensed. (It is not the intention of the Department to require its own surveyors and examiners to maintain the validity of their certificates).

A point which concerned the Australian pilots was the possibility that, after completing the four week up-dating course, they might be required to pass a test, but the Department of Transport has stated that, at this time, it is not the intention to institute any form of written test for pilots to ensure re-validation.

A further matter which concerned the Queensland Coast and Torres Strait pilots was their legal position if they did not re-validate their certificates and were involved in an incident when piloting vessels in international waters between the limits of their district licence and the limits of pilotage districts in New Guinea and elsewhere.

Could the individual pilot be held liable for resultant damages or could the service as a whole be called upon? It was suggested that the proper answer to this question could come only from the legal experts.

In the United Kingdom existing certificates will continue to remain valid, (subject to the necessary regulation being made) until August 31st 1986. Thereafter the re-validation procedures demanded by the 1978 Convention will be implemented.



In a letter dated June 30th 1976 the Department of Trade stated “. . . However, it would appear to me that a case could well be made for the UK accepting that service as a pilot is equivalent to service at sea in a sea-going ship. On this basis of course a UK pilot at regular intervals not exceeding five years would, if he wished to maintain the validity of his Certificate of Competency, have to satisfy the Administration as to his medical fitness, particularly regarding eyesight and hearing. Such a pilot, however, would not have to satisfy the Administration as to his professional competence by any special test, or completing an approved course, as long as he had approved sea-going service as a pilot, with no period of interruption, exceeding five years.” However, since writing that letter, officials of the Department have indicated a desire to draw back from a policy of automatic re-validation of all United Kingdom pilots certificates of competency.

The previously declared informal attitudes of the other governments to the matter of re-validation of pilots' certificates of competency is set out below.

- |                             |   |
|-----------------------------|---|
| CANADA                      | - No decision   |
| DENMARK                     | - Pilots certificates of competency will probably be automatically re-validated, although pilots, who possess merchant service foreign going masters' certificates, come under the Ministry of Defence who have not yet formally considered this matter.  |
| FEDERAL REPUBLIC OF GERMANY | - The foreign going masters' certificates held will be re-newable only as coastal masters' certificates.  |
| FRANCE                      | - France has always opposed the principle of re-validation and believes that once a certificate has been issued it is issued for life, subject to incompetence or misdemeanour.   |
| JAPAN                       | - No decision.  |
| NETHERLANDS                 | - After originally stating that pilots' certificates of competency will not be automatically re-validated and that pilots would be required to obtain two year's deep-sea time as 2nd mate in order to secure re-validation, the Netherlands representative has now said that most pilots in the Netherlands will probably be granted automatic re-validation of their certificates. Only with Rotterdam Harbour pilots is there some indecision but they, too, will possibly obtain automatic re-validation. |
| NORWAY                      | - No decision.  |
| SWEDEN                      | - Pilots will probably obtain automatic re-validation.  |
| U.S.A.                      | - All masters' and mates' licences are already required to be re-validated, by the Coast Guard, at intervals of five years after giving proof of proficiency.   |

*J A Edmondson*

### Contribution by Mr Coates

Referring to the paper circulated with the Agenda, Mr Gerald Coates said:

I am not able to improve upon John Edmondson's report on the year's work by our International Association, but I attended the Biennial Congress in Mexico in September.

It was opened by the Mexican Minister of Transport who is a naval architect. I'm sure that, like me, you have cursed naval architects and reviled Ministers of Transport since first you went to sea. I was not able to follow his speech exactly, or even at all, but from the rate of delivery and duration, I suspect that this one may have been getting his own back on pilots.

We received an address from our Honorary President, HM Juan Carlos 1 of Spain.

IMPA was conceived out of necessity, to give pilots a voice where it matters . . . at IMCO, the Intergovernmental Maritime Consultative Organisation . . . the ULTIMATE maritime body. IMCO is increasingly impinging upon pilots and pilotage. More and more our working life, our working relationships and our standing will be governed by opinion at IMCO. It is an organisation of Governments and is therefore susceptible to pressure: most susceptible from the most powerful sources. Those sources are not always kindly disposed towards pilots. Indeed, some commercial opinion has been known to claim the most astonishingly universal maritime knowledge for their personnel, while at the same time, chartering the cheapest and most ill-manned vessels available. Unfortunately, people of great influence can make statements detrimental to pilots in councils which can materially affect our future. We must have a presence and an ability to challenge.

All interests seek to influence IMCO by attachment to Government Delegations or input to Working Groups. Witness the powerful presence of both the International Shipping Federation and the Oil Companies' International Marine Forum on the group dealing with OUR Training Qualifications and Operational Procedures.

Thank goodness for IMPA, our only voice where it matters.

I'm being selective from the agenda in these comments but would like to mention an appeal brought forward by our colleagues in Canada, where the Government wishes to introduce (as an exercise to minimise the risk of accident or pollution) a COMPULSORY vessel traffic management system which would "INSTRUCT" rather than "INFORM" the Pilot. The pilots have expressed opposition to the change to compulsion, only to be told by the proposers that "it works well in Europe, what are you worried about?" (Howls of derision from Europe). We must encourage our Canadian friends lest they succumb and certain European interests then point to Canada as the way ahead. Of course, VTS as it is known is a growth industry and there is a Seminar on it in Bremen next year. Beware!

Revalidation is dealt with in our conference papers, I am told that current thinking is that not all UK pilots would always qualify for automatic renewal, even if automatic renewal becomes the norm.

We discussed embarkation, IALA buoys, ladders, accommodation ladders and hoists and it became obvious that there is an increasing dislike of hoists. Hitherto I have been rather in favour of hoists believing that a good hoist is better than a good accommodation ladder combination, but I suppose that all opinion is formed from experience and it may be that too many hoists have alarmed too many pilots.

We touched upon sailing ships, working conditions, the Panama Canal Treaty, the journal *Pilot International*, casualty statistics, bridge design and layout, and we were obliged to agree a modest increase in Subs of 2 Swiss francs (about 50p) making 12 Sw F per member.

The Congress was well organised by the Mexican pilots: it was a pleasure to attend, particularly as the meetings were well run and magnificently chaired. I received several comments on John Edmondson's ability and the debt owed to him. I wouldn't say it if he were here, but I was rather proud. IMPA also owes a great deal to the enthusiasm of their Secretariat, the "old firm", EDEN & BLAKE.

**Report of a Meeting of the IMCO Sub-Committee on  
STANDARDS OF TRAINING AND WATCHKEEPING  
April 21st to 25th, 1980**

The thirteenth session of the IMCO sub-Committee on Standards of Training and Watchkeeping was held at IMCO headquarters, London, April 21st to 25th 1980 under the chairmanship of Mr T R Fundar (Denmark).

The meeting was attended by representatives of 30 governments and 13 intergovernmental and non-governmental organisations.

The draft agenda was approved; 2. Actions taken by the Maritime Safety Committee; 3. Manning of sea-going ships; 4. Consideration of resolutions adopted by the International Conference on Training and Certification of Seafarers 1978; 5. Training in the use of automatic radar plotting aids; 6. Training and certification of crews of fishing vessels; 7. Training, qualifications and operational procedures for maritime pilots; 8. Training and qualifications of crews serving on mobile offshore units; 9. Any other business.

In opening the discussion on Training, Qualifications and Operational Procedures for Maritime Pilots several countries, (Federal Republic of Germany, Belgium, the Netherlands, India and the USSR) felt that the item should be deferred until the next session. Norway had no objections to the matter being discussed at this session, but considered that the next session would be more appropriate.

The chairman said that to defer the matter to the next session would be to put it off for ever and the item should go ahead.

A Working Group was established to deal with this item and comprised representatives from the government delegations of Egypt, Federal Republic of Germany, France, India, Japan, Netherlands, Trinidad and Tobago, United Kingdom and the United States of America, and from the International Shipping Federation, Oil Companies International Marine Forum and IMPA.

Pilots were attached to the government delegations of Japan and the United Kingdom and the IMPA delegation comprised the President of IMPA, President of the American Pilots' Association, President of the Maryland Pilots' Association and Secretary General of IMPA.

Mr W L Stow, United Kingdom, was elected Chairman of the Working Group.

The Working Group used as its base paper a document prepared by the USA Government which had previously been circulated by IMCO to all members. The paper comprised a draft resolution on training, qualifications and operational procedures for maritime pilots, an annex "Recommendation on Minimum Standards for Training and Qualification of Maritime Pilots" to which was attached an appendix dealing with the assessment of the experience and qualifications of an applicant for licensing or certification as a maritime pilot, and the syllabus for licensing or certification.

A second annex contained "Recommendations on Operational Procedures for Maritime Pilots".

Two full days were spent in detailed consideration of the USA paper and of certain proposed alterations which had been submitted by the United Kingdom and, as a result, a much revised document was prepared for submission to the sub-Committee.

A copy of this paper STW XIII/WP. 4 is attached hereto.

The sub-Committee received the paper, but discussion of the paper was deferred until the next session of the sub-Committee, (early 1981).

However, the Greek Government representative stated that he had serious reservations about the recommendations contained in the paper. The thinking was that services in those areas where good services do not exist would be improved. These recommendations would not do this.

Furthermore there was no definition of a maritime pilot, merely a statement that he was not a deep sea pilot or a master of a ship or a member of the crew of a ship.

This seemed to add up to an admission that IMCO is not the proper forum to deal with this matter. There was a complete absence of the professional standards required. All that seemed to be required was good eyesight and knowledge which could be learnt on a school course. Greece would like to see candidates for the pilot service having 10 years service at sea which would include three years as a master.

These views were supported by the representative of the International Federation of Ship Masters' Association.

*J A Edmondson  
IMPA*

*SUB-COMMITTEE ON STANDARDS OF  
TRAINING AND WATCHKEEPING -  
13th session  
Agenda item 7*

*STW XIII/WP.4  
23rd April, 1980*

## IMCO

### TRAINING, QUALIFICATIONS AND OPERATIONAL PROCEDURES FOR MARITIME PILOTS

#### Report of the Working Group

1 The Working Group met from 21-23 April 1980 under the chairmanship of Mr W L Stow (United Kingdom). The following countries and organizations participated in the Group:

EGYPT	NETHERLANDS
FRANCE	TRINIDAD AND TOBAGO
INDIA	UNITED KINGDOM
JAPAN	UNITED STATES
INTERNATIONAL SHIPPING FEDERATION (ISF)	
OIL COMPANIES INTERNATIONAL MARITIME FORUM (OCIMF)	
INTERNATIONAL MARITIME PILOTS' ASSOCIATION (IMPA)	

2 The Working Group was instructed by the sub-Committee to prepare a preliminary draft resolution on training, qualifications and operational procedures for maritime pilots, taking into account the documents submitted to the thirteenth session of the sub-Committee. These documents are:

STW XIII/7 by the United States;  
STW XIII/7/1 by the Federal Republic of Germany;  
STW XIII/7/2 by the United Kingdom.

Section 8 of the report from the previous session of the sub-Committee (STW XII/11) as well as "Rules and Regulations for the good governments of deep-sea pilotage in the North Sea, English Channel and Skagerrak" drawn up by the North Sea Pilotage Commission were also taken into consideration.

3 the Working Group used the United States' paper STW XIII/7 as a basis for discussion. A revised version of a preliminary draft resolution is attached as an annex of this Report.

4 The Working Group would draw the sub-Committee's attention to the following points:

4.1 The Working Group emphasised throughout its discussion the need to allow flexibility in the recommendations to cater for the wide variety of organizations of pilotage, and for its essentially local nature;

4.2 the Working Group felt that there should be a definition in the Annex to the draft resolution of the type of pilot to which the recommendations apply. This has been included in the draft. The draft resolution and recommendations do not cover deep-sea pilots. The Working Group discussed dock pilotage and concluded that the recommendations could be applied wholly or in part to persons who solely carry out berthing duties;

4.3 the Working Group discussed whether the recommendations should specify a minimum age for pilots. Some members felt that an age limit of 21 was too low and might imply that a 21-year-old was fully competent to act as a pilot. Others felt that to specify a minimum age would at least prevent persons even younger than 21 acting as a pilot. The majority of the Group felt that no reference should be made to a minimum age and this has been deleted;

4.4 the Group felt that reference should be made in the recommendations to the need to ensure that a pilot who lacks recent service in the area should familiarize himself again with the area and should, if necessary, have a health check. A paragraph to this effect has been added in Annex 1 to the draft resolution;

4.5 the Group discussed the role of the pilot and his relationship to the master. They felt that the reference to this in paragraph 6 of the Annex 1 to STW XIII/7 should be omitted because of the wide difference in existing national laws. The reference in paragraph 2 of Annex 2 to the draft resolution which is based on paragraph 10 of Regulation II/1 of the STOW Convention, 1978, was retained;

4.6 the Working Group discussed whether the Syllabus for Pilotage Certification or Licensing should require knowledge of the International Regulations for the Prevention of Collisions at Sea, even when the pilot was operating in areas where these did not apply. Most members felt that knowledge of the International Regulations was important to all pilots, although the Group recognized that in some areas this knowledge was not at present required. The Group felt that the requirement should be retained;

4.7 in discussion of Annex 2, the Recommendations on Operational Procedures for Maritime Pilots, the Group agreed that the exchange of information specified in paragraph 2 of the Annex was desirable but that it would not be possible in all circumstances, because of the various constraints under which the passage might be undertaken.

## ANNEX

### PRELIMINARY DRAFT RESOLUTION OF TRAINING, QUALIFICATIONS AND OPERATIONAL PROCEDURES FOR MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

THE ASSEMBLY,

RECOGNIZING that maritime pilots play an important role in promoting maritime safety and protecting the marine environment,

BELIEVING that the maintaining of a proper working relationship between the pilot, the master and, as appropriate, the watch officer, is very important in ensuring the safety of shipping,

NOTING that since each pilotage area needs highly specialized experience and local knowledge on the part of the pilot, the Organization does not intend to involve itself with either the certification or licensing of pilots or the systems of pilotage practised in the various States, in so far as district pilotage is concerned,

CONSIDERING that development of practical minimum training and qualification standards, and operational procedures to provide an effective interface between pilots and the ship personnel, its bridge procedure and its equipment would contribute greatly to maritime safety,

1 ADOPTS the following recommendations, annexed to this resolution:

- (a) Recommendation on Minimum Standards for Training and Qualification of Maritime Pilots other than Deep-Sea Pilots;
- (b) Recommendation on Operational Procedures for Maritime Pilots,

2 URGES all governments to give effect to the contents of these recommendations as soon as possible,

3 INVITES the Maritime Safety Committee to keep these recommendations under review and to bring any future amendments to the attention of all governments concerned.

## ANNEX 1

### RECOMMENDATION ON MINIMUM STANDARDS FOR TRAINING AND QUALIFICATION OF MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

1 Maritime pilots, as dealt with in this resolution do not include deep-sea pilots or ships' masters or crew who are certified or licensed to carry out pilotage in particular areas. The competent authority may exempt as appropriate those persons who solely carry out berthing duties.

2 Every maritime pilot should hold an appropriate pilotage licence or certificate issued by the competent authority. Such licence or certificate should show the pilotage area to which it applies, maximum size, draught or tonnage of ships which the holder is qualified to pilot, and any other applicable local limitations.

3 In addition, a maritime pilot should:

- .1 satisfy the pilotage authority as to his medical fitness, particularly regarding eyesight, including colour vision, hearing and speech; and
- .2 meet the standards of the Appendix to this Annex.

4 The specific content of training and certification or licensing standards lie with the appropriate competent authority. However, they should be sufficient to enable the pilot to carry out his duties safely and efficiently, and should include practical experience gained under the close supervision of experienced pilots.

5 In order to ensure the continued proficiency and updating of knowledge for maritime pilots the competent authority should satisfy itself at regular intervals, not exceeding five years, that all pilots under its jurisdiction:

- .1 continue to possess recent navigational knowledge of the local area to which the certificate or licence applies;
- .2 continue to meet the health standards of paragraph 3.1 above; and
- .3 possess knowledge of the currently effective international, national and local laws, regulations and other requirements and provisions pertinent to the pilotage area or duties.

6 The competent authority should satisfy itself in cases where, for whatever reason, a pilot is lacking recent experience in the pilotage area, that the pilot regains familiarity with the area on his return. If the absence has been for serious health reasons there should be a check on the pilot's medical fitness.

7 Within the context of this document, and to maintain a safe and efficient pilotage service meeting the special conditions of the pilotage area, some authority should be established which would have control over pilot training and certification. The competent authority should:

- .1 develop the standards for obtaining a certificate or licence in order to perform pilotage services within the pertinent jurisdiction;
- .2 administer whatever examination or experience prerequisites are necessary to ensure that applicants for certification or licensing as pilots are properly trained and qualified; and
- .3 investigate incidents involving pilotage.

#### APPENDIX

1 The assessment of the experience, qualifications and suitability of an applicant for licensing or certification as a maritime pilot is the obligation of each competent authority and should be at their discretion.

#### 2 SYLLABUS FOR PILOTAGE CERTIFICATION OR LICENSING

2.1 In this syllabus "area" means the waters for which the applicant desires to be licensed or certificated.

2.2 Applicants should be expected to have and demonstrate knowledge of the following:

- .1 International Regulations for the Prevention of Collisions at Sea and also such other national and local navigational rules as may apply in the area;
- .2 systems of buoyage used in the area;
- .3 the characteristics of the lights and their angles of visibility, the fog signals, racons and direction finding (DF) beacons in use in the area;

- .4 the names, positions and characteristics of the buoys, beacons, light vessels, structures and other marks in the area;
- .5 the names and characteristics of the channels, headlands, points and shoals in the area;
- .6 the proper courses and distances in the area;
- .7 the depths of water throughout the area, including tidal effects and similar factors;
- .8 the seaward limits of local pilotage areas;
- .9 communications and availability of navigational information;
- .10 the anchorages in the area;
- .11 the general set, rate, rise and duration of the tides and use of the tide tables for the area;
- .12 bridge equipment and aids to navigation;
- .13 traffic separation schemes, ship traffic services and similar ship traffic management systems in the area;
- .14 the systems of radio navigational warning broadcasts in the area and the type of information likely to be included;
- .15 manoeuvring behaviour of ships expected to be piloted, and the limitations imposed by particular propulsion and steering systems;
- .16 factors affecting ship performance such as effects of wind, current, tide, channel configuration, water depth, bottom, bank and ship interaction;
- .17 the use and limitations of tugs;
- .18 radar plotting and the use and limitations of radar;
- .19 adequate English language to enable the pilot to express himself clearly in his communications;
- .20 any other relevant knowledge at the discretion of the pilotage authority.

#### ANNEX 2

#### RECOMMENDATION ON OPERATIONAL PROCEDURES FOR MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

1 Efficient pilotage is, amongst other things, dependent upon the effectiveness of the communications and information exchanged between the pilot, the master, and the bridge personnel and upon the mutual understanding each has for the functions and duties of the other. Establishment of an effective interface of the pilot with the master, the bridge personnel, and the ship's systems and equipment available to him will aid a safe and expeditious passage.

2 Despite the duties and obligations of a pilot, his presence on board does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safety of the ship. The master and the pilot should exchange general information regarding the anticipated passage and the ship's characteristics. The following should be included as appropriate to the passage,

- .1 general agreement on plans and procedure for the anticipated passage;
- .2 discussion of any special conditions of weather, water, or marine traffic which may be expected during the passage;
- .3 provision of information on the ship's normal propeller revolutions at each speed, fore and aft draughts, lengths, beam, height of mast, and other appropriate data;

.4 discussion of any unusual ship handling characteristics, machinery difficulties, or navigation equipment problems which could affect the operation, handling, or safe manoeuvring of the ship;

.5 information on intended methods of tug usage, if such is contemplated.

3 Pilots should be encouraged to understand the IMCO Standard Marine Navigational Vocabulary and to utilize it in appropriate situations during radiocommunications as well as during verbal exchanges on the bridge. This will enable the master and officer in charge of the navigational watch to better understand the communications and their intent.

4 Pilots should be adequately rested and mentally alert in order to provide undivided attention to pilotage duties for the duration of the passage.

G. Lord Esq.  
Department of Trade, Marine Division  
Sunley House, 90-93 High Holborn  
London WC1V 6LP

8th October, 1980

Dear Gavin,

#### Training of Pilots

I am writing in response to Mr Stow's letter of 1st May to which he attached a report and draft IMCO resolution prepared by a working group of the IMCO STW sub-Committee which he chaired.

You are aware that this Association has always maintained that the 'Training of Pilots' is very much a matter for national administrations and, further, that any UK national regulations should be so framed as to be capable of catering for the wide local variations that exist. Therefore, accepting the fact that we are going to have an IMCO resolution on the subject, then it is absolutely essential to ensure that it will allow for flexible interpretation. In this respect the draft IMCO resolution is satisfactory, but any attempt to 'harden it up' should be resisted.

We would still prefer the recommendations contained in both Annex 1 and Annex 2 to be reclassified as guidelines, and we still believe that specific mention of the IMCO Standard Marine Navigational Vocabulary as a means of communication between pilot and support services and as a means of verbal communication on the bridge to be unrealistic, and a factor that, if encouraged, could well lead to complications in the future as well as, possibly, leading to undesirable consequences for Safety of Navigation. We would prefer, therefore, to see all reference to this removed.

We support the removal in this document of the attempt to define the role of the pilot vis-a-vis the master, and the only other comment we would make at this stage is that in supporting your view that knowledge of the International Regulations for the Prevention of Collisions at Sea should be an absolute requirement we would suggest that, being aware of many special rules made by local authorities in relation to navigation in areas within their control, greater emphasis should be given to (I quote) "such other national and local navigational rules as may apply in the area". This could be achieved by including it as a separate item which could be given additional emphasis by drawing attention to Rule 1 (b) of the International Regulations which gives such local rules international standing.

We look forward to the circulation of all the views received when we will, probably, wish to comment further.

Yours sincerely,

E Eden

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E Eden Esq.  
United Kingdom Pilots' Association  
20 Peel Street  
London W8

1 May 1980

Dear Edgar,

#### TRAINING OF PILOTS

I enclosed, with my letter of 17 March on this subject, a revised UK Note for submission to IMCO. This Note, and the original paper by the United States were considered by the IMCO STW sub-Committee in the week beginning 21 April. I was asked to chair a working group which drew up the attached report and draft IMCO resolution. This will be considered fully at the next STW sub-Committee meeting in early 1981 and will then be submitted to the IMCO Assembly later in 1981.

I hope the document is self-explanatory. You will see that nearly all the points made in the UK paper have been taken up, and some others besides. The following are perhaps particularly worth noting:

- i) The difficult problem of defining the role of the pilot in relation to the master has been dealt with by removing the reference to it.
- ii) The only initial criticism of the Working Group Report was that it laid down no prior qualification for a pilot. The Greek delegate suggested that a pilot should have served at least 10 years at sea, 3 of them as master. Speaking as Chairman of the Working Group I explained that the resolution was meant to provide minimum guidelines. To set prior qualifications of this sort would make the guidelines unattainable in many parts of the world (including the UK).
- iii) The re-validation of certificates (see para 5 of Annex 1) is now required at regular intervals, not exceeding 5 years, rather than the annual procedure we suggested. There may well be pressure to water this down even further.
- iv) The question of whether all pilots should have knowledge of the International Regulations for the Prevention of Collisions at Sea caused some debate.

Subject to your views, we would support this as an absolute requirement.

I would be grateful for your views over the next couple of months or so on the document as it now stands. It would be interesting to have any detailed comments, plus any views you may now have as to whether it is right in principle for IMCO to be involved in this sort of thing. Our initial view is that the resolution is reasonably satisfactory as it stands, though we remain sceptical about its value and have some fear that we may, unwittingly, be setting an undesirable precedent. It is, however, very unlikely that the impetus behind the document will be easily halted, and the likelihood must be that IMCO will decide to adopt something along these lines.

If there are sufficient comments of detail to warrant it, we may consider putting in a further UK paper for the next STW sub-Committee meeting. We will, in any case, be in touch further once we have gathered views on the present document.

Yours sincerely,

W L Stow

# NATIONAL TECHNICAL COMMITTEE

## Report to the 1980 Conference

In one sense this has been a quiet year for the National Technical Committee in that the range of activities with which it has been involved has not been as broad as last year. There are many reasons for this but the prime reason is that many of the activities or, rather, discussions it was involved in last year have now moved – if only temporarily, because they will return – out of the national scene and into the international arena at IMCO. Looking at my report last year, included in this category are “Shipborne Navigational Aids and Equipment” and “Bridge Design”.

Although the range of activities might have lessened in the past year the importance of the activities in which it has been engaged (in conjunction with the Executive) has not. A brief resume of some of the more important activities now follows:

### 1. Department of Trade Safety of Navigation Committee

There has been one ordinary meeting of this Committee in the past year which was held on 22nd January, one special meeting which is reported on under the heading Channel Routeing held on 9th July, 1980, and another ordinary meeting is due to be held on 19th November, 1980.

### 2. Pilot Ladders and Pilot Hoists

In the United Kingdom, the discussions regarding Pilot Ladders and Pilot Hoists culminated in the publication towards the end of last year of Merchant Shipping Notice No 898 – *Pilot Ladders and Mechanical Pilot Hoists* – and Statutory Instruments No 543 – *The Merchant Shipping (Pilot Ladders and Hoists) 1980* in May of this year. In relation to this Statutory Instrument there is a technical matter which is not satisfactory – paragraph 5 (3) (iii) which reads:

“Whenever an accommodation ladder is used in conjunction with a pilot ladder the pilot ladder shall be rigged immediately adjacent to the lower platform of the accommodation ladder so that the pilot ladder’s upper end extends at least 2 metres above the accommodation ladder’s lower platform”.

The inclusion of this paragraph in the Regulations without prior consultation with our Association is a direct breach of the Secretary of State’s duty under Section 22 (2) of the Merchant Shipping Act 1979 – a breach that is made all the worse by the fact that during the discussions leading up to the issuance of Merchant Shipping Notice 898 your representatives had repeatedly stated that such an arrangement was unsatisfactory. Because this matter has ‘political’ overtones the matter is now being handled by the Executive.

### 3. Pilot Boat Certificate

The Working Group submitted its Report to the Department of Trade on 20th November last year. Nothing further was done until pressure by your organisation resulted in a meeting of the main Committee being called to consider the Report on 20th August, 1980. This was a most unsatisfactory and inconclusive meeting with correspondence relative to the Report from interested parties, for example, the General Council of British Shipping, Association of Pilotage Authorities, United Kingdom and Trinity House being referred to, which members of the Working Group had not seen.

The only comment made by the Department was that they would proceed on the basis that the Report was accepted by all parties as a valuable document, but that the Department was not committed to following the advice contained in the Report; it would be considered as a first effort and that the Department would probably produce its own version. In the meantime, the Department would consult the Commission particularly concerning the funding arrangements. It is still being considered by the Commission.

It is appreciated that the Report presents problems to some pilots especially those from the smaller ports and that, in this respect, satisfactory funding arrangements must be instituted. It may very well be that such arrangements can only be achieved by means of a national scheme but that is beyond the remit of the ‘technocrats’ – such a problem belongs to the ‘political’ sphere. However from a technical viewpoint the Report is considered a good one and it gives no pleasure to reflect that while the Report was lying in the Department, gathering dust, a pilot lost his life at Blyth. At the very time of writing this report Neil Walker informs me that a pilot recently lost his life at Flushing and, although details are sparse, it appears he fell off a pilot ladder into the sea, lifejacket inflated but that in the time it took to recover him inboard – 30 minutes which is at least 20 to 25 minutes too long – he died of exposure. Pilot Boat Certificate?? Cost too much money??

It is suggested that all pilots, not only our organisations, put pressure on Members of Parliament, on the Department and the Commission so that this problem is given maximum publicity. By the way, the GCBS proposals include pilots acting as launch crews and that under certain conditions pilots should lead vessels from the pilot boats rather than board them.

### 4. Channel Routeing

The final report of the Working Group on Channel Routeing was agreed at a meeting held on 7th March, 1980, after which copies were circulated to all interested parties. This final Report was approved with only minor amendments by the Anglo-French Safety of Navigation Group (AFSONG). The IMCO Working Group on Ships’ Routeing Intersessional Meeting was held in Paris from 8th to 12th September, 1980, at which the International Maritime Pilots’ Association was represented by Maurice Guicharrouse (Marseilles Pilot), John Godden and myself: John Godden’s report of this meeting is attached.

The report of that Working Group has now been circulated by IMCO as Nav XXV/3/3 and will be further considered by the IMCO sub-Committee on Safety of Navigation at the 25th Session next January. IMPA will again be represented and it is hoped to publish a final report in *The Pilot* in due course.

### 5. Passage Planning Guide

John Godden’s report of the Intersessional Working Group Meeting refers to the *Passage Planning Guide* as a most important document and so it is. It is very important and is to be published in the form of a British Admiralty Chart – No 5500 – in order that it can be regularly updated by means of the weekly Notices to Mariners in the same way as other charts. A chartlet of the English Channel occupies the central position and the chartlet shows the Traffic Separation Schemes, Pilot Stations, Reporting Points, Radio Stations, etc, and is surrounded by information boxes which include one on pilotage. The UKPA has been involved with this Guide since the concept was first mooted and continues in contact with the Hydrographer. The first official version will be printed very early in 1981 and comments will be welcomed in order to produce an improved version when the revised Channel Routeing Schemes are approved. Observations will be welcomed and can be forwarded to John Godden, Neil Walker or myself in order for our Association to contribute constructively in this project.

### 6. Pilot Training and Qualifications

This saga continues at IMCO with another meeting of the sub-Committee due to be held early in 1981. It is hoped to ensure that the UK Delegation will, once again, include a pilot – the lack of pilots in national delegations at the last IMCO Working Group dealing with this matter was very obvious. John Edmondson’s report covers the present situation at IMCO and the attached correspondence illustrates the present position so far as the UKPA is concerned.

### 7. IALA Buoyage

Considerable dissatisfaction still exists regarding the IALA system of buoyage and representatives of the UKPA and MPB are due to have a meeting at the Department of Trade.

### 8. The Future

The 'way ahead' for the National Technical Committee was charted in my report last year and approved by Conference. I am pleased to report that the Technical Committee is now truly a national committee in the full sense of the word and will be all the more effective for that. A draft constitution has been drawn up and approved. Briefly, the constitution states that the committee will be known as the United Kingdom Pilots' Technical Committee, the office will be located at 20 Peel Street and it will be serviced by the UKPA Secretariat; it will, by membership, be linked with the Executives of both the UKPA and MPB and will be subject to the financial control of both organisations. It has a great deal of work to do in the future, especially in the field of Marine Radar Interrogator Transponders and Vessel Traffic Management Systems. With both John Farmer and myself resigning from our respective offices, John Tebay has been elected Chairman and Mike Irving vice-Chairman. In presenting this report I would like to wish them both all the very best in the challenging times ahead and I am certain that they will do an admirable job on our behalf.

B Ian Evans  
7.11.80

## INTERSESSIONAL WORKING GROUP on a REVISED ROUTEING SYSTEM in the ENGLISH CHANNEL and the DOVER STRAIT

From Monday 8th September until Friday 12th September the above IMCO Working Group met at the UNESCO Building in Paris to study the final Anglo-French draft for new routeing provisions in the English Channel and the Dover Strait. The following countries and organisations were represented: Belgium, Denmark, West Germany, Greece, Japan, Liberia, Netherlands, Norway, Spain, Sweden, USSR, United Kingdom, France, ICS, IALA, OCIMF, IHO, IAIN, IMPA, IFSMA, and a Secretariat.

The meeting turned out to be a veritable "hatchet job" on the Anglo-French proposals, mainly by the various international delegations, who were in the main shipowners' representatives. The Anglo-French proposals on the revised routeing round Ushant were discussed *ad nauseum* and finally rejected. It was referred back to the next SON Committee meeting in January, 1981, because the French had no mandate to amend the scheme.

The pilotage section, which was the main concern of your representatives on IMPA, was attacked by all the delegates except the Netherlands. However the IMPA delegates were staunchly supported by the British delegation in their fight to retain a reference to Pilotage in the Channel. We were consulted when the British delegation had to re-word and re-draft the amendments demanded by other delegations. The resultant draft and the original draft are laid out on a separate sheet for comparison. I believe the substance has been retained even if the wording is diluted.

Initially I thought our hefty presence in Paris was unnecessary. (Ian Evans was there – that doyen of front row negotiators!) I thought the Anglo-French Government document would be sacrosanct. Not a bit of it. If your IMPA delegation had not been present I am positive that all reference to pilotage may have been omitted. It is not over yet. The draft as amended by this meeting will go back to the SON Committee in January, 1981. Our representatives on this Committee must fight tooth and nail to prevent any further dilution of the pilotage commitment.

Finally, long discussion took place on the forthcoming "Passage Planning Guide" which the Hydrographer is to produce. This is a most important document as it is the one to which all seafarers will refer when on passage. Our representation on the SON Committee must make sure that the Passage Planning Guide is a practical proposition, easily understood, well designed graphically and with reference to pilotage in a separate "box", not mixed up as it is on the draft Guide, using at least the wording arrived at by IMCO, with much more if we can so persuade the DTI and the SON Committee.

J D Godden, UKPA

## ORIGINAL DRAFT FROM ANGLO-FRENCH GOVERNMENTS

### Pilotage

6.1. Through traffic navigating in the English Channel and Dover Strait is not subject to compulsory pilotage. However, Masters of ships who are unfamiliar with the area are particularly recommended to obtain the services of a deep-sea pilot; such a service is readily available.

6.2. Masters who require a deep-sea pilot are advised to embark their pilot as far westward in the Channel as possible. This will require giving advance notice and making an early decision either to close a pilot Station (e.g. Brixham or Cherbourg) or to request a helicopter delivery of a deep-sea pilot.

6.3. Masters of ships intending to call at ports in the English Channel and North Sea should check in advance where the national compulsory areas exist. Inward-bound ships calling at Folkestone to pick up a pilot should approach either via the English Inshore Zone or by using the North-east bound traffic lane and making a judicious crossing of the South-west bound traffic lane in accordance with Rule 10 (c) of the International Collision Regulations. Masters may embark a district pilot to the westward (e.g. Brixham or Cherbourg) by prior arrangement with the pilotage authority concerned.

## FINAL AGREEMENT FROM INTERSESSIONAL WORKING GROUP, PARIS

### Pilotage

4.1. Masters of ships passing through the English Channel and Dover Strait should take into account the possibility of availing themselves of the services of an adequately qualified deep sea pilot in connection with the requirements of safe navigation. Reference is made to the recommendation on the use of adequately qualified deep sea pilots in the North Sea, English Channel and Skagerrak (MSC XL11/21, Annex 10).

4.2. Masters taking a deep sea pilot in the North Sea are advised to embark the pilot prior to sailing.

4.3. Masters approaching from the west are advised to embark their deep sea pilot as far westward in the English Channel as practicable and make an early decision either to request helicopter delivery or to close a pilot station (e.g. Brixham or Cherbourg).

4.4. For vessels wishing to embark a district pilot, there are two approaches to the pilot station at Folkestone from the westward, either by using the English Inshore Traffic Zone or by using the north-east bound traffic lane of the separation scheme "In Dover Strait and Adjacent Waters" and making a judicious crossing of the south-west bound traffic lane in accordance with Rule 10 (c) of the 1972 Collision Regulations. Arrangements can be made to embark district pilots in the western approaches to the English Channel.





## Local Secretaries

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