



THE PILOT

The official organ
of The United
Kingdom Pilots'
Association

No. 200 (Vol. 52 No. 5)

January 1982

94th CONFERENCE REPORT (Continued)

Obituary

YVONNE BLAKE

Yvonne Blake was an outstanding person whose loss is not only deeply felt but the Association will never seem the same without her unique presence. She achieved a close working relationship with all District Secretaries and was known to many more of the pilots throughout the Kingdom and overseas. She was devoted to her work and greatly respected for her contribution to pilotage matters which she pursued with vigour, yet with refreshing good humour. Since 1969 Yvonne was Secretary of UKPA, deputizing whenever necessary for the General Secretary, and she took an active part in all policy matters relating to pilot legislation.

She valiantly tried to overcome the set-backs of three operations to eradicate cancer — indeed, discouraging any broadcasting of the fact — but the third proved to be the last and she died peacefully on Thursday evening, 24th December. Typically, up to the last few days she was giving guidance and advice by telephone to the office.



Yvonne was a rare and wonderful person, combining capability and wisdom with a delightful personality. A measure of her influence and the esteem in which she was held was reflected in the attendance of no less than 35 pilots at the funeral, including many members of the National and International Executives as well as by the wreaths and flowers from many pilots and districts that could not be represented. She came of a large and closely knit family and her Mother, now an octogenarian and somewhat overwhelmed by the affectionate response from so many pilots, asks us to convey the family's sincere thanks to all the pilots.

The Association lives by the efforts of the many who have played their part, but few will be remembered with such admiration and affection.

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 Kentworthy, MP (Hull Central)
		1925-1942	Lord Apsley, DSO, MC, MP (Bristol Central)
		1946-1947	Admiral Lord Mountevans, KCB, DSO
		1949-1962	Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
		1963-1976	The Rt Hon James Callaghan, PC, MP (Cardiff South East)
<i>Honorary vice-Presidents</i>	Messrs F Berry, OBE, T Morgan, H J Wynn	
<i>Vice-President and Chairman of Executive Committee</i>	D I McMillan (London River)	
		61 Pine Avenue, Gravesend, Kent (Gravesend 65154)	
<i>Vice-President</i>	B I Evans (Milford Haven)	
		Rock Cottage, Wellington Gardens, Milford Haven, Dyfed (Milford Haven 2917)	
<i>Honorary Treasurer</i>	J Bennett (South East Wales)	
		Brent Knoll, 92 Port Road East, Barry, South Glam. (Barry 734724)	
<i>Elected:</i>		<i>Executive Committee</i>	
1980	J A Hogg (Tyne)	20 Langdon Close, Preston Grange, Tynemouth, Tyne & Wear	(North Shields 573864)
1980	G M Logie (Yarmouth)	Claremouth House, 71 Marine Parade, Gorleston-on-Sea, Norfolk	(Gt Yarmouth 62932)
1980	N C Walker (London Sea Pilots North)	Esplanade House, 32 Kings Quay Street, Harwich, Essex	(Harwich 2224)
1981	D W Davis (London Sea Pilots South)	Reams Cottage, Mill Lane, Worth, Deal, Kent, CT14 0DU	(Dover 612591)
1981	J Bennett (South East Wales)	Brent Knoll, 92 Port Road East, Barry, South Glam.	(Barry 734724)
1981	C C Wilkin (Humber)	273 Beverley Road, Kirkella, Hull, North Humberside	(Hull 653323)
1982	G A Coates (Tees)	9 Stokesley Road, Marton, Middlesbrough, Cleveland	(Middlesbrough 315236)
1982	W Brown (Clyde)	"Pentland", 66 Belmont Road, Kilmalcolm, Renfrewshire	
1982	M H C Hooper (Southampton and Isle of Wight)	60 Spencer Road, Ryde, Isle of Wight, PO33 3AF	(Ryde 62474)
<i>Trustees</i>	S Green, F Janes, R Balmain, G C Howison	
<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>		
<i>Auditors</i>	Messrs Arthur Andersen & Co. London	
<i>Finance Committee</i>	The two vice-Presidents and Honorary Treasurer	
<i>Editor of "The Pilot"</i>	David Colver	

PILOTAGE REORGANISATION

Mr Sidley (*London River*) opened by saying that reorganisations had moved slowly, as all present were aware: the districts put forward plans which were vetted by the Pilotage Authority (and in some cases by Trinity House as well) before submitting them to the Pilotage Commissions who send comments back to the Authority and in the end the whole matter gets stymied. He thought the Pilotage Commission was to be empowered to break log-jams — would any members of the Pilotage Commission care to comment?

Mr Ian Evans (*Exec*) said the Pilotage Commission had agreed not to take part in any scheme until an agreed (Sect 4.3) severance scheme had been established. Also there was a need for new By-laws whereby to control new numbers in a District.

Mr Toff (*Liverpool*) expressed the opinion that the discussions were at an unfortunate time for us, causing us to be on the defensive. The matter of by-laws seemed easy when a district had only small problems but, in bad times, the shipowners would pick off the districts one by one.

Mr Wright (*Gt Yarmouth*) said most large districts were getting rid of "paper" pilots (shortages) by allowing EEC certificates and asked, if there were no volunteers for early retirement how could we still retain the same number of pilots? Mr Eden replied that Section 4(3) states that compensation will be paid for loss of earnings due to the issue of certificates. That was the situation two years ago, at which time there were few districts affected by loss of trade.

Mr Howison (*Exec*) said the Clyde showed a helpful pointer in avoiding some of the delays. There they had had a partial reorganisation and had been granted sufficient by-laws to make this operative. If a district tries to get full by-laws it will find the process lengthy; the Pilotage Commission might be seen as one more tier; the draft by-laws have to be submitted to the DoT, leading in turn to legal comments (taking at least six months), followed by submission to the Pilotage Commission who have to take time to collect objections by the GCBS.

Mr Eden then asked delegates what they thought of the suggestion made in his report, that the Pilotage Commission should be given teeth, as a result of which the Minister would not be involved in decision-making?

Mr Broom (*Manchester*) referred to Lord Trethgarne's letter, which had caused members of his station to be appalled, angered and even ashamed. The Commission needed strengthening: at present it appeared only as an extra tier. It was originally conceived as the ultimate power in lieu of the DoT. Unless the Commission's recommendations to the DoT were to be mandatory, others could represent to the Minister views which had not been assessed by the Commission, resulting in the Commission's recommendations being watered down without reference to pilotage interests.

Whilst **Mr Walker** (*Exec*) expressed some slight misgiving that "teeth" might also bite pilots, **Mr Frith** supported the idea of increased strength. The present impotence was the fault of defective legislation — the dilution of SCOP leading to ACOP as a compromise leaving only advisory powers.

After further discussion, the Chairman ruled that this was a subject that might be put on the agenda for discussion with the Minister.

Some additional points were then made by Messrs **Wilkin** and **Barwick** to the effect that if the Pilotage Commission was the final arbiter there would be no Minister to go to as referee; that the Commission has no moneys other than provided by the Shipping Industry; and that the proportion of pilots on the Pilotage Authorities is greater than on the Pilotage Commission.

THE PILOTAGE COMMISSION

The Chairman invited **Mr H Frith** (*Manchester*) to give a resumé of the report issued a few days earlier on "Surplus Manpower Problems".

Mr Frith said that the points already raised in the Conference showed that the proper arrangement for dealing with surplus manpower was one of the most burning issues before us, together with EEC rules, the issue of pilotage certificates and pensions. It was worth reminding ourselves that over the past ten years of the Pension Fund we have tried to get a reduction of the pensionable age and to recapitulate on the difficulties encountered with half-pay schemes, insecurity in small ports and re-structuring due to lack of shipping.

Representatives on the Commission had concentrated on a carefully costed scheme to suit the best interests of pilots whilst meeting present difficulties on a voluntary basis, leaving freedom to negotiate the open terms with GCBS.

The basis of the scheme was retirement at 60 (with the full benefits expected at 65 plus a lump sum (interim sum £1,000), the offer remaining open for three years.

An estimate of the surplus pilots was about 20% of the present number, that is, about 300.

Mr Frith recommended the proposed course of action to Conference if financed by a national levy.

Mr Ingham (*Ipswich*), observing that redundancy appeared to be due to two causes, (a) issue of certificates and (b) loss of shipping, enquired if the scheme was able to cover both? Mr Frith replied that it was seldom possible to attribute redundancy clearly to one cause alone so, whilst the scheme would be administered nationally, there would be some need for local funding.

The Chairman pointed out that the shipowners had attributed three causes: (a) EEC Certificates, (b) reorganisation plans and (c) decline in trade and they were trying to say they would not fund (c). **Mr Ian Evans** added that the aim was a policy that treated a, b and c in the same manner.

Replying to a question from **Mr Marchman** (*London Medway*) on whether these considerations would implicate the pension fund, Mr Frith reported that the Pension Board had been under pressure from GCBS but the Board would not, and could not, allow the fund to support pilots' redundancies. The Fund was solely for the use of pilot's pension credits as specified under the By-laws. The Chairman added that there were fallacious arguments being put about by the GCBS — for example, that there would be 700 redundant pilots with a cost of £14 million.

Pilotage Commission: Interim Report

SURPLUS MANPOWER PROBLEM

1 All the interests concerned with pilotage are aware of the concern of the Pilotage Commission to find a solution to the manpower surplus problem in the pilotage service; a problem which has required the Commission to make declarations under Section 10(1) of the Merchant Shipping Act, 1979 and which is hindering reorganisation of pilotage and the introduction of greater efficiency in the service, since these developments will almost certainly add to the extent of overmanning in a number of Pilotage Districts. The

EMPA REPORT 1981

Presented by Mr M·C·H Hooper

The 19th Annual Conference of the European Maritime Pilots Association was held at the Hotel Ullensvang, Lofthus, Norway, between 26th-28th May. The hosts were the Norwegian Pilots' Association.

The United Kingdom delegation consisted of R Glover, M Hooper and D McMillan. The Technical Committee was attended by J Tebay, and R Butler representing the British Deep Sea Pilots attended officially as an observer due to Europilots' affiliation to the UKPA. N Owen presided as a vice-President.

The first part of the conference was devoted to a detailed debate on the cost of running the organisation and the rate of subscriptions. The proposal was adopted that the latter would be divided into seven groups dependent on the number of licensed pilots in each country. UK and Germany were in the top group, with the number of licensed pilots in excess of 1,000 with an annual subscription of B Fr 90,000, and Greece and Ireland were in the lower group with less than 100 pilots with a subscription of B Fr 25,000. The UK

(continued on next page)

(continued from previous page)

Commission's efforts to find an answer to this difficulty, which is central to the reorganisation of pilotage under the 1979 Act, were reported in the Annual Report for the period to 31st March, 1981 and the serious nature of the problem was highlighted in the Chairman's statement on the Report.

2 In March, the Commission convened a meeting of the parties principally concerned which was held at Trinity House. Although there was general acceptance at that meeting that there was overmanning in the service, there was no overall agreement about what should be done about it. It was obvious that although EEC ferry operators were anxious to see a solution found, other shipping interests were not convinced that action was immediately necessary, or, if it were to be taken, what form it should take and how any necessary finance should be raised.

3 In these circumstances, the Commission has concentrated on further discussions with the General Council of British Shipping and, following an initial joint meeting, a small Joint Working Party has met twice, most recently on Wednesday, 18th November.

4 For obvious reasons, the Commission has not found it easy to make projections on the likely extent to which the present numbers of pilots should be reduced to take account of all the consequences of reorganisation. Nonetheless, the Commission made the best assessment possible and on this basis has produced, and had costed, a Scheme for effecting early retirement of pilots on a voluntary basis. Linked as it would be to existing pension arrangements, this would be much less expensive than earlier half-pay schemes which shipowners have, or are, funding.

5 The Scheme was discussed at the latest Joint Working Party meeting together with papers produced by the Commission on the need to reduce manpower, the benefits to be derived by shipowners from supporting the reduction of manpower in the pilotage service, the case for the national administration and funding of the arrangements and the financing of the arrangements.

6 The GCBS is taking these matters back to an early meeting of its Pilotage Policy Committee and the Commission hopes thereafter to receive an early response. In the light of this, it is anticipated that further meetings and negotiations will be necessary.

7 This interim report is being forwarded to all the interests concerned so that they may be aware of developments since the last fully representative meeting on the subject on the 20th March, 1981.

1/14 20th November, 1981.

delegation had opposed this principle of funding the previous year claiming that there should be a "unit" cost to the organisation. The Germans would not support such a proposal and the "group" system had been adopted. (At current rates, assuming 1400 licensed pilots in UK, subscription rate is approximately £0.86 per head).

Each nation reported on the current state of pilotage in their own country. The reports were relatively straightforward other than Holland, where the pilots were gravely concerned with the introduction of VTMS, with Greece, where the pilots were dissatisfied with earnings and pensions, and Portugal where the pilots were currently on strike for an increased level of earnings. (Prior to the end of the Conference a telex was received from Portugal to say the pilots had achieved their aims).

There followed a long debate on EMPA's response from member countries for positive action to redress a country's legitimate grievance. It was fully appreciated that it was not practical to talk of a "boycott" of any nation's shipping, but it was considered that it was desirable for the organisation to be more aggressive. It was therefore put forward as a resolution that —

In the light of repeated reports from many EMPA member countries on their failure to conclude satisfactory negotiations on wages, working conditions and pensions according to EMPA standards, EMPA is compelled to take a more aggressive attitude on behalf of its members, and that this decision could well lead to a call for a joint action of members to request inspection where necessary, which may interfere with the smooth flow of the appropriate country's shipping movements in the ports, to give maximum publicity and support to the legitimate claims of a member-country.

This resolution was passed unanimously.

Booklets showing working conditions and earnings for 1980 in member countries were distributed. These have been duplicated and passed to each member of the UKPA Executive to pass on in turn to other interested parties as required.

As requested by the 1980 Conference, the British Deep Sea Pilots organisation, "Europilots", had become affiliated to the UKPA, the UK being the only nation to comply with such request. R Butler, secretary of Europilots, attended as an observer and spoke on behalf of the British delegation on the many problems involving Deep Sea Pilotage. In the main, concern was due to the attitude of the Baltic States and the detrimental effect on the livelihood of other European Deep Sea Pilots.

The conference was addressed by Herr Graff, Ministerial Dirigent from the German MOT. This well illustrates the German approach to pilotage and a copy of his paper is attached to this report.

Dissatisfaction was expressed on the relationship between EMPA and IMPA, and both Holland and Greece announced that they had withdrawn from the latter organisation. This was in general greeted with concern and it was proposed to look into the reason for the apparent lack of liaison.

A committee was formed with special responsibilities to make and keep contact with EEC Officials. Retiring President A de Vries was given the position of co-ordinator. (First meeting was consequently arranged for 23rd June, when De Blende, Hofstee and Delannoy from EMPA met Messrs Pearson and Coco from EEC Transport Directorate. Points discussed covered Licensing of Ferry Masters, Status of Pilots, VTMS, Deep Sea Pilotage, Pilotage legislation and the Treaty of Rome).

The Technical Committee under the chairmanship of R Zweidorff reported on Automatic Steering Device, The 9-metre Pilot Line, Marine Navigational Vocabulary and (Russian) Pilot Ladders. Papers on these are attached to this report.

There were long discussions on VTMS, the apparent inevitability of the growth of such systems and the need for pilots to recognize the pending threat of their status and responsibility. There had been a "Symposium" in Bremen on 28th/30th April 1981, and EMPA pilots under the guidance of R Zweidorff had been well represented: D McMillan, J Tebay, and C Wilkin had attended on behalf of EMPA/UK, P Russel for the Nautical Institute and J

Edmondson for IMPA. There is a report by J Tebay on behalf of the United Kingdom Pilots' Technical Committee and a further report from C Wilkin to the UKPA Executive. In addition, there were draft recommendations from the EMPA AGM in Norway. Copies of these three are attached to this report.

The UK Delegation had a proposal forwarded by M Hooper and seconded by D McMillan, in short; *That with the increasing change in European legislation inevitably affecting pilots, their work pattern and livelihood, it is considered that EMPA should endeavour to take a more active role in influencing affairs concerning pilotage, and of collecting, collating and distributing relevant papers on such matters to member States. To this end, it is proposed that the EMPA Annual General Meeting should take place annually at the same venue and that, with the aid of interpreters, the meeting should be conducted in languages other than English.*

The proposal was supported only by the French, due to a prior arrangement. The Executive however did agree to form a sub-committee to look into the possible saving in cost of the proposal. The committee have since reported and the proposal is considered not to be viable.

In the elections for the Executive, a new President, Secretary and Treasurer were appointed, and two new vice Presidents. (M Hooper replaced N Owen as a vice President, the latter having opted not to stand for re-election).

EMPA EXECUTIVE COMMITTEE

President	: S Galleano (Genoa.)
Vice Presidents	: W Asmus (Elbe River.) M Hooper (Southampton.) J Tessier (Seine River.) R Zweidorff (Oslo.)
Secretary	: G De Blende (Schelde River.)
Treasurer	: R Hofstee (Rotterdam.)

Thirteen of the fourteen nations subscribing to EMPA sent delegations to the conference, Ireland being the only member absent. In addition, there were approximately forty observers from countries including Deep Sea observers from UK and Germany.

The 20th AGM will be held in Rotterdam from 13th-14th May 1982. It is hoped the more central venue will prove easier for observers to attend.

NOTE FROM AUTHOR OF REPORT

I have said in Norway that the pilots of the UK expect a lot more from EMPA. Having made this statement, it remains for the UK Pilots to ask for what they want. I would suggest that to this end requests for action/assistance/information are made to the UK Delegates to be passed on to the Executive. I see my own role as a vice President then to chase such items through the Executive administration, the efficiency and effectiveness of which I have yet to assess.

EMPA Delegates:	D McMillan (London River.)
	: A N Other (From UKPA.)
	: R Glover (Liverpool.)

EMPA run a safety campaign showing deficient pilot ladders and accidents to pilots. May I appeal for any such information to be forwarded to an EMPA Delegate or the office of one of the Pilotage Organisations. To have any effect such lists must have regular contributors.

The EMPA office in Antwerp is manned each Tuesday and Thursday from 0800 to 1200. Address:

“EMPA”
Te Couwelaarlei 101, Box 50
2100 Deurne-Antwerp,
Belgium.
Tel 031-258281

Following Mr Hooper's report on EMPA activities, Mr Sidley (*London River*) congratulated all who had worked for EMPA producing a superb series of reports this year. European pilotage demonstrated that we were not parochial and alone in our endeavours. The Pilot is the first representative of a country to board an approaching ship and can assess its suitability in terms of safety for entering that country's waters. This was the direction in which pilotage was going.

The Chairman told Conference that Mike Hooper had taken over from Neville Owen who had worked well for the Technical Committee over the past nine years and was worthy of our deep gratitude. Mr Hooper remarked that the biggest worker was John Tebay who did the technical work, and he thanked Robert Sidley for his kind observations.

Mr Hall (*Humber*) spoke as a practising pilot — the methods of egress and ingress were getting worse not better. He had encountered huge belting, high chines, no cut-away for ladders, climbing 30 feet, and the Norwegians still make ladders with metal rungs and studs sliding on the hull.

Mr Ian Evans said it was ironical that the recommendations for the “perfect” hoist a few years ago seemed to have caused most of the others to disappear. Mr Tebay added that not every ladder is a SOLUS ladder and reminded everyone that in the minutes of the 1920 UKPA Conference the matter of pilot ladders was raised.

The Chairman drew attention to the EMPA Safety Campaign, referred to in the attached to the Report and comments from pilots were asked for. Mike Hooper would be taking this matter up with EMPA but he must have DETAILS OF INCIDENTS, date, ship, etc.

Mr Sidgwick (*Tees*) thought members would be interested to know that *World Dawn*, a new Japanese built tanker carried the newly recommended ‘Pilot Mark’. He also commented that most sea duckings arise from a fall from the ladder, not from the ship.

The Conference concluded with a vote of thanks to John Tebay and Neville Owen and Keith Grant then voiced general thanks to the Pensions Committee and to the Secretariat.

GERMAN APPROACH TO PILOTAGE

Speech made to EMPA AGM
By Herr Graff, Ministerial Dirigent MOT,
Norway. May 1981.

Mr Chairman, Gentlemen, thank you for your invitation to this year's Annual Meeting of EMPA. You know that I always feel glad when I have an opportunity to take part in your Meetings. This year it is a special pleasure to me to tell you a few things about the German philosophy regarding maritime pilotage. It was originally my intention to do so already at last year's EMPA Meeting at Bremen, but for particular reasons I was then unable to attend.

“The profession of a sea pilot is a much wanted maritime job that guarantees a good income and makes life sweet for those who exercise it.”

Well; that's what many people say. I do not want to oppose that statement — it isn't wrong — but if it is put in such a simple way, it just doesn't fit into the reality of our times.

Professions should never be judged from what they used to be like in the past. Instead, any such judgment should take into account how a given profession can cope with the challenges of the present and how it is prepared to cope with those of the future.

Now, what are present and future of maritime transport like?

- Marine traffic is increasing in volume.
- Ships of ever increasing size ply the oceans, and especially the approaches to international sea ports.
- Sophistication and diversification of maritime transport produce novel types of vessels.
- For reasons of economy and competition, ships' timetables become more and more important, and ships' speeds become greater and greater.
- There are more and more ships carrying dangerous goods, which means that the risk of environmental pollution following a marine casualty has increased.
- The quality of training of ships' crews is decreasing, especially in respect to ships flying certain flags. (Of course, this list is by no means comprehensive).

All these facts add weight to the role of maritime pilotage in all parts of the world: as a result, the sea pilot's profession gains in prestige, it is true; but at the same time, the demands on each sea pilot get constantly more and more exacting.

If you agree to what I've said so far you will surely go along with me as I draw the following two consequences therefrom:

- (1) For one thing, pilotage administrations should see themselves under an obligation to raise the quality of pilotage through modernizing and streamlining the arrangements and installations for safe and sure pilotage operations; and
- (2) for another thing, each sea pilot — regardless which training and knowledge he may have had when he took up his profession — should have the willingness, at any time, to undergo further education, to follow modern developments, to adapt himself to new transport concepts and technologies and to the risks they bring with them, and of course, he must always realize the danger of routine, which is inherent in every profession.

Knowing all that, both the governmental pilotage administrations and the pilots' associations, whether organized privately or under public law, should join forces in an effort to make pilotage a most efficient enterprise.

Those words might just as well have stood at the end of my paper, as some sort of a summary. Instead, I have put them very much at the beginning of my remarks. This is due to my intention to make ever so clear to you why we, in the Federal Republic of Germany, attach so much importance to maritime pilotage, and why we place so much emphasis on the fact that all ships within our sphere of influence have at their disposal a good and reliable pilotage service of a high technical standard.

Let me now set out to you some of the major problems in the field of maritime pilotage which we are currently dealing with in my country — **always with a view to the efficiency of our sea pilotage system and to the safety of navigation.**

1 The introduction of compulsory pilotage

As from 1 April 1981, compulsory pilotage has been introduced in all pilotage districts of the Federal Republic of Germany. All tankers, irrespective of their size, as well as other vessels of more than 1,000 tons gross tonnage have since been obliged to take advice from sea pilots. The only exemptions are granted to the “regular customers” in each district, but only when they do not exceed a certain size.

An even more comprehensive regulation on compulsory pilotage is in force on the Kiel Canal and on the Trave River and Estuary, a fact that is due to the specific local conditions prevailing there.

2 The helicopter-borne pilot transfer service

One of the prerequisites for good pilotage services off the German North Sea coast is that pilots can get on board as early as possible and necessary. In the past, pilots used to board their ships as far in-shore as just outside the big estuaries. Year by year, some 100,000 ships are sailing through the German Bight, and several sea lanes converge there, which creates difficult right-of-way problems. I remember a journalist referring to that area as the "Piccadilly Circus of the North Sea".

In former times, ships had to pass there without a pilot's assistance. In 1979, after an extended trial phase, the pilot transfer position for tankers of more than 10,000 tons gross tonnage heading for the Elbe, Weser, or Jade Estuary was re-located to a position near lightvessel *Deutsche Bucht*.

As one of the practical results of that measure, the ships I have just mentioned now take and drop their pilots far out there. This means that those large and particularly dangerous vessels do have a pilot on board as they sail through the high-density traffic area — that "Piccadilly Circus" — off the Estuaries.

The new pilot transfer position is situated at some 40 nautical miles off shore. A helicopter is usually employed to take the pilots out there. The helicopter will touch down on the ship's deck when there is a landing pad. Otherwise, the pilot will be winched down. When a helicopter is used, pilots can be transferred in winds up to force 10 Beaufort; this means, under circumstances where a pilot transfer by launch is not possible any more. In cases when a helicopter cannot be used, a fast pilot launch stationed at Heligoland is used for the transfer of pilots.

Both means of transfer — the helicopter and the launch — are being operated by the German company "Wiking Helikopter Service GmbH", on behalf of the Federal Ministry of Transport. The annual number of transfers is about 2,000 (of which some 1,400 are made by helicopter and some 600 by launch).

3 Seaward extension of pilotage districts

Establishing the central pilot transfer position for large ships has been a valuable first step, but that's not yet all we need. What is even more important is to make sure that all ships do have a pilot on board while they are sailing in the crossroads area of the inner German Bight. To this end, the pilot stations so far existing near lightvessels *Elbe 1* and *Weser*, respectively, are to be re-located further west.

However, it will not be enough just to move the pilot cutters to a new position. Owing to the unfavourable seaway conditions out there, our presentday pilot cutters, if stationed farther out, would not be in a position to maintain an adequate volume of transfer services in bad weather.

This is why we are looking for novel solutions to set up a new seaward pilot station that will make pilot transfer services possible even in bad seaway conditions. We have started a European brainstorming contest for such a new pilot station. It is our hope that this contest will produce fresh and practicable suggestions that will cover both the station proper and the problem of the transfer of pilots between the station and ships. In this context, a major consideration will be the possibilities of lowering and hoisting the pilot launches in a heavy seaway.

Once the technical preconditions for such a new seaward pilot station will have been created we plan to extend the area where compulsory pilotage applies as far seawards as the position of that new pilot station. This will be a crucial step towards securing the safety of navigation in that "Piccadilly Circus of the North Sea".

I should like to mention that all those measures are taken in agreement with the sea pilots of the Federal Republic of Germany, and this will continue to be so.

4 The modernization of pilotage facilities

We hope that new types of vessels — more modern and more efficient than those currently in use — will be developed to serve as floating pilot stations. At the same time, we are engaged in modernizing the pilot launches serving the in-shore pilot stations: At the end of last year, we have ordered eight new pilot launches from "Fjellstrand Aluminium Yachts", a yard that is situated quite close to here, at the fjord-side. Those launches are made of aluminium and have a semi-displacement hull. Their most characteristic features are their speed and their excellent manoeuvrability.

As a next step, we are planning to replace the rest of the pilot launches at present in service by a new generation of launches. In this context, please let me refer you to the article written by Captain Asmus and Dr Ehlers that has appeared in the latest edition of the EMPA Journal.

5 Trends and prospects in deep sea pilotage

All that is very fine, indeed. However, we also consider it a necessity to induce ships to make extended use of the services of pilots when sailing in heavy-traffic areas **outside territorial waters**. This is why we have been making efforts, since as far back as 1970, towards making available to the shipping community enough qualified deep sea pilots.

As far as the North Sea area is concerned, the pilotage authorities of the North Sea coastal States have agreed on a set of relevant "Rules and Regulations". These have meanwhile become the subject of a Directive of the Council of the European Communities. Since 1980, the North Sea coastal States have only been licensing deep sea pilots in accordance with those "Rules and Regulations". It is anticipated that the next IMCO Assembly, which is to take place this autumn, will adopt a recommendation to the extent that ships sailing in the North Sea area should only make use of the services of deep sea pilots so licensed.

At present, the pilotage authorities of the North Sea coastal states are studying possible ways and means of urging ships to **actually** engage the services of such pilots. In the long run, it is quite a possibility that compulsory pilotage will be introduced — at least, for certain types and sizes of ships. Current considerations indicate that a first step in that direction would probably be a recommendation addressed to all those ships from which extraordinary safety risks originate and the masters of which have very little experience with sailing in the North Sea area. That recommendation would call on such ships' masters to avail themselves of the services of duly qualified deep sea pilots.

A similar development is in progress with regard to the Baltic: Under my own chairmanship, a "Conference of the Baltic Pilotage Authorities" has adopted, in 1979, a set of guidelines for the qualification of deep sea pilots operating in the Baltic Sea. These guidelines are now in the process of being transformed into the national law of each of the states concerned, and IMCO is supposed to pass a pertinent recommendation this autumn.

The pilotage authorities of the Baltic coastal states are also engaged in studying ways and means of intensifying the enlistment of deep sea pilots' services.

One old problem remains: a number of deep sea pilots from outside the Baltic Sea area are operating in Baltic waters. Clearly, there is a risk that such pilots may not be adequately familiar with the peculiarities of the area and, in actual fact, are just not able to be familiar with them.

As we look at deep sea pilotage, it is easy to see that this is a field with a marked long-term tendency towards largely extending pilotage services. It might be that entirely new models of organization for the management of pilotage services will have to be developed — maybe on a supra-national or an inter-national level. **I imagine this to be the field of activities for EMPA.** Your organization should take its part in elaborating solutions that are, at the same time, adequate to the purpose, practicable, and financially feasible.

EMPA could also make major contributions towards a situation where pilots from all of the countries concerned will come to an agreement in respect of their interests that will be more comprehensive than it has

been so far. In the long run, it should be possible that the pilots themselves will go in for a partition of their spheres of interest into different geographical areas.

6 IMCO's activities in the field of pilotage

Any measures with a view to improving pilotage services must be accompanied by a continual improvement in the professional qualification of pilots. Together with the "Bundeslotsenkammer" (the "Federal Chamber of Pilotage") we have been making great efforts towards adjusting both the basic training and — even more so — the further training of pilots to the requirements of today and tomorrow. For example, our pilots have lately been obliged to take part in a radar simulator course.

On the other hand we are ever so sceptical about recent activities of IMCO with regard to the training of pilots. We earnestly anticipate a dangerous tendency of thinking, which may well result in the creation of yet another sub-standard. Alright — this may be a step ahead for various less developed parts of the world. Anyway, as far as Europe is concerned, it would mean going several steps back. Clearly enough, any sort of international rulework would make it quite difficult for us to go on pressing for additional national requirements which — after all — would cost additional money.

With such considerations in mind, we have tried to convince IMCO that they had better not pursue those activities. So far, however, we have not been successful. **Frankly speaking, we feel that our colleagues from other European countries — and EMPA, too, — have not given us sufficient support here.**

7 The double role of the pilot

Before I come to the end of my paper, I should like to touch another major aspect of modern pilotage. (I admit that this will extend into the deeper layers of the professional ethos of pilots.)

As the risks related to shipping increase, so does the importance of the pilot's job. Not only shipowners must make extended use of the services and the resources of pilots: the same is true for public administrations. At last year's EMPA reception in Bremen, the Secretary of State in my Ministry has coined the phrase that **the pilot is more and more growing from the master's adviser to the environment's protector.**

There may be a good deal of overstatement in that wording, but there's a great lot of truth in it too. The pilot is the first representative of his country to board an arriving ship. So he is the first to be in a position to judge whether or not a given vessel is safe enough as to present no hazard to other ships or to the environment on both sides of the shoreline. When a pilot has his doubts about a vessel's safety, he is under an obligation to pass relevant information to the appropriate authorities so that those can take any appropriate action. There are various means to assist the pilot in that job; for example, the tanker check list as introduced by the European Communities.

We are well aware of the fact that the master/pilot relationship will be changed, even aggravated, through such activities by the pilot. However, it is our opinion that — in the interests of safety — this has to be put up with. The position and the reputation pilots enjoy are every justification for accepting such a situation.

Gentlemen, let me say a few final words. It is in the interests of the safety of navigation as well as of the protection of the coastal environment that we attach so much importance to the services of highly qualified sea pilots. The considerable changes that currently take place in sea pilotage will certainly lead to a number of problems, because the whole concept of the sea pilot's profession will sustain a major change.

I know, of course, that sea pilots, like most sailors, are conservative-minded in the depths of their hearts. I also know that the job they have to do day after day is so very hard and tough that they would like to steer clear, if they only could, of any additional stress as it will inevitably result from new developments and requirements. On the other hand, I am convinced that all those changes ahead are necessary in the general interest, if sea pilotage is to live up to its actual importance.

This is why I should like to conclude with a request to each and everyone of you: **Get together with the Governmental bodies and contribute towards that goal!**

A Report of the Work of THE INTERNATIONAL MARITIME PILOTS' ASSOCIATION

November 1980 to November 1981

Presented by Mr J A Edmondson

One of the principle reasons for the founding of the International Maritime Pilots' Association was to enable the maritime pilots of the world to gain access to the Inter-governmental Maritime Consultative Organisation (IMCO) in order that the views of pilots could be made known in the world's prime maritime forum, and the first part of my report is devoted to IMPA's participation in the work of that Organisation during the last twelve months.

The sub-committees in which IMPA has an interest are those on: life saving appliances; design and equipment, safety of navigation, standards of training and watchkeeping.

In the last year the sub-committee on life saving appliances held one meeting and the major item of work has been the **revision of Chapter III of the SOLAS Convention 1974**; it is also concerned about a safety-line, on which it is drafting an amendment, and it is hoped that this work will be concluded at the sub-committee's next session. The content of Chapter III deals with life boats, life rafts and personal items of life saving equipment such as life jackets, survival suits and immersion suits *etc.*

At a forthcoming session of the sub-committee, IMPA hopes to introduce a paper to ensure that at that point on the deck where a pilot mounts, or dismounts from, the pilot ladder there shall be an adequate area clear of all obstructions and from which there is a clear and hazard-free access to the ship's bridge.

The sub-committee on design and equipment has held two meetings during the year under review and at these sessions the **Code on noise levels on ships** has been finalised. IMPA was amongst those who initiated discussion of this subject, but whereas our principle interest was the level of noise on ships' bridges which at times we consider to be an impediment to the safe navigation of the vessel, for on many occasions even a short exposure to the prevailing noise levels could have a marked effect on the audibility threshold, the views of others was with the overall, long term effects on the crews' health and efficiency and, over the months, the discussions and submitted documents dwelt almost entirely with this latter aspect.

The result is a Code which lays down the maximum permitted levels in various areas of the ship. On the navigating bridge and in the chartroom the maximum level permitted shall be 65dB(A) and at listening posts at bridge windows and on bridgewings it shall be 70dB(A). (Other maximum permitted levels are: in continually manned engine rooms 90dB(A), galleys without food processing equipment 75dB(A), cabins and hospitals 60dB(A).

The consequence is that our desire to see the introduction of specific measures to reduce the noise levels in wheelhouses and on bridgewings from main propulsion and auxiliary machinery, forced ventilation system inlets and exhausts, *etc.* has not yet come to fruition, but with a firm dB(A) level having been established, we may look forward to our particular problem being resolved, at least to some extent.

The manoeuvrability of vessels, particularly the towage of tankers, of various sizes, up to and including VLCC's, in differing conditions of loading and trim, and both single screw and twin screw vessels is an ongoing subject which is of interest and technical concern to pilots. Two hard-backed volumes detailing the extensive range of tests, trials and findings have been published by the Oil Companies International Maritime Forum and may be purchased from that organisation at a cost of £45.

Anchoring arrangements are currently under review and it is hoped that detailed results of trials will be available at the next session. Of particular concern is the demonstration that there is some weakness in the anchoring arrangements for VLCC's.

At the next session of the sub-committee, preliminary work will start on the arrangements required for the **use of helicopters** in connection with shipping and offshore units.

The sub-committee on **Safety of Navigation** held one session in January 1981, and continued its work on a review of proposed amendments to the 1972 Regulations for the Prevention of Collision at Sea, special attention being paid to Rule 10 and provision for vessels engaged in hydrographic survey work, *etc* in traffic separation zones. Other rules affected are 1c, 3g, 10e, 13a, 22 (new paragraph), 27b (iii), 27d, 27e, 27g, 29a(iii), 30e, 30 (new paragraph), 33a, 34b(iii), 35d, 37, 38 and 16 amendments to Annex I and 4,

Ship movement reporting systems, particularly in the English Channel/Dover Strait and Baltic Sea were considered. These are currently operated on a voluntary basis but certain international principles for the operation of these systems were reviewed, and particular attention was paid to devising a standard format for reporting. Investigations are being made to develop automatic data processing in ship movement reporting systems.

Shipborne navigational aids dealt with the carriage of electronic position fixing equipment, the use of fixed and swept frequency radar beacons, performance standards for devices to indicate speed and distance and performance standards for rate of turn indicators.

It was in 1973 that IMPA submitted a paper to the Maritime Safety Committee seeking to require the installation of **rate of turn indicators in ships**. The sub-committee on Safety of Navigation has now agreed that these shall be fitted in all ships in excess of 100,000 grt and this matter will be progressed when the performance standards are accepted. However IMPA has already submitted to the sub-committee's next session an objection to the proposed draft standard prepared at the 25th Session. This draft proposes that the overall length of a linear scale for a rate of turn indicator should be 100mm (4 inches). IMPA is proposing that the minimum length should be 250mm.

The International Federation of Shipmasters' Associations is seeking to introduce proposals that would bring about a **standardisation of radar controls**, and IFSMA has been requested to provide more details before the matter is progressed, but I have advised IFSMA that their proposal is one which, in principle, IMPA could support. Traffic separation schemes in various parts of the World were further considered, and yet more changes were made to the various schemes which exist in the English Channel/Dover Strait/North Sea areas.

Deep sea pilotage in the Baltic Sea, on a similar basis to that already accepted for the English Channel/North Sea, was considered. The draft resolution recommending Baltic Sea pilotage to member countries was acceptable, but concern was expressed about the content of the Annexes to the draft resolution, particularly that part which sought to restrict the issue of deep sea pilotage certificates for the Baltic Sea to nationals of the countries which border the Baltic Sea. The delegation of Finland, representing the Baltic Sea countries, was invited by the sub-committee to look at this matter.

The Standard Marine Navigational Vocabulary, developed over the years and approved by past IMCO Assemblies does not contain a section for use in connection with pilotage procedures.

After a long and detailed study of the phrases commonly used in pilotage a paper proposing a section for the vocabulary was introduced by IMPA to the sub-committee but it was pointed out by the representative of Argentina that the IMCO resolution governing a standard marine vocabulary provides only for use between ships and shore and ship to ship use but not for use within a ship. It was therefore agreed that a draft resolution be prepared for the 12th Session of the Assembly to cater for use of the vocabulary within a ship and that approval for new sections and/or phrases in the vocabulary should be delegated to the Maritime Safety Committee. This will speed the introduction of additions or revisions to the vocabulary.

The draft of the section put forward by IMPA will now be considered at the next session of the sub-committee.

Ship bridge design and layout, which at the request of IMPA, supported by a number of governments, is now an item of the sub-committee's work programme, and awaits proposals of the International Organisation for Standardization (ISO) Technical Committee on which IMPA has a seat. (The chairman of the IMCO sub-committee is also chairman of the ISO Technical Committee working group).

It is hoped that in the coming IMCO programme certain basic principles of **bridge design and layout** will be agreed and submitted as a draft resolution to the 1983 Assembly.

The Federal Republic of Germany has proposed that a system should be introduced to report "**near misses**". The proposal is opposed by the USSR, and IMPA, too, is opposed to the proposal at this time. Many pilots operate in coastal and more open waters and what to them might appear an adequately safe distance might appear to a shipmaster to be dangerously close, and until some draft criteria is forthcoming which could be carefully considered we believe that we must continue to oppose the German proposal.

The sub-committee on **Standards of Training and Watchkeeping** met in January and from the view point of pilots the most important item of the agenda was that dealing with the training, qualifications and operational procedures for maritime pilots, other than deepsea pilots.

A working group sat for three and a half days to deal with this item and the result was a draft resolution with attached annexes and an appendix. A copy of the document is available at the office of the UKPA and so also is my more detailed report of this subject. Sufficient to say in this report that the proposals and details contained in the IMCO document are not offensive to the United Kingdom Pilots.

During the same week the sub-committee also considered the meaning of sea-going ships; training in the use of automatic radar plotting aids; training in radar observation and plotting; security of certificates of competency; mis-use of VHF at sea. The work of each of these sub-committees has been followed through the meetings of the Maritime Safety Committee, Council and Assembly.

At the beginning of this report I said that one of the principle reasons for the forming of IMPA was to gain admission to IMCO in order that the voice of pilots might be heard. Since then, although our participation in IMCO's affairs remains the major part of our work, our work with other international bodies is becoming more demanding. We now have increasing and continuing ties with the International Association of Lighthouse Authorities, the International Organisation for Standardisation, the International Association of Ports and Harbours, the International Chamber of Shipping and the International Federation of Shipmasters' Associations.

With these various organisations we are discussing and participating in the preparation of reports on bridge design, port safety, safety of navigation and VTS. It is this last subject, VTS, which is now becoming one of importance to the various organisations with which we have links, and being one with which pilots are involved to a greater or lesser degree in the ports of the world. I am pleased to report to you that our views as users of this system in the ports of the world are now being listened to and noted.

In conclusion I would like to thank all those pilots of the United Kingdom who have contributed to the work of, and supported, IMPA in various ways, and my special thanks are due to the secretariat, Mr Eden and Miss Blake.

Mr Edmondson went on to add some further points which were not included in the written paper —

The COMAR ladder had been approved by the US Coastguards and was easily recognised by its bright orange plastic steps which embraced metal bars for reinforcement. He requested all members to look out for this pilot ladder and to **report on its suitability** to UKPA.

(continued foot of next page)

Joint Conference
UNITED KINGDOM PILOTS
TECHNICAL COMMITTEE
 Chairman's Report to Conference 1981

It is now a little over twelve months since I was accorded the privilege of chairmanship of the joint technical committee and before dealing with the business of this sub-committee over the past year it may be as well to reflect briefly on the role and purpose of such a group within the orbit of pilotage operations. My association with technical matters goes back some 15 years to 1966 and the formation of the Maritime Pilot Branch technical developments sub-committee, followed by an association with EMPA and then an invitation to attend the UKPA technical committee when it was under the chairmanship of Dick Farrands. This joint activity was in those days about the only note of accord between the two organisations. Not unnaturally, this period of time has allowed one to recognise the areas of the maritime industry wherein pilots' technical opinions are both needed and most effective. Similarly, one has also become conscious of the personal qualities that individuals have brought to the job — the sagacity and quiet authority of Dick Farrands, the essential and practical good seamanship of Ken Davis, the direct realism of Bob Boyles and latterly the tenacity and determination of Ian Evans. These and others have brought a combination of skill and personalities which have been a pleasure to work with.

Of no less importance has been the spread of membership throughout the UK ports, thus allowing a very high level of varied experience to be brought to bear on any technological aspects of pilotage. Valuable, practical experience, not knowledge from textbooks or academic courses, but mostly acquired the hard way. How well I recall — and how true it still is today — the point made by Dick Farrands many years ago, that at symposia, seminars and conferences where matters directly or indirectly involve pilots, there should always be a pilot present because, if there is not, then the vacuum that is left will gladly be filled by others less capable and less experienced. A study of matters debated at these sometimes academically esoteric meetings will reveal a certain pattern. First, the examination of a recognisable problem, then the debate, and finally the solution as projected by the instrument manufacturer, the nautical college, or the local or national authority. Whilst for mutual satisfaction an answer combining all three is recommended, it soon becomes evident that levels of personal or corporate aggrandizement abound. Therefore unless an experienced and unbiased person such as a pilot is present to evaluate the suggestions, then shipside good seamanship may well be replaced by high technology job creation ashore. This is not to suggest that pilots do not move with the times,

In the 1960 SOLAS Convention reference is made to a **safety line** which must be available to the pilot on embarking or disembarking. The Australian Department of Transportation had written to enquire what was meant. This item had been introduced by the British Government but all their papers had now been destroyed: it was said to have been put up by the Bristol Channel pilots. Mr Edmondson would be glad to receive any information, whether from Bristol or any other pilots.

Observations and experiences were invited on **totally enclosed bridges and wings**. There had been two collisions in the Baltic involving such ships.

Adding to the report's reference to Baltic Sea pilotage and the mention in Annexes of restriction to nationals of countries bordering the Baltic, it should be noted that the Resolutions related only to the country issuing the certificate and not to the holder of the certificate.

Lastly, for information, in May 1982 the title represented by the initials IMCO would change to IMO, and the venue for the next annual meeting would be Quebec.

The Chairman thanked Mr Edmondson, and other UKPA participants, for their work on our behalf.

far from it as surely not to do so would be to condemn ourselves as unadaptable dinosaurs, but we must be able to sort the wheat from the chaff and express our views as totally independent professionals. If we do not, then, gentlemen, it will be us who, in probably the worst conditions, will be endeavouring to execute a system that is someone's brain child when we should have executed the parent at a much earlier stage. Thus one function of the technical committee is to seek out the appropriate forums and see that the pilot viewpoint is properly represented.

By so doing, with knowledge and integrity, the value of the UKPTC both to pilots and the industry is enhanced and thus we come to the second function — responding to queries from official bodies, or advising them of the pilots' opinion on such technical matters as are of current concern. If such are also policy matters being dealt with by the executives of the parent organisations, then advice or comment by the technical committee should be submitted to the Joint Executive.

Finally, a further important function is to inform and update pilots on such developments as are taking place both nationally and internationally in the technical field. This is particularly relevant today when with the revalidation of certificates it is important not only to be but to be seen to be keeping pilots up to date on any changes in navigation or bridge procedures. To assist in all these things it is vital that a high level of communication exists between the UK technical committee and the technical committee of IMPA and EMPA.

It is therefore with the above objectives in mind that the following business has been carried out during the past year and debated at two meetings in October 1980 and September 1981. It is the intention of the UKPTC to hold at least two meetings per annum in the future — one just prior to the EMPA and IMPA conferences and one before the National (Joint) Conference.

1. **Conference attended by one or more members** and from which full reports have been made available:
 - a) **Marine Computer Applications**
 Whilst of no immediate concern to pilots, it was noted that the technical feasibility of a fully computerised ship required pilots to keep a watching brief on the subject.
 - b) **International Conference on Pilot Craft**
 A very worthwhile conference with a good exchange of information from both UK and abroad. From the matters subsequently raised at the technical committee plus a letter from the Scottish Guild of Pilots it was agreed that the Pilotage Commission should be pressed to expedite the work of setting minimum national standards for pilotage craft.
 - c) **Fourth International Vessel Traffic Services Symposium, Bremen**
 Whilst from a pilots' viewpoint there emerged some degree of harmony now that it is accepted and internationally recommended that pilots should be involved in such systems, it is again emphasised by the Technical Committee that pilots must forward their own interests locally if a VTS is proposed.
 - d) **Ship Operations and Safety, Southampton**
 Two excellent summaries by Ron Cashin and Peter Yates are available. A lively conference which, when verging on the ethereal, required some individual speakers to be dragged reluctant and protesting back to the real world by pilots who, incidentally, were criticised for being too vociferous. The pilots also tended to be cynical about lip-service being paid to safety on some subjects and lack of follow-through on others.
 - e) **Symposium on the Behaviour of Disabled Large Tankers, London**
 From the report of John Crowder one would deduce that the papers based on actual observations and experience were informative and useful, whilst some of the academic papers were less so.

2. Presentations attended

- a) **Marconi Tepigen Ship Simulator, Leicester**
This was noted as being a further advance on the Decca simulator, to which it is married. Whilst the potential is greater, its projected future usage at UWIST should be carefully watched by pilots.
- b) **"Approach With Care" An NMI film presented at Millbank, London**
A scientific approach to establish criteria for the design of ports and their approaches. Pilots have given Dr Dand assistance in preparing the data on the practical side. Matter yet to be discussed by the committee.

3. EMPA Technical Committee, Norway

Matters discussed included:— **Automatic steering devices** — pilots' use of and legal restrictions. **Nine Metre Rule** — EMPA follow-up of suggestion from Captain Hellier (Tees) with an agreed letter to go to shipping and pilotage authorities. **Standard International Vocabulary** — agreement as to suggested pilotage phrases. **Manoeuvring Characteristics** — agreement on type and method of displaying information. **Pilot Ladders** — possible use of fibreglass and nylon to be investigated further. **Vessel Traffic Systems**, from the Bremen symposium the EMPA Technical chairman, Captain Zwiedorf to be appointed to the permanent international symposium committee.

Also from EMPA came a request that each country should give details of their lifesaving procedures and safety equipment associated with their pilotage launches. Mike Irving, who has done such sterling work in the UK on this subject has kindly agreed to co-relate information from the UK.

Interest was also expressed by the UK pilots attending EMPA in the new aluminium 45' — 55' Norwegian launches that were demonstrated.

4. Dept. of Trade Safety of Navigation Committee

Representations on this committee currently includes two members of the UKPTC thereby allowing a good flow of information and discussions as to policy. Matters of note to pilots during the last year included:— Bridge design and equipment, standard wheel and engine orders, 'Black Box' provision, operational orders for bow and stern Thrusters, and weather forecasts. The Dover Straits routing was dealt with by Peter Russell who is not a member of the committee.

5. Other Matters Dealt With

- a) Correspondence with the DoT regarding lifejackets lights (further information on this subject was provided by Mike Irving).
- b) Pilot Ladders — use of synthetic materials. The firm requesting type approval have been asked to supply a short section for testing and examination.

6. As a final item, Conference is asked to give their attention to three matters that arose at the last technical committee meeting.

- a) A recommendation to the Joint Executive "That a further UWIST Seminar should be supported by the Pilot Organisations to bring to the forefront pilotage including safety and training matters. That the seminar should be associated with the Pilot Organisations and co-sponsored by the Pilotage Commission". This is recommended so that a forum for pilots (other than the national conference) would be maintained. *Note* The UWIST Seminars were previously sponsored by the NPC.
- b) Following the resignations of E Harding (Medway) and J Farmer (Clyde) — to whom we would like to express our appreciation for their valuable work on the technical committee over the years — there are now vacancies for consideration for membership of the UKPTC.

(continued on opposite page)

PILOTS' NATIONAL PENSION FUND

Report presented by Mr H Frith, Chairman PNPB Board

In presenting this report I shall not dwell too much on matters that were contained in the 1980 Annual Report apart from some updating of information and, time permitting, we have the advantage of our Actuary, G M Bell and Fund Manager, J Porter being present to answer any questions on technical matters such as Additional Voluntary Contributions (AVCs).

I do however want to clear any misunderstanding there might be in pilots' minds about the decision of the Board of Management last December to stop accommodating locally arranged severance/early retirement schemes by continuing to credit full 60ths in the Pilots' National Pension Fund. The decision was only made after full consideration, and with the benefit of legal/actuarial advice, and was based on the danger of prejudicing the recently hard-won approval of the Fund by stretching the principles, limits and definitions of the Fund which had been agreed with the Inland Revenue. The Board was, and still is, fully conscious of the serious problems which Severance Schemes are trying to cope with; indeed they subsequently initiated the action which led to a meeting of all interests to discuss the problem, but our prime responsibility is to the Fund members as a whole and we will not allow this to be put at risk.

Recent developments are —

Staffing:

Mrs Thumwood, Secretary, retires 31/12/81.

An Accountant will be appointed 1/12/81.

A replacement Sec/Manager is being sought and, hopefully, will be appointed in the New Year.

1981 Pension Review

A 4% (2% plus £56/£26 p.a.) increase approved.

Death in service grant increased to £6000. Both to be effective 1.1.82.

Accommodation:

The Pilotage Commission will be moving into new offices mid-December and the Pilots' National Pension Fund will join them on an agreed basis by February 28th, 1982. The estimated saving from this development will be £25,000 p.a.

Definitions:

After consultation with all parties, and firm legal advice, it has been decided to include revenue from Pilotage Certificates in Gross Earnings.

1981 Valuation:

1981 Valuation results expected September/October 1982.

Topping Up

Is now being paid and has made a significant improvement to pensions. Investigations are continuing to ensure no legitimate beneficiary has been omitted.

- c) That, if there continues to be two Organisations, the principles of funding for the UKPTC be considered on the basis of an annual *per capita* levy.

P J H Tebay
Chairman, The United Kingdom Pilots' Technical Committee
November 1981

The Pilots' National Pension Fund is 10 years old this year, Gentlemen, and in that time we have seen virtually all UK Pilots join the Fund; 30 local Funds — all with their different investment portfolios and policies — have been amalgamated; a capital value of £50m approximately has been reached and, most importantly, the mutuality amongst members, which was a feature not only of local pension schemes but of our working and pooling arrangements, has been preserved. It has weathered a major crisis in securing in legislation its approval with the Inland Revenue and overcome staffing and organisational problems.

In appreciating these developments and looking to the future, the Board have realised that whilst we have survived and prospered, despite working on a shoestring basis, it is only because of the quality of our Staff, in particular our Manager Jim Porter — a workaholic if ever I saw one — that it has been successful. We are fortunate that he is now establishing an administration to cater for the future needs of the Pilots' National Pension Fund and, with the Trustees, introducing an investment monitoring policy suitable for the consolidated Fund to enable us to cope with its ever increasing size and wider field of investment activity. This will ensure that the Trustees are better equipped to deal with this important side of the Fund's business.

I welcome being able to make this report to a Joint Conference — pensions have always been considered on a non-political basis in the Pilots' National Pension Fund — because arising out of the developments I have mentioned, and in particular the prominent part pilots must play in them, we have to give serious consideration to the future composition of the Board of Management. A letter has recently gone out to all interests inviting proposals on additions/amendments to the By-laws of the Fund and your representatives on the Board are very conscious of the need for the pilot members securing continuity and gaining experience for their replacements. Discussions have taken place and suggestions been made in the PNCP on this subject and Edgar Eden, Alan Vaughan and myself strongly recommend that we seek the appointment of a further pilot member of the Board. By-laws 16, 17 and 18 govern the appointment of pilot members and specify the appointing organisation, which might be a little difficult pending unity in one organisation (if this had been achieved we would suggest that the national organisation appoints four representatives of the pilots having previously agreed that one of the four should be a Trinity House Pilot). Nevertheless, a means has to be found to secure this change and I would suggest it be referred to the Joint Executive.

Finally, Gentlemen, whilst pensions seems to be an unfashionable subject, and I am well used to the glazed look coming on pilots' faces when I go on about it, it is a vital element in our affairs and, as we all are growing old together, will become one of ever increasing importance. I have been fortunate in being associated with similar enthusiasts and good companions in the persons of Edgar Eden, Alan Vaughan, John Grier, Ron Youde, Jack Clements and Dan Tate. Other members of the Board have, generally, speaking, made valuable contributions to the Fund. I cannot speak too highly of Jim Porter and his staff and we have been well served by our Advisers — Gordon Bell, John Martin, Stewart James and Andrew White. I commend them all to you and trust that in the next ten years the Pilots' National Pensions Fund will go on from strength to strength.

Mr Vaughan (*London Sea N*) and member of the Board, explained that, at the beginning of the year the Chairman, Mr J Grant (GCBS), had been taken ill and died of cancer. He was a great friend of pilots. He had been succeeded as Chairman by a pilot, Mr Harry Frith.

Replying to queries that involved increases in benefits, Mr Bell said there had to be funds available. Any one retiring from the service at 60 would call for about 3% extra from the fund. The benefits for retirement between 60 and 65 were laid down. If a retirement is taken earlier than 60 then the pension is reduced by 6% for each year below 60.

Mr Howison spoke up for the pensioners who were so poor that any topping up provisions did not meet the increase in cost of living and he asked for the Actuary's comment. In reply, Mr Bell explained that when the various Authorities joined the PNPf all the money was used to buy pensions and additional year's credits. Periodic valuations had shown surpluses due to excess contributions paid in by serving pilots. Who was entitled to call upon this surplus — the serving pilots or existing pensioners on a fixed pension? The Board had aimed to help pensioners with the bulk of these surpluses. He added that there was no index linking in any private schemes, only in the Public Services (which call for 25%, not 15%, of gross earnings).

Mr Butler (*Europilots*) asked what provision was made for full-time deep sea pilots to enter the PNPf? Mr Frith replied that the short answer was 'None', but the matter had been raised by Mr Eden with the solicitor at the time of negotiating with the Inland Revenue. They had been assured there was no foreseeable difficulty. As new By-laws were being made, perhaps this would be the time to include the Deep Sea members.

Mr Yates then presented his report for the PNCP.

PNCP REPORT TO JOINT CONFERENCE — 1981

Presented by Mr T P Yates

In the last year, four meetings have been held, two of which were special meetings, called to resolve questions raised about the AVC scheme prior to its inauguration in April. During lengthy discussions on this scheme at these two meetings, the Committee has had the benefit of the attendance of Mr Gordon Bell, the Actuary to the fund, who is with us today, Mrs Thumwood, the Secretary, and Mr Porter, the Financial Controller.

Our thanks go to all three for coming to the meetings and giving their valuable time to answer the many questions raised, and for setting up the scheme and getting it off the ground, a task which must have been very difficult indeed.

At a later meeting in September, Mr D Ives of Lazard Bros attended and explained the investment policy of the scheme and the reasons for it. Lazards are, of course, the brokers for the Fund.

After all these talks, my personal opinion is that the scheme must be the best way around today to invest your savings.

Admittedly it is a long term investment, because the money cannot be withdrawn until retirement, but the deposits are from income before tax, which saves on your tax bill, and the income including the accrued interest is tax free, provided it is taken in a lump sum.

Some of the other things discussed during the year include —

- (1) The relationship of the Fund to the Commission:
- (2) Early retirement schemes:
- (3) The topping up scheme:
- (4) Ill health benefits:
- (5) The constitution of the Board:
- (6) Notification to local authorities of deceased pensioners:
- (7) Index linking:
- (8) Loss in benefits due to delays in NMB awards:
- (9) Provisions of child benefit.

As far as early retirement or reserve schemes are concerned, this manifestation of reorganisation and a poor economy must pose a great threat to the viability of the Fund. If the figures produced by the Commission become a reality, we are looking at a situation where there will be as many pensioners as serving pilots. The Fund is, of course, managed with a certain reserve to cover eventualities like an increase in the number of pensioners, but an increase of 100% or more will create problems. Some of the men faced with early retirement will no doubt not become pensioners immediately, but will take a deferred pension. However, the

situation must create management difficulties for the Board and their advisors. It cannot be emphasised enough that although the Fund would be the obvious vehicle for the management of reserve schemes and redundancy schemes, these must be funded by monies from sources other than the normal pension fund income. The Fund cannot be regarded as the fairy godmother, stepping in to solve all our problems in this respect.

On the constitution of the Board. The Committee have urged the Joint Executive to press for an additional pilot member on the Board as a first step towards implementing in full the recommendations of a Government White Paper on Occupational Pension Funds. This paper, which was placed before Parliament in 1976, sets out the recommendations of the Occupational Pension Funds Board and includes the right to a 50% membership of a management committee.

This matter was not pursued at length in previous years because there was some doubt whether our Fund was an occupational fund and, for a time it looked as if we would not have a fund to manage anyway.

Index linking is an ongoing subject and the Committee view on this is that it would be far better to have a smaller pension which is index linked than a larger one which is not. This is because we feel that inflation, at whatever level, will always be with us, and even at 10%, which seems to be considered by today's standards a modest level, it would not take many years before a static pension became nearly worthless. We do have built into the rules a sort of inflation-proofing for serving members, but pensioners must rely on any surplus the fund may produce from time to time. Up to now, they have been looked after, thanks to good management and sound actuarial advice. The future, however, does not look so good.

Loss of pension benefits due to the delays in implementing NMB awards has again been raised. This matter is not being resolved and, judging by the delays which arose in this last year, the situation is getting worse. Members who unfortunately have to retire at the wrong time are losing considerable amounts of benefit because they cannot, through no fault of their own, take advantage of the increased earnings levels for pension purposes.

Because of the very nature of the negotiations on NMB awards, we will always have a back-dating element to recover losses. The resolution of this problem, therefore, must be in some kind of adjustment being made, even though this would in itself create almost impossible difficulties from an administration standpoint.

The Topping Up Scheme is now firmly established, and many expressions of gratitude have been received from pensioners in receipt of it. These thanks are to be passed on to our joint negotiators, past and present, for completing successfully what must have seemed an almost impossible task when this idea was agreed by Conference some years ago.

The amounts available to pensioners depend, of course, on a buoyant pilotage situation, as does the viability of the Fund itself, and concern must be expressed over the present happenings in the industry.

The other matters I mentioned are things which crop up in the day-to-day running of the Fund, and have been fully explained in the minutes of the Committee, so I will not take time to cover them again here.

Before closing, however, I must bring to your attention the fact that at the end of next year the Committee's finances will have run out. This is in spite of the fact that the income has been nursed continually, and meetings have been cancelled to try and offset the day when an increase in subscriptions become necessary. The time is now upon us, however, and a request for an increase has been sent to the Joint Executive. I earnestly request your support in this, to enable the Committee to carry on with its work in this most important field.

Finally, I must express my appreciation to the Joint Executive for giving me the opportunity of addressing you once more on the work of the PNCP.

T P Yates

Coastlines

Parochial Pilotage Policies

There is too much emphasis at the present time in Britain on matters, however important, that relate to the funding of the UK Pilotage Service as if only British owned and manned ships were served by our ports. Obviously this is not so, but there are more far-reaching implications for the future of our maritime traffic — and they are closer than the horizon.

May we suggest that our friends in GCBS and the DoT, amongst others, read Herr Graff's significant paper in this issue, as well as taking note of the developments in current discussion at EMPA. Given a sense of perspective in the international aspects of British pilotage, let them hasten to put the UK Pilotage Service into a fit state to take a leading part in the European Economic Community.

New Year Honours

Our good wishes and congratulations go to Captain Miles Wingate, KCVO, Deputy Master of Trinity House and to Captain P F Mason, CBE, Elder Brother and Board member, Trinity House.

Promotion

Dr F S Preston, our Honorary Medical Adviser, has been promoted to Director, Medical and Safety Services, British Airways. We offer him our warm congratulations on his well merited recognition and wish him personal satisfaction and achievement amidst his new responsibilities.

Overheard at Conference

"... too old for it at 28, this from my wife and before we were married, . . ."

"... reminds me of a disagreement I had on board my ship with a Southampton pilot twenty years ago. 'You can't speak to me like that', he said, 'I'm the Senior Junior Pilot!'"

Obituary

W L D BAYLEY

We are sad to report the death of Bill Bayley, at the age of 52, in early October. His poor health had caused his early retirement from the Isle of Wight Pilot Service in 1979.

He served his time with the Royal Mail after pre-sea training on the *HMS Conway* in 1945. He joined Esso after obtaining his Second Mate's ticket in 1949 and during his service with them he joined the Royal Naval Reserve, in which he was commissioned as a Lieutenant in 1955. By 1959 he had risen to the rank of Chief Officer, when he joined the Inward Service of the Isle of Wight Pilots, gaining his First Class Licence in 1964. In 1977 he was admitted and sworn as a Younger Brother of Trinity House.

Bill was very active in pilots' 'politics'. He served both as Treasurer and Secretary in the Inward Service, and was a founder-member of the Technical Committees of both UKPA and the Nautical Institute. His great interest in pilots' safety was shown in his many articles that he contributed to "*Safety at Sea*" and other technical magazines. As well as being a Founder Member of the NI he was a member of the Society for Nautical Research and of the Hakluyt Society.

After he retired as an active pilot he joined the staff of the College of Nautical Studies at Warsash and became a Senior Lecturer in charge of the Ship Simulator Unit — an appropriate appointment in view of his experience and interest in ship handling.

Bill was a "thinking pilot", and was always ready to further pilots' interests by using his gift of the pen. We shall all miss him very much. Our thoughts are with Margaret and her family of three.

P N J

Local Secretaries

Aberdeen	...	A. F. L. Esson	...	Aberdeen Harbour Pilots, North Pier, Aberdeen
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. Romans Drive, Seaton Sluice, Whitley Bay, Tyne and Wear
Brixham	...	R. J. Curtis	...	"Abrigo" 20 Furzeham Park, Brixham, Devon
Clyde	...	W. Brown	...	"Pentland" 66 Belmont Road, Kilmacolm, Renfrewshire
Coleraine	...	W. Dalzell	...	Harbour Office, Coleraine, Co. Derry, N. Ireland
Dundee	...	G. Dobbie	...	16 Buddon Drive, Monifieth, Dundee, Tayside
Exeter	...	B. L. Rowsell	...	17 Camperdown Terrace, Exmouth, Devon
Falmouth	...	Mrs. V. W. Telling	...	14 Arwenack Street, Falmouth, Cornwall
Fleetwood	...	R. D. Pratt	...	16 Thirlmere Avenue, Fleetwood, Lancs.
Fowey	...	M. H. Randolph	...	Moorlands Farm, Treesmill, Tywardreath, Par, 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	...	P. Church	...	58 Westminster Drive, Grimsby, South 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	...	R. Hay	...	39 Christiemiiller Avenue, Craigmintny, Edinburgh
London:				
Sea Pilots South	...	R. L. Mann	...	7 Springfield Road, Cliftonville, Margate, Kent
Sea Pilots West	...	M. J. G. McDonald	...	Turks Hill, Taylors Lane, Higham, Nr. Rochester, Kent
River	...	P. A. Carden	...	The Old Rectory, 91 Windmill St, Gravesend, Kent
Medway	...	T. G. Hannaford	...	175 Wards Hill Road, Minster, Sheppey, Kent
Sea Pilots North	...	R. M. Dick	...	24 Seafield Road, Dovercourt, Essex
Londonderry	...	C. J. McCann	...	Shrove, Greencastle, Co. Donegal, Ireland
Lowestoft	...	W. Craig	...	57 Royal Avenue, Lowestoft, Suffolk
Milford Haven	...	B. I. Evans	...	Rock Cottage, Wellington Gardens, Hakin, Milford Haven, Dyfed
Montrose	...	A. G. Brown	...	6 Panmarc Terrace, Montrose, Angus DD10 8HD
Neath	...	A. Boshier	...	24 Thorney Road, Baglan, Port Talbot, Glam.
Orkney	...	W. Cowie	...	7 Faraclett, Kirkwall, Orkney KW15 1XD
Peterhead	...	D. J. MacKinnon	...	1 Acacia Grove, Peterhead, Aberdeenshire
Plymouth	...	J. A. McLean	...	Pilot Office, 2 The Barbican, Plymouth, Devon
Poole	...	P. Colville	...	7 Gorse Road, Corfe Mullen, Nr. Wimbourne, Dorset
Port Talbot	...	J. Parry	...	6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.
Portrush	...	T. Doherty	...	16 Crocnamack Square, Portrush, Co. Antrim, N. Ireland
Preston	...	M. Purvis	...	Pilotage Office, The Docks, Preston, Lancs.
Prestatyn	...	A. M. Hutton	...	The Orchard, 8 Stoneby Drive, Prestatyn, Clwyd LL19 9PE
Shetland	...	B. J. L. Cheevers	...	3 Burgadale, Brae, Shetland
Shoreham	...	E. Wray	...	Shoreham Pilotage Service, Watch House, Beach Road, Portslade, Brighton, Sussex
Southampton, Isle of Wight and Portsmouth	...	P. R. Carling	...	Pilot Office, Berth 37, Eastern Docks, Southampton, SO1 1AG
South East Wales	...	E. F. Williams	...	39 Arles Road, Ely, Cardiff, CF5 5AN
Sunderland	...	J. Patterson	...	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham
Teignmouth	...	S. C. Hook	...	7 Ivy Lane, Teignmouth, Devon
Tees	...	D. T. Parker	...	"Stonchenge", The Green, Low Worsall, Yarm, Cleveland TS15 9PJ
Trent	...	C. J. Hunt	...	2 Spinney Walk, Anlaby Park, Hull, HU4 6XG
Tyne	...	J. R. Phillips	...	6 Mowbray Road, North Shields, Tyne and Wear
Watchet	...	N. P. Stokes	...	2 Cottiford, Bicknoller, Nr. Taunton, Somerset TA4 4LR
Weymouth	...	B. E. Caddy	...	15 Hope Street, Weymouth, Dorset, DT4 8TU
Wisbech	...	D. Locke	...	Adderley House, Burrett Road, Walsoken, Wisbech Cams.
Workington	...	M. Ditchburn	...	68 Loop Road North, Whitehaven, Cumberland
Yarmouth	...	R. Wright	...	Pilot Station, Riverside Road, Gorleston-on-Sea, Norfolk NR31 6P2
Europilots	...	R. B. Bradbury	...	18 Silverthorne Drive, Southport, Lancs PR9 9PF