



THE PILOT

The official organ
of The United
Kingdom Pilots'
Association
(Marine)

No. 210 (Vol. 54 No. 1)

July 1986

ALUMINIUM FOR LIVERPOOL



Liverpool's latest pilot launch, *Turnstone*, was built of aluminium alloy in Stockholm by Boghammar Marin to a Swedish Board of Shipping and Navigation design, adapted to Liverpool's requirements and with a 12m hard chine hull of 3.95m beam. There is accommodation for two crew and four pilots. Since *Turnstone* was delivered to our Western Station (Pt Lynas) in June 1984 to replace a thirteen year old, slightly water-logged, Nelson 40 *Fulmar*, she has proved an excellent all-round launch. GT.

TRANSPORT COMMITTEE REPORT ON MARINE PILOTAGE	p4
EXTRAORDINARY CONFERENCE, 28th MAY 1986	p13
CHAIRMAN ON UKPA TO UKPA (MARINE)	p3

United Kingdom Pilots Association (Marine)

(A Section of the Transport & General Workers Union)

Transport House, Smith Square, Westminster, London SW1P 3JB
Telephone: 01-828-7788

President	The Rt Hon The Lord Strathcona and Mount Royal
Past Presidents	1884-1910 Commander George Cawley (Founder President)
	1910-1923 Mr Michael Joyce, MP (Limerick) (Licensed Pilot)
	1923-1925 The Hon J M Kentworthy, MP (Hull Central)
	1925-1942 Lord Aspley, DSO, MC, MP (Bristol Central)
	1946-1947 Admiral Lord Mountevans, KCB, DSO
	1949-1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
	1963-1976 The Rt Hon James Callaghan, PC, MP (Cardiff South East)
Honorary Vice-Presidents	Messrs F Berry, OBE, D I McMillan, T Morgan, H J Wynn
National Secretary:	J Connolly Transport House, Smiths Square, Westminster, London SW1P 3JB
Chairman of the Section Committee	C C WILKIN (Humber) 273 Beverley Road, Kirkella Hull, North Humberside (0482) 653323
Vice-Chairman of the Section Committee	M H C HOOPER (Southampton and Isle of Wight) 60 Spencer Road, Ryde, Isle of Wight PO33 3AF (0983) 62474
Honorary Treasurer	D W DAVIS (London Sea Pilots South) New Church Farm, Church Hougham, Dover, CT15 7AH (0304) 206946

Section Committee

A R BODDY (London North) 94 Fronks Road, Dovercourt, Harwich, Essex	(0255) 508106
W BROWN (Clyde) "Pentland", 66 Belmont Road, Kilmalcolm, Renfrewshire	(050587) 3368
J H BURN (Tyne) 44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS	(0632) 573999
G A COATES (Tees) 9 Stokesley Road, Marton, Middlesborough, Cleveland	(0642) 315236
J COLLISTER (Forth) 150 Bo'ness Road, Grangemouth, Stirlingshire	(0324) 482119
B I EVANS (Milford Haven) Rock Cottage, Wellington Gardens, Milford Haven, Dyfed	(064 62) 2917
H FRITH (Manchester) 6 Gaymore Close, Liverpool Road, Chester CH2 1BH	(0244) 383697
R A GLOVER (Liverpool) Silverthorn, The Paddock, Heswall, Merseyside, L60 1XJ	(051 342) 1415
G M LOGIE (Yarmouth) Claremouth House, 71 Marine Parade, Gorleston-on-Sea, Norfolk	(0493) 62932
N C E MCKINNEY 8 Alt-Min Avenue, Belfast 8, Northern Ireland	(0232) 702262
N OWEN (Liverpool) Pankina, Church Meadow, Lower Heswall, Merseyside	(051) 342-3952
T RUSSELL (Bristol) 35 Grange Park, Westbury-on-Tyne, Bristol BS9 4BU	(0272) 629250

Auditors

Guy Mayers, Chartered Accountant
Editor of "The Pilot"

David Colver

UKPA TO UKPA (MARINE)

Statement by the Chairman on the Situation Leading up to the Merger

Members will recall that, following the publication of the Green Paper on Marine Pilotage in December 1984, the UKPA Executive decided to send a small sub-committee round the majority of the pilotage districts of the UK to talk to as many pilots as possible to ensure that the ramifications of the Green Paper were fully understood.

This sub-committee addressed over 750 pilots and there is no doubt that the pilots realised that if the Green Paper were to become law without suitable modification, then the Pilotage profession would be, as we know it today, destroyed and that their status as self-employed, fee-earning pilots would be altered to that of a port employee.

The Executive firmly believes that this Green Paper was cobbled together by a few civil servants in a desperate attempt to solve the problems in the administration of pilotage which had come about following the 1983 Pilotage Act. It had not properly been thought through and, if allowed to be implemented, it would cause more problems than it would solve. Nevertheless the Green Paper did offer a possible way through the impasse in pilotage which, with good will by both pilots and ports, could modify the recommendations to enable an acceptable solution to be worked out.

The pilots, albeit reluctantly, were prepared to support the proposed legislation provided it could be modified with satisfactory safeguards for the profession. Unfortunately, right from the beginning, the then Chairman of the British Ports Association, Mr A G Robinson, in a letter dated the 13th December 1984 (the very day of publication of the Green Paper) made it quite clear in a letter to all MPs who could possibly have a constituency interest in port affairs warning them of the pilots' attitude to the proposed changes. This letter reduced the status of pilots to some form of interpreter between the Master and the VHF port control. This alarming attitude, coupled with the proposed radical changes in the legislation, resulted in the executive committee receiving instructions to merge the UKPA and the Marine Branch of the T & G into one organisation under the umbrella of the Transport & General Workers' Union.

During 1985, talks were held with Senior Officers of the T & G and, notwithstanding the fact that previous attempts to unite the two parties under the UKPA had failed, the T & G were prepared to accept the Pilots into the Union on most acceptable terms.

It will be recalled that, at the 1985 Conference, delegates were asked to vote and pass a new rule change which would permit the machinery to be set up to hold a ballot allowing all UKPA members to vote as to whether the UKPA should merge with the T & G. In order that there should be no doubt as to the members' wishes, an 80% of votes cast would be required for the merger to take place. In the event, the UKPA accountant, Mr Guy Myers, was employed to count the vote and recorded a poll of 80.04% in favour, The merger duly took place.

During the interim period the UKPA was obliged to vacate their office in Peel Street as the building had been purchased by the Spanish Embassy. Fortunately, with the good offices of the Honourable Company of Master Mariners, the UKPA was accommodated on board HQS *Wellington* for a period of 3 months until the changeover of the UKPA to the UKPA (Marine) was effected. Office accommodation for the new organisation was then provided at the Head Office of the T & G in Smith Square.

The General Secretary and Legal Adviser, Edgar Eden, who had been with the Association for over 17 years, retired on 31st December and Miss Penny Mobley, who had so admirably filled the gap left by the death of Yvonne Blake, terminated her contract in the early part of the year. Both will remain connected with pilots however, and will administer the IMPA offices in London from HQS *Wellington*.

The Fifth Report of the Transport Committee (House of Commons)

MARINE PILOTAGE

25th July 1985

The CONCLUSION, and SUMMARY of MAIN RECOMMENDATIONS, of this Report to Parliament are reproduced with grateful acknowledgement to HMSO, together with a subsequent Written Answer to Parliamentary Question and the Government's response to the Main Recommendations.

CONCLUSION

132. There is general agreement that there are faults with the present administrative structure of pilotage and that reform is urgently needed. The Government hopes that the proposals in its Green Paper will offer a framework which will be simple and more in keeping with modern needs and, in order to refine and improve the proposals, has sought the advice of everyone concerned with the problems of pilotage. We welcome this commitment to wide consultation. It is with the aim of assisting the Government in achieving a rationalisation of the system and in ensuring an efficient, cost-effective and above all safe service that we have produced our report.

SUMMARY OF MAIN RECOMMENDATIONS

133. The Committee has agreed to the following recommendations:-

(Continued from previous page)

The newly founded UKPA (Marine) came into being, six weeks after the ballot count, on the 31st January 1986, under the stewardship of Mr John Connolly, The National Secretary of Dock Workers and Inland Waterways. The office of the UKPA (Marine) is currently run on a day-to-day basis by our new Secretary and Administrator, Miss Philippa Julian.

The year up to now has proved to be no exception to the past turbulent years following the aftermath of the GCBS abrogation of the long standing Letch Agreement and the Pilotage Commission's apparent inability to protect the pilots from the Secretary of State's rulings under Section 14(5) of the 1983 Act. We now find ourselves back to the turbulent years prior to 1957 when local authorities governed the pilots' earnings. This would appear to be in line with the current Government's declared policy which states that pilotage arrangements should be decided locally, taking into account local circumstances. There is no desire to impose uniformity.

It would seem that the wheel has turned one full circle and it will now be up to the Association to ensure that the wheel continues to turn in order that the status and earnings of pilots are not eroded. To this end the UKPA (Marine) Executive (now called the "Section Committee") called a Delegate Conference on 28th May to ensure that all members are fully briefed on the facts as they are today and to decide what should be the future policy of the new Association.

C C WILKIN
Chairman — UKPA (Marine)

- (1) That a minimum notification of ETAs and ETDs be introduced. (paragraph 24)
- (2) That the Danish system of auxiliary and permanent auxiliary pilots or a variation thereof be considered for this country. (paragraph 26)
- (3) That consideration be given to a simplified pilotage charging structure based on deadweight and draught. (paragraph 29)
- (4) That a review of existing rules and practices with regard to exemptions from pilotage should be undertaken as a matter of urgency. (paragraph 35)
- (5) That as a general rule busy shipping areas should be subject to compulsory pilotage. In particular the Thames estuary should retain compulsory pilotage, albeit with revised exemptions and increased availability of pilotage certificates. (paragraph 38)
- (6) That it should be for future pilotage authorities to set the criteria for the issue of certificates but that the criteria should include adequate knowledge of the English language and pay due regard to the high standard of expertise and safety awareness needed to navigate in confined waters. (paragraph 42)
- (7) That only masters on ships which match existing EC standards for safety and manning levels should be eligible for certificates, although the ship itself need not be EC registered nor the master an EC national. (paragraph 42)
- (8) That a right of appeal to the Secretary of State against refusal by a pilotage authority to examine an officer for a certificate or to issue or to renew it should remain. (paragraph 43)
- (9) That discussions be held between the pilotage authorities and representatives of the shipping lines employing certificated masters to identify ways in which all necessary navigational information can be transmitted quickly and efficiently. (paragraph 44)
- (10) That the Secretary of State should be required to be satisfied that a harbour authority has sufficient staff with expertise in ship handling and local navigation before he permits it to undertake the management of pilotage. Where he is not satisfied that those harbour authorities which wish to take over pilotage responsibilities have sufficient expertise, we recommend that the harbour authority should be strengthened from the present pilotage authority. Where small ports in a non-estuarial situation are reluctant to assume responsibility for pilotage, we recommend that they should have the right to make arrangements for running pilotage jointly with neighbouring harbour authorities or to delegate the operational management to an agent such as Trinity House. (paragraph 56)
- (11) That the port authorities of any one estuary should be statutorily required to operate as one pilotage authority. (paragraph 61)
- (12) That initially harbour authorities should take over responsibility for pilotage districts as they presently exist and that if more than one harbour authority resides within a pilotage district, responsibility should be shared. (paragraph 68)
- (13) That harbour authorities which consider that the pilotage district could be safely reduced, should have to seek Parliamentary approval. (paragraph 68)
- (14) That a temporary advisory committee made up of pilots and shipping representatives should be set up in each district to discuss the proposed changes, and that they should be set up in each district to discuss the proposed changes, and that they should have a final right to appeal to the Secretary of State. (paragraph 70)

- (15) That separate pilotage returns (and accounts) should continue to be made. (paragraph 71)
- (16) That any final employment proposal should be negotiated and agreed with the pilots. (paragraph 83)
- (17) That the evaluation of transferred pension benefits should be augmented to take into account the likely loss of future value of any deferred benefit and in expectation of future investment income from the fund. Alternatively pilots could be given a share in the wound-up fund. We also recommend that funds should be set aside to protect the topping up allowance for earlier pensions and to provide cost-of-living increases for existing pensioners. (paragraph 86)
- (18) That there should remain a right of appeal against increases in pilotage charges either to the Department or to an independent body and ultimately to the Secretary of State. (paragraph 91)
- (19) That the Government reconsider whether any assistance should be given to help provide immediate compensation for surplus pilots and perhaps offer financial assistance by way of an outright grant or short-term loan to be repaid over a period from the levies and charges suggested elsewhere. (paragraph 104)
- (20) That for the purposes of the compensation levy all certificate holders should be charged, but that higher charges should be imposed on new certificate holders who will obviously be benefiting positively from reorganisation. (paragraph 111)
- (21) That, if sufficient funds cannot be produced through the charges on certificate holders, the Association of British Ports' suggestion be followed and that a short-term levy be imposed on all harbour authorities employing more than ten pilots. (paragraph 111)
- (22) That the offer of retirement at 55 on an immediate pension be made as soon as possible. (paragraph 114)
- (23) That the technical requirements of the pilot boat survey system should be decided by the Department's surveyors after consultation with the local pilotage authority and that the Department's staff should be supplemented if necessary to allow this task to be carried out with expedition. (paragraph 125)
- (24) That double-manning of pilot boats should be made a statutory requirement. (paragraph 126)
- (25) That all ships over 300 grt should be required to pay dues towards the provision and maintenance of pilot boat services. (paragraph 130)
- (26) That the system of collection of light dues be extended to cover the pilotage dues and that all sums collected be handled by a central agency (such as Trinity House) which should be empowered to agree their distribution as required. (paragraph 130)

INSURANCE REMINDER

Condition 9 in the UK Pilot's Policy requires every member to report to the Insurance Company IN WRITING WITHIN THIRTY DAYS of the happening of any event out of which a claim may arise. Since it is not possible to say with any certainty that a particular incident will lead to an enquiry or legal proceedings, members should in their own interest inform Navigators & General in writing of ALL INCIDENTS, however trivial they may be.

HOUSE OF COMMONS: TUESDAY, 25TH MARCH, 1986

WRITTEN ANSWER TO PARLIAMENTARY QUESTION

Mr Jonathan Sayeed (Con Bristol East)

To ask the Secretary of State for Transport whether he has considered the recommendations made by the House of Commons Transport Committee in its Report on Marine Pilotage, and whether he will make a statement.

Rt Hon Nicholas Ridley (Secretary of State for Transport)

I have now considered the Report of the House of Commons Transport Committee on Marine Pilotage. The Committee's Report contains a careful analysis of this complex subject, and, together with the minutes of evidence and appendices, provides a most useful source of information about it. I welcome in particular the Committee's recognition of the need for urgent reform of the present administrative structure of pilotage, and its endorsement of the central proposal in the Green Paper which I published in December 1984, that pilotage should become the responsibility of harbour authorities.

The Report contains 26 main recommendations. The Government's responses to these recommendations are contained in a detailed memorandum, a copy of which I have placed in the Library. The memorandum is also being sent to the principal bodies interested in pilotage: further copies are available on request from the Department of Transport.

In considering how to take forward the reform of pilotage administration, I have taken careful account of the many comments received in response to the Green Paper, and I am grateful to all those who responded. Having considered these responses, and the Committee's Report, I can confirm that I intend to introduce legislation as soon as possible to provide for the transfer of pilotage responsibility to harbour authorities, for the abolition of the existing pilotage authorities and the Pilotage Commission; and for the repeal of most of the present complex legislative provisions governing pilotage. The legislation will provide for a statutory compensation scheme to be available for pilots whose services will no longer be required under the new regime. Further details of the Government's proposals are included in the memorandum.

As the Transport Committee noted, a number of draft byelaws and pilotage orders were prepared by pilotage authorities, with the aim of securing reorganisation under the existing legislation. These were submitted to my Department, but in view of objections that were raised against them by the various interested parties, and because of the developing uncertainty about the future of pilotage administration, my predecessors and I have taken decisions on very few of them. Following my announcement that the Government intends to proceed with early legislation the Department of Transport will now return the outstanding orders and byelaws to the authorities, and will invite them to consider whether they still wish to promote them, in whole or in part, so that they can take effect during the interim period before the new arrangements can come into effect.

In considering any orders or draft byelaws which are re-submitted, or submitted for the first time, I will be minded to approve proposals consistent with the policies outlined in the Government's response to the recommendations of the Transport Committee. I will also seek the views of the local harbour authority or authorities on whether the proposals in question are consistent with the pilotage regime which the authority is likely to introduce following implementation of the legislation, and I will give due weight to those views.

**THE GOVERNMENT'S RESPONSE TO THE MAIN
RECOMMENDATIONS OF THE REPORT OF THE HOUSE OF
COMMONS TRANSPORT COMMITTEE ON MARINE PILOTAGE
(THE FIFTH REPORT OF 1984/85 SESSION).**

Recommendation 1. That a minimum notification of ETAs and ETDs be introduced.

The Government accepts that a wider introduction of ETA and ETD requirements would facilitate improved productivity among pilots, and the Secretary of State will be prepared to consider sympathetically byelaw proposals for the introduction of such requirements which pilotage authorities submit to him. Following the enactment of new legislation such operational matters will be entirely for the harbour authorities to determine: because of the wide variations in local conditions, it would not be practicable for a standard minimum period of notification to be prescribed.

Recommendation 2. That the Danish system of auxiliary and permanent auxiliary pilots or a variation thereof be considered for this country.

The Danish practice is for a pilotage authority to make arrangements for local masters or retired masters to offer their services to vessels at peak periods when no pilot is immediately available. These masters are not qualified pilots, and this is made clear when their services are offered.

While present levels of manning of the pilotage service persist there appears to be little scope for the introduction of similar arrangements in the United Kingdom, and it is any case doubtful whether under the terms of the existing legislation the provision of auxiliaries would be consistent with a pilotage authority's duty to provide a pilotage service.

However, it is intended that new pilotage legislation should not preclude such arrangements, and harbour authorities will wish to consider the practicability and desirability of offering the services of auxiliaries to those masters willing to use them when no pilot is immediately available.

Recommendation 3. That consideration be given to a simplified pilotage charging structure based on deadweight and draught.

The Government accepts that the structure of pilotage charges should not be unfair to any class of users, and that it should be as simple as is consistent with that objective. It is at present for the pilotage authorities to consider whether a structure of charges on the lines suggested by the Committee would meet those requirements; the Government hopes that in considering the matter the authorities will act in consultation with the harbour authorities, because of their existing responsibility for the structure of other port charges, and their future responsibility for pilotage.

Recommendation 4. That a review of existing rules and practices with regard to exemptions from pilotage should be undertaken as a matter of urgency.

The Government agrees that the present exemptions are in many cases very hard to justify in terms of safety. Some of the anomalies would have been removed on implementation of byelaws or Orders, proposals for which have been submitted to the Department by some pilotage authorities. As objections have been raised to these proposed measures, or to measures associated with them, the Government has not felt it right to permit implementation while policy on the future of pilotage has remained unresolved. The Secretary of State is now however prepared to give fresh consideration to any proposals which pilotage authorities wish to put forward for implementation in the period before the new arrangements proposed in the Green Paper can be brought into effect. To this end, the Department will return to the pilotage authorities all outstanding propo-

sals for byelaws and Orders, and will invite them to consider whether they would wish them to be implemented; in whole or in part, or some alternative proposal implemented, in the present changed situation. In considering proposals which are submitted or re-submitted, the Secretary of State will attach due weight to statements from the appropriate harbour authorities that the proposed measures would be consistent with the pilotage regime which they would expect to introduce when new legislation is implemented.

Recommendation 5. That as a general rule busy shipping areas should be subject to compulsory pilotage. In particular the Thames estuary should retain compulsory pilotage, albeit with revised exemptions and increased availability of pilotage certificates.

The Government acknowledges the important role played by pilots in contributing to the safety of navigation in busy shipping areas. The volume of shipping is however only one of the considerations which need to be taken into account in assessing whether compulsory pilotage is needed, and over which areas of water. Other considerations include the size and type of vessels, the navigational hazards in the area, and local tidal and weather conditions. The Government proposes that in future the local harbour authorities should have responsibility for assessing these factors and for deciding on the need for compulsory pilotage. In many cases they will no doubt conclude that some measure of compulsion is justified, but the Government does not consider it appropriate to lay down general rules, either for estuaries or elsewhere.

Recommendation 6. That it should be for future pilotage authorities to set the criteria for the issue of certificates but that the criteria should include adequate knowledge of the English language and pay due regard to the high standard of expertise and safety awareness needed to navigate in confined waters.

The Government propose that new legislation will normally require harbour authorities to issue pilotage certificates to any master or Chief Officer who can meet fair examination standards. Within that requirement, it will be for the authorities to set the criteria for the issue of certificates; when setting these criteria, they will no doubt give due weight to the importance in safety terms of an adequate knowledge of English and a high standard of expertise and safety awareness.

Recommendation 7. That only masters on ships which match EC standards for safety and manning levels should be eligible for certificates, although the ship itself need not be EC registered nor the master an EC national.

No standards for safety and manning levels have been laid down by the EC, nor are all EC member states parties to the relevant IMO conventions. There would therefore be serious practical difficulties in accepting this recommendation. Safety standards and manning levels of foreign-registered vessels using British ports are subject to frequent checks by the Department of Transport surveyors under the port state control procedures. Since these matters have little bearing on the competence of a master to navigate in pilotage waters, the Government does not consider it appropriate for them to be used as criteria for the issue of pilotage certificates.

Recommendation 8. That a right of appeal to the Secretary of State against refusal by a pilotage authority to examine an officer for a certificate or to issue it or to renew it should remain

Since under the proposed new legislation the only grounds on which a harbour authority will normally be entitled to refuse a pilotage certificate will be those relating to an individual's competence, experience and knowledge, the Government envisages that questions concerning the issue of certificates will in future be less contentious than hitherto. Where a master is discontented with a harbour authority's decision, the normal processes of the law will be available to him, and the Government sees no need to replace these with an appeal procedure involving the Secretary of State. (The Secretary of State will however be empowered to exempt a harbour authority from the requirement to issue certificates where he is satisfied that exceptional safety considerations justify such exemption).

Recommendation 9. That discussions be held between the pilotage authorities and representatives of the shipping lines employing certificated masters to identify ways in which all necessary navigational information can be transmitted quickly and efficiently.

The Department is not aware of any significant difficulty in keeping the holders of pilotage certificates up to date with local navigational information; and to qualify for these certificates, certificate holders will need to be regular users of a port. However, pilotage authorities, and in future harbour authorities, will no doubt wish to keep the Committee's recommendation in mind should a particular problem arise locally.

Recommendation 10. That the Secretary of State should be required to be satisfied that a harbour authority has sufficient staff with expertise in ship handling and local navigation before he permits it to undertake the management of pilotage. Where he is not satisfied that those harbour authorities which wish to take over pilotage responsibilities have sufficient expert we recommend that the harbour authority should be strengthened from the present pilotage authority. Where small ports in a non-estuarial situation are reluctant to assume responsibility for pilotage, we recommend that they should have the right to make arrangements for running pilotage jointly with neighbouring harbour authorities or to delegate the operational management to an agent such as Trinity House.

The Government has every confidence that harbour authorities will equip themselves to carry out their pilotage duties responsibly and efficiently; and that they will take the opportunity of availing themselves of the expertise in shiphandling and navigation which is vested in the pilots and the pilotage authorities. The Government does not regard it as either necessary or desirable for the Secretary of State to exercise the supervisory functions recommended by the Committee. Under the proposed reorganisation harbour authorities will be empowered to run a pilotage service on their own or jointly with neighbouring authorities or to appoint Trinity House or another body to act as agent in providing a service, if they so choose. The Government will continue to have discussions with Trinity House on how their considerable expertise in pilotage matters could most usefully be engaged in the new regime.

Recommendation 11. That the port authorities of any one estuary should be statutorily required to operate as one pilotage authority.

The Government considers that in estuaries containing more than one port the objective, as elsewhere, should be the establishment of the most efficient and effective pilotage arrangements for the benefit of users of all port facilities in the area. In some cases this may best be achieved if the harbour authorities concerned set up a joint operation. In others, however, it may be more sensible for harbour authorities to operate separate services, even where vessels using one port need to traverse waters under the jurisdiction of another authority: for example, services to port facilities in the ports of London and Medway may well best be organised in this way. Where there is more than one harbour authority in an estuary, it is intended that the Secretary of State shall be able to require the authorities to prepare schemes for the operation of pilotage services in the estuary, and these will be expected to safeguard the interests of harbour authorities which are approached through waters under the jurisdiction of another harbour authority. Such plans will be subject to approval by the Secretary of State. Where agreement between the harbour authorities cannot be reached or has subsequently broken down, or where the Secretary of State is not satisfied with the proposals, he will be able to direct that other arrangements shall be introduced.

Recommendation 12. That initially harbour authorities should take over responsibility for pilotage districts as they presently exist and that if more than one harbour authority resides within a pilotage district, responsibility should be shared.

Recommendation 13. That harbour authorities which consider that the pilotage district could be safely reduced should have to seek Parliamentary approval.

The Government does not propose to include in new legislation a requirement that existing pilotage district boundaries should be retained. Since it is not envisaged that all harbour authorities within an existing pilotage

district shall be required to operate as one pilotage authority, it would not be clear in such cases who was responsible for covering the various parts of the district, or for taking action to amend the boundaries. It would also be undesirable for harbour authorities to be required to accept, on assuming their pilotage responsibilities, numbers of pilots and operating patterns which they did not regard as justified.

Even though current pilotage boundaries may originally have been determined by considerations of maritime safety, few have been reviewed in recent years. The Government believes that it would be right for harbour authorities to consider afresh the area over which, in the interests of safety, pilotage services should now be provided for shipping using port facilities within their areas of jurisdiction. In so doing, they will be able to take account of modern developments in navigational technology, and changes in the patterns of shipping movements in recent years. The Government is confident that the authorities will give responsible consideration to the pilotage needs of vessels using their port approaches, whether or not such approaches at present fall within harbour limits. The Government remains of the view that harbour authorities should be required to seek Parliamentary approval for the extension of their jurisdiction for pilotage purposes, where they wish to improve compulsory pilotage outside their present limits. However, it is proposed to provide in the legislation for a simplified procedure to be adopted for those authorities wishing to extend their limits for pilotage purposes when first assuming responsibility for pilotage harbour limits on a non-compulsory basis.

Recommendation 14. That a temporary advisory committee made up of pilots and shipping representatives should be set up in each district to discuss the proposed changes, and that they should have a final right of appeal to the Secretary of State.

The Government considers that a harbour authority would be well-advised in introducing new pilotage arrangements to obtain and consider the views of pilots, shipowners and other interested parties. But since responsibility for the new arrangements will rest with the harbour authorities, the Government does not believe that it would be appropriate for the legislation to prescribe uniform arrangements for consultation or to provide for a right of appeal to the Secretary of State.

Recommendation 15. That separate pilotage returns (and accounts) should continue to be made.

The Government considers that under the proposed new legislation harbour authorities should be required to keep separate accounts for their pilotage operations; these accounts will be required to be made available to those wishing to see them. It will be for the harbour authorities to decide what additional information about pilotage should be made available. The Government sees no need under the new pilotage arrangements for harbour authorities to be required by statute to prepare returns of non-financial information such as that included in the present pilotage returns presented to Parliament annually.

Recommendation 16. That any final employment proposal should be negotiated and agreed with the pilots.

The Government notes the Committee's support for a change to an employed status for pilots. The Government also recognises that there is concern about the position of self-employed pilots under the new arrangements. It is therefore envisaged that the legislation will oblige harbour authorities to offer employment to pilots whose services they require, unless alternative arrangements on some other basis have been agreed between the authority and the pilots. The British Ports Association have indicated that they will be prepared to consider with representatives of the pilots any proposals which the Department might put forward for joint discussions on such matters.

Recommendation 17. That the evaluation of transferred pension benefits should be augmented to take into account the likely loss of future value of any deferred benefit and in expectation of future investment income from the Fund. Alternatively pilots could be given a share in the wound-up Fund. We also recommend that funds should be set aside to protect the topping-up allowance for earlier pensions and to provide cost-of-living increases for existing pensioners.

The Government intend that the new legislation should provide for the continuation in being of the Pilots National Pension Fund. Arrangements will be made for all existing members to remain members of the Fund, including those who take up employed status, subject to the entitlement which employed members of the scheme would have under legislation now before Parliament to make alternative personal arrangements. In view of these proposals, the Government does not believe that the circumstances envisaged in this recommendation need arise.

Recommendation 18. There should remain a right of appeal against increases in pilotage charges either to the Department or to an independent body and ultimately to the Secretary of State

In general ports operate in a competitive market, and harbour authorities will therefore have to bear in mind the possible effects of excessive pilotage charges in contributing to customer's decisions to transfer shipping traffic, or the cargo it carries, to rival ports, whether in the shorter or longer term.

The new legislation will reinforce this pressure to keep charges reasonable, by including a statutory requirement that charges shall be fair and reasonable, by forbidding harbour authorities from applying pilotage revenues to other purposes, and by requiring them to keep, and make available for inspection, separate accounts for their pilotage operations. The Government is also examining the extent to which the monopolies and fair trading legislation already applies to pilotage and considering whether it should be further so applied.

The Government considers that these measures will form a substantial basis on which port users can if necessary mount action through the Courts and that that possibility will provide a strong additional incentive for harbour authorities to act responsibly and keep the cost of pilotage no greater than safety requires. It therefore inclines to the view that an appeal procedure on pilotage charges is unnecessary, but has not yet reached a firm conclusion on the matter.

Recommendation 19. That the Government reconsider whether any assistance should be given to help provide immediate compensation for surplus pilots and perhaps offer financial assistance by way of an outright grant or short-term loan to be repaid over a period from the levies and charges suggested elsewhere.

The Government's view remains that public funds should not be used for compensating surplus pilots. Since the immediate benefits of the proposed reorganisation of pilotage will accrue to the ports and shipping industry it is right that the industry should bear the cost of reorganisation.

Recommendation 20. That for the purposes of the compensation levy all certificate holders should be charged, but that higher charges should be imposed on new certificate holders who will obviously be benefiting positively from reorganisation.

Recommendation 21. That if sufficient funds cannot be produced through the charges on certificate holders, the Association of British Port's suggestion be followed and that a short term levy be imposed on all harbour authorities employing more than ten pilots.

The Government is considering the basis on which the cost of compensation can most fairly be met. It proposes that harbour authorities shall be empowered to levy charges on users of pilotage certificates, in order to contribute towards the costs both of compensation and of maintaining the local pilotage service. It does not consider that it would be practicable or reasonable for certificate holders to bear the entire cost of compensation, but it accepts that there is a case for the cost being borne by those who will benefit from the reorganisation.

Recommendation 22. That the offer of retirement at 55 on an immediate pension be made as soon as possible.

DELEGATE CONFERENCE — 28TH MAY 1986

At a meeting of the Section Committee held on Thursday, 15th May at Transport House the unopposed Resolution for the Delegate Conference was agreed as follows:

THAT THIS SPECIAL CONFERENCE RECOGNISING THAT THE "STATUS QUO" IS NO LONGER A VIABLE PROPOSITION, AND IN THE ABSENCE OF POLITICAL SUPPORT FOR OUR PROPOSED ALTERNATIVE, INSTRUCTS THE SECTION COMMITTEE TO OPPOSE THE PROPOSALS IN THEIR PRESENT FORM AND TO CONTINUE TO SEEK SATISFACTION — IN LEGISLATION OR BY BINDING AGREEMENT AS THE CASE MAY BE — IN LINE WITH THE NINE POINTS AND ANY OTHER RELEVANT ISSUE.

The Resolution was passed at the Delegate Conference with 117 votes for, 5 against and 5 absentions.

(Continued from previous page)

The Government welcomes the recent decision by the Board of Management of the Pilots National Pension Fund to set aside part of the actuarial surplus in the Fund for the purposes of enhanced early retirement pensions for pilots. Once the terms of the proposed compensation scheme for surplus pilots have been determined, the Government will be happy to initiate discussions with the interested parties with a view to enabling early retirements to commence in advance of implementation of new legislation.

Recommendation 23. That the technical requirements of the pilot boat survey system should be decided by the Department's surveyors after consultation with the local pilotage authority and that the Department's staff should be supplemented if necessary to allow this task to be carried out with expedition.

The Department is now considering urgently how the proposals for regulations and a Code of Practice which have already been prepared can be adapted to provide for a greater degree of flexibility, but without endangering safety, in deciding on the requirements to be applied locally, taking account of the circumstances of particular pilotage districts.

Recommendation 24. That double-manning of pilot boats should be made a statutory requirement.

The Government accepts that in the great majority of cases it is right for pilot boats to be manned by at least two people in addition to the pilot. However, the Government remains unconvinced that this is necessary in all ports and in all weather conditions, and a statutory requirement to maintain such a level of manning would be inappropriate. Recognising the concern over this issue, the Department of Transport will shortly be consulting interested parties about the issue of a Merchant Shipping Notice, to the effect that double-manning should be normal practice, but that lower levels may be appropriate in certain districts and in favourable circumstances, where the Department's surveyors have agreed the conditions which will apply in these exceptional cases.

Recommendation 25. That all ships over 300 grt should be required to pay dues towards the provision and maintenance of pilot boat services.

Recommendation 26. That the system of collection of light dues be extended to cover the pilotage dues and that all sums collected be handled by a central agency (such as Trinity House) which should be empowered to agree their distribution as required.

The Government believes that the cost of pilot boats fails properly to be met by charges made on those using pilotage services, or making use of pilotage certificates, in the port concerned. Following reorganisation, problems in financing the pilot boat services should be eased because of the greater financial resources available to most harbour authorities, and there should be scope for common use of boats for pilotage and other purposes.

PRESS RELEASE

An Extraordinary Conference of the United Kingdom Pilots' (Marine) was held in Transport House, London, today, to consider the developments leading from the Government's Green Paper on Pilotage of December 1984.

Dissatisfaction was expressed on progress of the pilots' requirements for an orderly reform of the industry. The Section Committee proposal that discussions should commence at the earliest possible time with the British Ports Association to lay down the framework for the industrial agreements which will apply, should the new regime come into force, was overwhelmingly endorsed.

The Conference also expressed its concern that there should be no compulsory redundancies as a result of the negotiations that are due to take place.

Serious anxiety was expressed about the safety of navigation in certain districts, specifically the Thames Estuary, where under certain conditions the current port proposals may leave large areas unguarded thus courting environmental disaster.

28th May 1986

Presentation to Extraordinary Conference by Clive Wilkinson (Chairman)

CONCLUSION TO THE PILOT ORGANISATION'S OBSERVATIONS ON THE GREEN PAPER DATED FEBRUARY 1985

The Pilots' Organisations have cooperated positively with previous proposals to reorganise pilotage, so far to no avail. Pilots are uncertain and greatly concerned about the effects of the Government's proposals on their future and that of their profession. Whilst welcoming the Government's stated intention to deal equitably with existing members of the profession, the Pilots' Organisations must state that the following guarantees have to be given prior to legislation to avoid their strenuous objection to these proposals and their implementation.

- (1) That safety of navigation should be maintained in the present pilotage districts.
- (2) That pilots will be employed within the new regimes — if still quasi self-employed then all the relevant provisions of the 1983 Pilotage Act must remain in force.
- (3) Pilots licensed or eligible for re-licensing on implementation day, automatically satisfy any medical requirements of the new regimes.
- (4) The net remuneration of pilots in the new regimes shall not be less than that agreed in the National Agreement on Earnings 1980.
- (5) That the PNPf remains in being for the benefits of existing and future pilots with funding remaining at its present level.
- (6) All negotiations in respect of all pilots and ports must be conducted through the Pilot National Organisations.
- (7) Changes to the new regimes and the removal of any pilots that may be shown to be surplus to requirements should only be effected by national voluntary severance arrangements. This offer to remain in place after implementation day.

- (8) A level of compensation and/or pension at not less than that identified by Samuel Montagu, with no lower age limit for pension credits, to be available after implementation day.
- (9) Any new pilot appointments made after the new regimes are implemented should be exclusive to Manchester helmsmen and time served apprentices. Any other subsequent appointees must have Master mariner F.G. 1 qualifications as a base requirement.

Presentation to Extraordinary Conference by Mike Hooper

PROGRESSION OF THE "NINE POINTS"

SUBMITTED BY THE PILOTAGE ORGANISATION ON THE GOVERNMENT'S GREEN PAPER PROPOSALS OF DECEMBER 1984

(1) SAFETY OF NAVIGATION

The Pilotage Organisation (hereafter referred to as the "Association") have stated that the Safety of Navigation must be maintained under any future regimes. Such a statement is aimed at maintaining the principle of compulsory pilotage.

The Department of Transport has acknowledged that safety standards must be maintained.

(2) EMPLOYMENT/SELF-EMPLOYMENT

The Association has stated that ports should not have an "option" on whether to employ pilots or license self-employed pilots. In addition the Association has asked for legislative protection for pilots remaining self-employed under a new Act; pilots to be taken from those already licensed in the District.

In the Department of Transport's response to the Transport Committee Report on 25th March 1986, it is stated that "the legislation will oblige harbour authorities to offer employment to pilots whose services they require, unless alternative arrangements have been agreed. The Department of Transport, however, put forward the view that it would not prove possible to write safeguards for self-employed pilots into the legislation; they said that some form of binding agreement was probably the best that could be visualised.

(3) MEDICAL REQUIREMENTS

The Association consider that a pilot proves his physical ability by being actively at work or available for duty on any day or change of regime.

The Department of Transport consider it quite reasonable for future employers to require some form of medical examination.

(4) REMUNERATION

The Association asked that the net remuneration of pilots should not be less than the 1980 National Agreement level suitably dynamised. However, on 29th August 1985, the GCBS stated that the National Agreement had not been implemented and had "no relevance". The Association has since stated that it must be written into legislation that no pilot should receive less than his present entitlement.

The Department of Transport initially stated that this is a matter to be settled between the pilots and the harbour authorities.

(5) PNPf

The Association requires the PNPf to remain in being for both existing and future pilots; all pilots to have their pension entitlements and expectations met in full and the funding to remain at such a level that on-going enhanced early retirement remains available. Funding must also remain at the present level until such time as it is sufficient to provide for adequate compensation should all the current allocation be used at the initiation of the scheme. The "offered" age limitation of the abatement factor could be considered unsatisfactory and provision must be made for any pilot required by any new regime to retire before the age of 65 to receive his full PNPf expectations.

The Department of Transport reply to the Transport Committee on 25th March states that the legislation should provide for the continuation of the PNPf for existing pilots. At a later date, the Department of Transport said that it was anticipated that new entrants would be required to join their local port schemes

(6) NEGOTIATIONS

The Association had stated that all negotiations in respect of pilots and ports must be conducted through the National Organisation. The GCBS abrogation of Letch during 1985, placed even more emphasis on "local" negotiations, but the Association has pointed out that a form of nationally approved "disputes and arbitration procedure" is imperative and that an agreed national framework for a contract of employment was an important factor for orderly reform.

The Department of Transport considered that there would be no national levels of earnings or national increases and that the "disputes procedure" and "model contract" principles should be discussed with the harbour authorities.

(7) VOLUNTARY SEVERANCE/INTER-PORT TRANSFER

The Association has declared total opposition to compulsory redundancy. Any scheme must be both voluntary and on-going. Such schemes to be available across the board even in undermanned districts, such retirements or any other vacancy to be filled by a transferee, the right to transfer being guaranteed by legislation.

(8) COMPENSATION/PENSION

The Association stated that the compensation/pension arrangement must be not less than those identified by Samuel Montagu. Subsequently, at a meeting with Mr Davidson, Chairman of the Pilotage Commission, on 26th February, the Association referred to the fact that the Pilots were now represented by one body, the UKPA (Marine), under the Transport & General Workers' Union, and that the Trade Union target for severance was two year's earnings. The Association stated that lump sum payments would need to be tax free. Mr Davidson considered that two year's earnings was too high and that the ports might accept a maximum equivalent of one year's earnings.

A letter from the Transport Minister, Nicholas Ridley, of 10th March, required Mr Davidson to report an agreement between the parties by the end of March. Failure to agree on a "lump sum element" would require the Government to impose its own terms in the legislation that may be "welcome to none". The Association subsequently received a letter from Mr Davidson on 19th March, laying out proposals for lump sum compensation schemes of one year's recommended level of earnings (related to the 1984 Letch level) and a maximum additional pension credit of 15/60ths per man. There was a reduction in

line with the Samuel Montagu proposals of 20% per annum for each year the pilot exceeds 60 years of age, and an abatement in the pension entitlement of 1/2% per month (6% per annum) for each month the pilot's age falls short of 55. Other qualifying factors were also stipulated. The same proportion of pilots at each age over 50 would be required to accept early retirement.

Following an emergency Section Committee Meeting on 26th March, the Association wrote to Mr Davidson with a qualified acceptance of the terms. Noting, in particular, the apparent unfair treatment of pilots aged under 55, the Association required that the scheme must be voluntary, available to all pilots and be on-going. The lump sum must be tax free.

(9) NEW APPOINTMENTS

The Association has asked that future appointments in the new regimes should be exclusive to Manchester Helmsmen and time served apprentices. Subsequent appointments to have a Masters, FG Certificate.

The Department of Transport consider the position of the helmsmen and the apprentices should be discussed with the harbour authorities. They are not in favour of restricting appointments to candidates with FG Certificates.

ADDENDUM

- a) The Association has asked for past service as a pilot to be taken into consideration for employment protection purposes.
- b) The Association has also asked for the legislation to cover the safety aspects of pilot boats and provision made for competent and experienced crews.
- c) The Department of Transport has produced a list of topics they recommend for discussion with the ports (Harbour Authorities).

19th May 1986

M H C HOOPER
Vice-Chairman — UKPA (Marine)

RESOLUTIONS PASSED AT THE 1985 ANNUAL CONFERENCES

The Secretaries of the TGWU (Marine Pilotage Branch) and the UKPA have asked that the following Resolutions be brought to the attention of the PNPf Board of Management.

**Transport & General Workers' Union (Marine Pilotage Branch)
Conference 1985**

That this Conference, whilst recognising that the financial policy of the PNPf is the responsibility of the trustees, suggests that when the Board of Management of PNPf consider the latest valuation of the Fund appropriate priority should be given to the provision of early retirement pension benefits in line with the S Montagu recommendations.

UKPA Conference 1985

That this Conference, in view of the various schemes advanced and seeking funds from the Pilots' National Pension Fund, requires the Executive to demand the Fund be used to promote an ideal pension for pilots and all monies be retained for the benefit of members and pensioners and this to include a possibility of support for early retirement in order to assist in protecting the rate of contribution.

PNPF — DISTRIBUTION OF SURPLUS

Appended are draft PNPf resolutions on distribution of surplus, MPB and UKPA Conference resolutions on the subject and an article on the proposed Inland Revenue arrangements for the treatment of surpluses.

As stated in my last report to the Section Committee, the PNPf sub-Committee dealing with this matter crystallised into two options after agreement on the buying out of the Topping-Up provision, namely:-

- a) 15% as opposed to 12.2% future contributions
- b) Max 15/60ths extra credits as opposed to max 5/60ths for enhanced early retirement.

I further suggested that if the pilot representatives could reconcile their view with authority representatives there was a reasonable chance we could secure a majority decision on the Board for the 15/60ths enhancement/15% contribution option and probably secure an improved ill-health/widows' benefit.

At the Board meeting there was division of opinion and an attempt to isolate the buy-out of the Topping-Up provision. The GCBS' priority for a reduction in contributions was re-affirmed and whilst alternative improvements in benefits were mentioned, the only formula likely to command the Authority/Pilot majority after the Topping-Up buy-out, was the 15/60ths/15% option with the addition of the improved ill-health/widows' provision. This was eventually secured as a composite resolution on a 5 to 3 majority vote.

H Frith
26th March 1986

PROPOSED DISTRIBUTION OF ACTUARIAL SURPLUS OF £21M. DECLARED AS AT 31ST DECEMBER, 1984.

(1) Fund to take over responsibility for payments currently and prospectively made under the Topping-Up Scheme arrangements:	£5.00m.
Contributions to the PNPf to be reduced from 16.5% to 15% will effect from 1st April, 1986 or as soon as practicable thereafter.	
(2) Widow's pensions to be calculated as 50% of the pilot's scale pension including full potential service to age 60	
and,	
Pilot's pensions arising in the event of ill-health retirement to be calculated as the scale pension based upon full potential service to age 60:	£1.00m.
3. Balance of surplus to be set aside to provide enhanced early retirement benefits, for pilots declared to be surplus to requirements:	£15.00m.
Total (revised) actuarial surplus as at 31.12.1984:	£21.00m.

New Rules on Pension Scheme Actuarial Surpluses

Reproduced from the *Financial Times*, 19th March 1986, with grateful acknowledgement

AFTER the Chancellor sat down the Inland Revenue issued the following statement on pension scheme surpluses:

The Chancellor proposes in his Budget new rules for dealing with actuarial surpluses in occupational pension schemes. The proposed changes are in response to recent concern on two points:

- That current Inland Revenue practice leaves many scheme trustees uncertain about the options open to them in reducing surpluses, particularly if they wish to make a refund to the employer.

- That some pension schemes may at present be excessively over-funded.

The Chancellor's proposals are based on the following principles:

- The rules for dealing with surpluses should be published, clear and objective.

- The rules must enable the trustees of a pension scheme to maintain a fund fully sufficient to meet, on a properly costed and prudent basis, the scheme's accrued pension liabilities — together with a reasonably adequate margin for contingencies. This must always be the first consideration.

- On the other hand, the rules should not make it possible for trustees to build up, with the benefit of generous tax reliefs, funds which are greatly in excess of the scheme's assured liabilities.

- When it emerges that an undue surplus has accumulated, trustees should be required to take early steps to reduce it to a reasonable level.

- It is a matter for the trustees to decide how that surplus should be reduced. This may often be by increases in benefits or by contribution reductions or holidays.

- Inland Revenue rules should not however prevent the refund of a surplus, to the employer, when the trustees consider this desirable or necessary; for example where a refund may avert a cash flow crisis for the employer, and facilitate new investment or expansion, with consequent benefit for output and employment. But the regime should not provide a tax incentive for over funding.

The proposed new rules will take the following form:

In future, when trustees of self-administered pension schemes submit actuarial valuations to the Inland Revenue's Superannuation Funds Office (SFO) they will also be required to submit a valuation of the scheme's assets and liabilities on a prescribed and objective basis (for an actuarial certificate stating that, on this prescribed basis, any surplus in the scheme is not excessive).

This basis, which will incorporate a funding method and actuarial assumptions advised by the Government Actuary, will apply for these limited purposes only. There is no intention of imposing general actuarial requirements for other purposes.

The prescribed funding method will be the "Projected Unit Credit" basis. The actuarial assumptions will be broadly in line with those used by the Government Actuary for State pension purposes.

If it appears, on this basis, that a pension scheme's assets exceed its liabilities by more than 5 per cent, the trustees will be required to reduce that surplus to a figure not exceeding 5 per cent.

The options open to the trustees will include: increases in pension benefits (within existing limits); a reduction or complete suspension of contributions to the scheme by the employer (and/or employees) for up to five years; a refund to the employer; any combination of these.

No refund will be permitted which would reduce a surplus to less than 5 per cent.

Any employer which accepts a refund from its pension scheme will be subject to a free-standing charge to corporation tax or income tax (as appropriate) at a special rate of 40 per cent designed broadly to recover the tax relief previously given. It will not be possible to reduce this liability by any set-off whatsoever, eg for losses, capital allowances, charges, management expenses. ACT or any other such relief which might otherwise be available. As a matter of mechanics, the tax will be deducted at source by the trustees from the amount refunded and paid to the Revenue.

Enabling legislation will be included in this year's Finance Bill. The detailed rules will be contained in regulations to be laid later in the year and will come into force on April 6 1987.

The new 40 per cent charge will come into effect in respect of refunds made after today unless they are covered by the exception referred to below.

There will be transitional provisions on the following lines:

- No scheme will be required to make a refund calculated on the prescribed basis before 6 April 1987. But any application for a voluntary refund before that date will have to be supported by an actuarial valuation on the new basis, following provisional guidelines to be issued shortly.

- Applications for refunds already received by the Superannuation Funds Office in relation to valuations already undertaken will be dealt with under existing practice and any refund permitted will not be subject to the tax charge.

It is not intended that these proposals should apply to public service schemes.

PRESS COMMENT

UK pilots call for assurance on jobs

Reproduced by courtesy of *Lloyd's List*, 29th May 1986

By David Mott

A SPECIAL delegate conference of the United Kingdom Pilots' Association yesterday called for no compulsory redundancies arising from Government plans to reform the industry through legislation.

The conference also endorsed a call for early talks with the British Ports Association to lay down the framework of the new industrial agreements to be operated under the proposed regime.

The Government has proposed that control of the service should pass to local port authorities and intends to legislate the change which will come into effect in January, 1988.

It has just announced terms for redundancy and early retirement well ahead of legislation in the hope of making an early start to slimming the 1,400 strong workforce by the 400 men deemed essential to reorganisation.

The association, now part of the Transport & General Workers' Union, also expressed "serious

anxiety" at some of the safety aspects implicit in the new regime.

It picked out, in particular, the Thames estuary where it was claimed that under the new administration large areas would be left unguarded, "courting environmental disaster."

The answer, said the association, was one estuarial authority, but this had not yet been agreed. The men also expressed general dissatis-

faction that their requirement for an orderly reform of the industry was not being met.

The key to a smooth reorganisation of UK pilotage is acceptable redundancy terms for surplus men — a point on which all previous attempts at rationalisation failed.

It was with this in mind that the Government announced its scheme last week. This was immediately met with opposition from shipowners who will be expected to fund the plan through an indirect levy to be included in pilotage charges.

Britain pledges deregulation of shipping trade

Reproduced by courtesy of *Lloyd's List*, 23rd May 1986

By our Political Correspondent

A MAJOR programme to deregulate the British shipping industry in such crucial areas as ship registration, crewing agreements and pilotage, was promised last night by Employment Secretary Lord Young.

Introducing a White Paper on the wider deregulation of industry, Lord Young told MPs a review of the regulations governing shipping had been undertaken in Whitehall.

Key areas aimed at reducing the burden on the industry area:

- Ship registration — Simplified arrangement to cut costs which may include some easing of UK-flag ship specification requirements.

- Crewing agreements — Deregulation could mean limited acceptance of some offshore deals within the register.

- Carriage of goods — Codes of practice may be introduced to replace regulations in areas such as the carriage of provisions or water.

Other areas studied by the Government are repatriation, trade disputes and the payment of wages.

Much of the enabling legislation however may not be introduced in the lifetime of this Parliament and would depend on Mrs Thatcher's Government being re-elected.

The one area certain of parliamentary time is the reorganisation of pilotage.

The Government has already given assurances that a Bill to transfer responsibility for the service to local port authorities will be introduced in the next parliamentary session starting in October.

It is planned to have the new regime in place by January 1988. The Pilotage Commission will be abolished and Trinity House will lose most of its powers.

Dealing with the Department of Energy's responsibilities for regulation of UK's oil and gas offshore industry, the White Paper suggests there is little room for cutting red tape.

Regulations in place are necessary to ensure safety standards in the industry, Lord Young said.

In aviation, proposals include a review by the Civil Aviation Authority of the way safety staff are organised as well as operational safety standards on aircraft and at airports.

Compensation plans for redundant pilots revealed

Reproduced by courtesy of *Lloyds List*, 24th May 1986

By our Parliamentary Correspondent

PLANS for compensating redundant pilots who lose their jobs in the reorganisation of pilotage were announced to MPs in the Commons yesterday by newly-appointed Transport Secretary Mr John Moore.

The new scheme is the work of Mr James Davidson, the chairman of the Pilotage Commission, and it followed talks by him with the pilots, the shipowners and the harbour authorities.

But yesterday Mr Moore reported that although Mr Davidson had been able to secure the agreement in principle of the United Kingdom Pilots' Association, and the British Ports Association, the General Council of British Shipping has not been prepared to agree to it.

Under the scheme, which Mr Moore said would be included in legislation reforming the pilotage administration, any pilots over the age of 50 made redundant would receive a lump-sum payment equivalent to one year's recommended level of earnings.

These would be set for 1984, for the relevant district, under the former Letch Agreement and increased by the Retail Prices Index until the scheme took effect.

Mr Moore told MPs that a linked early retirement scheme had been agreed to by the Pilots' National Pension Fund, whose board of

management had agreed to make available £15 million (\$22.4m) from the fund's surplus towards the cost of early retirement.

No decision as to the precise benefits to be applied to individuals had been taken, but surplus pilots aged 55 and over would be able to retire with an immediate pension.

Mr Moore said that some might regard the lump sum and pension terms provided by the scheme as generous, and it was unusual for such payments to be made to people who were classified as self-employed.

"However, in view of the fundamental change which our proposed legislation will cause to the circumstances and expectations of many pilots, I accept that there is an obligation to ensure that they are fairly treated," he said.

● The UKPA said last night it had written to Mr Moore to complain of "certain inaccuracies" in his statement.

The union is due to hold a delegate conference in London next week to discuss the whole matter of pilotage reorganisation and compensation for redundancy is likely to dominate proceedings.

The General Council of British Shipping said last night the compensation for pilots, taken in isolation, appeared generous.

It hoped other elements in the eventual package would not be slanted against the national interest of cutting pilotage costs.

ERIC WRAY

ERRATUM

By an unfortunate oversight a picture of Eric Wray appeared within the Obituary section (P152 last issue) instead of on page 166. With typically good-natured humour Eric points out that he is still very much alive! The penitent Editor offers his profound apology (and relief!).

PORT REVEL

36/136 SAINT-PIERRE-DE-BRESSIEUX, FRANCE

1986 SHIPHANDLING TRAINING COURSES

From the Secretary General of EMPA to the Presidents of the Member Countries:

Dear Sirs,

At the last Executive Officers' Meeting an invitation from the PORT REVEL Training Centre to the European Maritime Pilots was handed over by Jean Tessier.

The enclosed document will give you the details.

I warmly recommend that you pass this invitation on to our fellow pilots, thereby allowing them the opportunity to improve their knowledge on shiphandling in particular, on simulation techniques in general.

Please read the letter of invitation carefully and send us your reply as soon as possible. We would appreciate a reply even if your members are not interested in taking up the offer. If you are interested, please send us the names of your participating members (2 per country) for further contact and to help us collect eventual reports for our EMPA study.

When we receive your replies we will make further contact with the Port Revel organising committee.

We hope to hear from you very soon.

Yours Faithfully,

Captain G De Blende
Secretary General EMPA

From the Manager of Port Revel Centre to EMPA:

Dear Sirs,

The Port Revel Centre, which is now in its 20th year of existence, was the first training facility to make use of large scale models operating in real life conditions. It is still the only centre of this size and type in the world.

More than 3 300 trainees have benefited from the training offered at the centre, and over the years the course has proved itself to be a very effective means to improve the skill of navigating officers in the handling of ships in restricted waters.

We have noted that during the last three years, the yearly attendance of pilots from various pilotage authorities has increased substantially from 37 to over 50%.

This clearly shows the value and usefulness of this tool since pilots, already considered by the profession to be the world's experts in shiphandling techniques, have not hesitated to come to Port Revel to improve their knowledge and to acquire new "tricks of the trade".

THE HOTBELT

(The following information, submitted by the manufacturers, could be of particular interest to pilots. Whilst UKPA (Marine) and The Pilot cannot accept responsibility for the validity of any claims made, nor have we tested the product, comments from pilots would be welcomed.

To this end, the Crewsaver Marine Equipment Ltd have made available to UKPA (Marine) a limited number of free Hotbelts for trial and evaluation under differing climatic and operational conditions around the UK. Would any pilot prepared to give a written report to the manufacturers, via the Association, on the tests he carries out please contact the Association office. Belts will be allocated on a geographical basis. Ed)

(Continued next page)

(Continued from previous page)

Obviously Port Revel does not pretend to be able to replace the experience given to a shiphandler by ship and sea, but the large models can help an officer, whether captain or pilot, acquire better understanding of the reaction of his ship. He can **feel** the ship, then **forecast** her reaction in the presence of wind, waves, currents, shallow water and finally **control** her with engine and rudder.

For the pilots, Port Revel is an ideal tool when they want to experience the ship's limits and their own limits, or the feasibility of given manoeuvres which would be unthinkable in view of the incalculable consequences which would follow both from the financial and ecological stand points. At Port Revel one can afford to make mistakes, not in real life.

But we feel that Port Revel could be more used by pilots than it is at the present time. This is the reason why we would like to invite you together with leading representatives from the EMPA Member Organisations to attend free of charge a one week "evaluation course" at our facility (however, travel and hotel expenses will be paid by the trainees).

In our mind, the nominated candidates should be those specially in charge of the training activities of their organisation. Thus, they will be able to assess thoroughly the various possibilities of a scale model simulator.

The centre is open for training during 24 weeks, from end of March to November and the nominated "trainees" would be incorporated in an already existing course.

If this proposal is of some interest to your organisation, we would be grateful if you could let us know within the next weeks how many persons would be concerned. Then, we could set up a tentative calendar taking into account the vacancies and that we cannot receive more than two trainees from your organisation at the same course.

Further contacts with trainees could be made directly or through EMPA.

We are sending you herewith a general information file on Port Revel in order to make you more acquainted with our centre.

Looking forward to hearing from you soon, we remain,
Yours faithfully,
J Graff

The Manager of Port Revel Centre,

HOTGEL — A COMPLETELY NEW PERSONAL RECHARGEABLE HEAT STORE

For anyone involved in outdoor activity during cold weather, this new product from Crewsaver will be a blessing. It is a personal heat store that can be activated whenever the user requires heat, no matter where they are.



PILOT LADDERS

The U.K. Pilots' Technical Committee, at their meeting on 30th April 1986, dealt with three separate items on pilot ladders.

Firstly, that of the high density polythene pilot ladder step manufactured by Industrial Injection Moulders Ltd, of Lesmahagow, Scotland. This pilot ladder step was approved by the Department of Transport in 1979

(Continued from previous page)

The most significant factor is that the process is reversible once the HOTGEL sachet has released its heat it can be recharged and so used over and over again.

This exciting product has great potential for use in many areas. It has obvious applications for outdoor activities, such as fishing, sailing, walking, or even spectating. Gardening or going shopping will be much more tolerable in cold weather for young and old alike, and the availability of the instant heat that HOTGEL provides, will also be an important advantage for the rescue and emergency services.

Only complete safe food grade chemicals are used, and they are sealed in a sachet. They would normally change from a liquid into a solid at temperatures below 54 degrees C (130 degrees F). However when sealed by Crewsaver into a sachet it remains in its liquid form storing heat in an inactive, latent, state.

When HOTGEL is activated molecules of the liquid crystallise, starting a chain reaction which turns all the liquid into a solid. It is during this crystallisation that the latent heat in the chemical is given off and your HOTGEL sachet is able to keep you warm.

After use it is a simple matter to recharge the sachet to use again. All that's required is to simmer the sachet for 30-45 minutes until the contents return to gel. (Full instructions are included with each sachet). When it is recharged HOTGEL will remain ready for use until needed.

For maximum warmth and comfort the HOTGEL sachets are contained in Crewsaver's range of specially insulated Hotbelts and Hotjackets. These control and prolong the heating effect of the sachet, which reaches a temperature of over 50 degrees C (122 degrees F) when activated. Real heat will be generated for up to four hours, depending on outside temperatures.

The Hotbelt is worn round the waist with the heat pad sitting comfortably in the small of the back. It is designed for use underneath existing outdoor clothing so the maximum of heat is retained close to the body.

A Hotjacket version is also available which can take up to four HOTGEL sachets. Each can be activated independently to give a constant heat source for up to 16 hours. For longer periods of continuous heat, spare sachets can be carried and of course recharged later. Crewsaver's Hotbelt and Hotjacket are comfortable, easy to use and ideal for all those taking part in, or watching, outdoor activities.

Retail Prices (including VAT) are; for the Hotbelt with one HOTGEL sachet £19.95 and for the basic Hotjacket £28.75 with individual sachets costing £10.95. Details of stockists are available from Crewsaver Marine Equipment Ltd, Mumty Rd, Gosport, Hants PO12 1AQ on (0705) 528621 or by mail order from Polygon Mailing, 94A High Street, Sevenoaks, Kent TN13 1LP. Tel: 0732 450090. (Please add £1.75 for post and packing).

after their examination and tests, but without prior consultation with the UKPTC. Subsequent inspection by the Technical Committee revealed that the extremely smooth face of the step would present considerable problems with slipping on the ship's side, much aggravated when long lengths of ladder are being used or when transferring from the lower platform of an accommodation ladder to pilot ladder.

Though the DOT have received no complaints from Masters or Shipowners they have accepted, after discussion with the Technical Committee, that pilots are not happy with the existing steps. Though the DOT, up till November 1985, had no record of ships fitted with these steps, they have agreed that their marine office in Glasgow would visit the manufacturers to discuss pilots' misgivings and decide on possible modifications. The then UKPA asked the Clyde Pilots to assist the DOT in finding an acceptable solution and requested that ships already equipped with such ladders be recommended, despite the increased weight, to fit wooden spreaders every five (instead of nine) rungs. To date, the Technical Committee have yet to sight a modified ship and would welcome any reports about the Lesmahagow step — to our knowledge one such ladder, albeit short, is currently being used on the British gas carrier *TRAQUAIR*.

Secondly the Department of Transport received a request for approval of a type ERIK II pilot ladder, made in America by A L Don Company of Matawan, New Jersey, and in February 1986 forwarded copies of the supporting documents, plus a step and clamping device, to the Technical Committee for comment. The steps and spreaders, colour pigmented orange, are made from Du Pont Urethane and are of dimension fractionally less than the MS (pilot ladders and hoists) 1980 regulations on conversion from imperial to metric units, but satisfactorily meet the imperial requirements of SOLAS 74, Chapter V, Regulation 17. 3/4 inch diameter side-ropes are poly-dacron with a white outer jacket and orange inner safety core. A special mechanical clamp, incorporating a stainless steel bolt, holds each step in place facilitating replacement, without completely remaking the ladder. Weathering and exposure tests, drop and static load tests, have proved satisfactory: the poly-dacron side-ropes are superior in strength, resistance to rot, chemicals and deterioration, as well as wear, when compared with natural fibre ropes; yet the polydacion side-ropes closely approach the characteristic feel of manila cordage.

The Technical Committee are writing to the Department of Transport giving their approval, with some accompanying observations, to the A L Don Company's type ERIK II ladder, to be marketed in the United Kingdom by R Perry & Co Ltd, Monks Ferry Works, 90 Church Street, Birkenhead.

Thirdly, the Department of Transport have sought the Technical Committee's comments on modification to the rubbing strake (belting) on the Townsend Thoresen ferry *VIKING VENTURER*, enabling it to comply with Regulation 6(2) (c) of MS (Pilot Ladders and Hoists) Regulations 1980. Plating, equal to the rubbing strake dimension has been welded below the strake for almost one metre and spanning the width of the side door with three further landing pieces welded on both fore and aft of the doorway plating. This enables both the ladder to lay flat against side-plating and at the same time give pilot cutters a considerably larger area to land on.

In the past the Technical Committee have been asked to approve several boarding arrangements for ferries, fitted with rubbing strakes, but this, to date, is the best and most permanent modification seen. The Technical Committee is writing to the Department of Transport, approving the modification with again, certain observations. The Department of Transport will be requested to advise other ferry and Ro-Ro operators that this initiative is a practical way of overcoming problems in complying with Regulation 6(2) (c).

The Technical Committee take note that the Nautical Surveyors at the Department of Transport are now seeking pilots' comments and approval of new innovations to pilot ladder and boarding arrangements and will endeavour to (a) deal with matters in a prompt manner, and (b) to keep pilots up to date via *The Pilot* magazine.

C M Irving
Chairman, Technical sub-Committee, UKPA (Marine)

May 1986

IMPA NOTICES

No 275: BOARDING ARRANGEMENTS FOR PILOTS

- (1) For sometime now IMPA has been concerned at the increasing number of incidents resulting in serious injuries to Pilots in the course of their professional services to ships arising from the lack of proper boarding arrangements.
- (2) IMPA Technical Committee prepared a special poster highlighting the need for compliance with SOLAS regulations and ISO standards. Reproduced opposite is a copy of the poster which will be submitted at the Paris Congress for approval.

E EDEN Secretary General

20 FEBRUARY 1986

No 276: THE USE OF RETRIEVING LINES

- (1) The attention of administrations, owners, operators, agents, ships' masters and ships' officers is drawn to the requirements of the International Maritime Pilots' Association relative to the use of retrieving lines on pilot ladders.
- (2) As retrieving lines secured to the bottom of pilot ladders are a serious hazard, the use of such lines should be discontinued.
- (3) In extenuating circumstances, if it becomes necessary to secure a retrieving line to the pilot ladder, the retrieving line should be made fast to the extreme after end of the lowest spreader step which will be located at the fifth step from the bottom of the ladder.
- (4) When a retrieving line is attached as described in (3) above, the line should not influence the manner in which the ladder hangs nor should it be so slack as to blow or lay across the steps of the ladder.

E EDEN Secretary-General

24 FEBRUARY 1986

No 277: THE USE OF RETRIEVING LINES

With reference to IMPA Notice No 276 dated 24 February 1986, you are invited to draw the attention of those mentioned in the IMPA Notice, namely your Administration, local shipowners, operators, shipping agents, shipmasters and officers, to the use of retrieving lines on pilot ladders.

Similar action has been taken by IMPA at international level.

E EDEN Secretary-General

5 MARCH 1986

JAN '86

INTERNATIONAL MARITIME PILOTS' ASSOCIATION
H.O.S. "Wellington", Temple Stairs, Victoria Embankment, London WC2R 2PN
TEL: 01-240 3973

REQUIRED BOARDING ARRANGEMENTS FOR PILOTS

In compliance with SOLAS regulations and ISO standards

NO

SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)
When no side door available

AT NIGHT:
pilot ladder and launch to be illuminated by forward shining override light

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

MARINE PILOTAGE — NATIONAL and REGIONAL CONSIDERATIONS

A Seminar Organised by the South West Branch of the
Nautical Institute, 9th November, 1985, Plymouth.

Papers presented

PILOTAGE IN PRACTICE IN THE SOUTH WEST	K P GUY
ESTUARIAL AND DOCK PILOTAGE; THE IMPLICATIONS OF CHANGE	P J H TEBAY
BRIXHAM DEEP SEA PILOTAGE	P BURMAN
THE WORK OF ADMIRALTY PILOTS	M WALKER
PILOTAGE AND THE SHIPMASTER	C M R LLOYD
THE WORK OF THE PILOTAGE COMMISSION AND THE IMPLICATIONS OF THE GOVERNMENT'S GREEN PAPER	J P DAVIDSON

Criticism and Rebuttal

Reproduced by kind permission of *Seaways*, the Journal of the Nautical Institute

Pilotage symposium criticised

Sir — I was obliged to leave the seminar before the very end due to a commitment some distance from Plymouth. In leaving before the open forum, I was unable to put questions or comment, which penalty I deserve, but on reflection feel it worth noting now for the benefit of The Nautical Institute and those who I feel may have been misled.

I must say that I was most surprised that so many people, working so close to management in their industry, could be so remote from the reality of the problems that beset that industry. Obviously none of the speakers had fixed a cargo in recent times, or even understood the basic costing of a voyage; none of them had had a broker laugh in his face and refuse to go back with a freight rate at cost — i.e., what it actually costs the ship to carry a cargo, including something like £1 per ton for the cost of pilotage. This is where the problem lies, the shipowner really has to fight the charterer/shipper to collect the *pilot's fee* for him. In the end analysis a shipowner only has one choice, to take a cargo or not.

It is somewhat ironical that a pilotage fee around £50 per ship visit in the ports shown on the film by your first speaker is normal and all ships (compulsory or exempt) use the service, but your second speaker cannot see that his £49.57 *per ft draft* for the same ship (say, a total of £1,000 per ship visit) helped turn his port into one of the most expensive in Europe, thereby killing it off when shippers/charterers (not shipowners!) could no longer meet his costs.

Plymouth was pressed into being the first port to draw up new by-laws under the 1979 Act, so it was odd that speakers should come to Plymouth to try their hand at saying what GCBS did, or did not, ask for under that Act. London, Southampton and Liverpool were all rehashes of the Plymouth drafts, so they chose the

wrong port to invade The Nautical Institute with their political points and air their lack of knowledge on matters relating to the legislation on pilotage.

That most of the speakers know nothing of the European inspection system, which has virtually eliminated the substandard ship, shows that most of the pilot speakers no longer go to sea (even in pilot boats!) and are completely out of touch. Even the British DTI insist on Panamanian 'tickets' on Panamanian ships, and will hold a ship up if British masters are on board without one.

The same DTI inspectorate are insisting large scale charts be on board for all ports, so the emotive nostalgia, oft repeated by pilots about ill equipped ships is gradually rebounding on them, since, contrary to pilots' assertions, most masters *can* read a chart and will require the services of a pilot less and less.

As a sub-Commissioner of Pilotage in Plymouth, I was most concerned for the good name of our pilotage services when I heard one speaker's attitude to a foreign master, a stranger to our shores, taking a pilot in an adjoining district who was bombastically ridiculed, being told to drop anchor as that was as far as he was going that night. I wonder what impression (or indeed report) that man took back to his country about our pilots. Is that the way to treat your customers? These stories do get back and do cause problems leading to objector's hearings before the pilotage commission, etc.

The sooner pilots realise that ships are not just a nuisance, they are not only their best customers, they are their only customers, the better it will be for all of our industry. But the most astonishing thing about this one was that the pilot should tell it himself, with the chairman of the Pilotage Commission present. It was also noted that among the distinguished company of members there were pilots, members of pilotage authorities, harbour masters, Younger Brethren, as well as shipowners, superintendents and masters. We wonder if they did all really mean to condone this practice when applauding the speaker and will they take any disciplinary action?

The chairman of the Pilotage Commission gave some good advice in telling pilots and pilotage authorities to start getting together with port authorities, and stop criticising without concrete proposals. However, I wonder if he has read copies of the correspondence between GCBS and UKPA when he followed other speakers in suggesting GCBS killed off Letch. It's not quite how I interpret it, or am I reading between the lines and should not?

Yours, etc., R H Golding, Plymouth, Devon.

Pilotage seminar criticism rebutted

Sir — As some of the adverse comments on the Plymouth Symposium on Pilotage contained in Mr Golding's letter (*Seaways* February 1986) are directed to my contribution, I wish to respond.

First of all, Mr Golding clearly misses the point of my paper, the gist of which was that having made continuing economies over a number of years in an attempt to combat falling trade the pilots of my district now find themselves unable to complete the drastic changes envisaged in HM Government's Green Paper on UK pilotage without clear evidence of co-operation from the other sections involved in the industry — namely, Government, shipowners and port authorities.

Thus despite our willingness to change we find ourselves surrounded by barriers to progress that are not of our making. One of the purposes of the paper was to illustrate the need for an 'honest broker' to break the deadlock. The lack of such fair-minded personalities is evidenced by the tone and nature of Mr Golding's letter when he, himself, is a sub-Commissioner of Pilotage and therefore one of those referred to in my paper as 'one who should know better'.

Secondly, it is very misleading to compare district pilotage charges unless the areas and services are similar. If Mr Golding is advocating nationally standardised pilotage charges where one district subsidises another or where (as in many Continental ports) the charges are included (but not necessarily identified) within total port charges, then he should make that point clear. If one currently relates local charges with cargo carried one can just as easily quote as examples: 2p per ton for a 2,500dwt regular coaster, 3p per ton for a large bulker arriving loaded and sailing light — not quite the picture Mr Golding painted!

However, we do admit to anomalies and *have stated that we recognise the need for change where small vessels appear to subsidise large ones*. As a sub-Commissioner, Mr Golding must know that pilots on *their own* cannot change the charging structure, but require the involvement of shipowners, agents, and port authorities.

Thirdly, if Mr Golding seriously believes that there are no 'shoe-string' operators working on the high seas and undercutting the law-abiding fleets then he is at odds with the facts. Had he attended the AGM of The Nautical Institute in London last year he would have seen that others besides pilots recognise their existence and the threat they pose.

His assertion that pilots do not spend enough time on board ships to recognise a sub-standard ship or a sub-standard attitude towards basic safety is insulting — especially when one considers the experience of a deep-sea pilot. Presumably those who own or charter them (to the detriment of the British-flag vessels) would be the only ones to deny their existence?

Fourthly, whilst one recognises a loyalty to one's own port (who more than an ex-apprentice?) and that the shipowner/shipper/consumer are the eventual paymasters, my first and foremost 'customer' is the master of the ship I am piloting as a self-employed pilot. In this respect the current financial strictures and inter-port competitiveness added to the prevalent attitude of 'safety being in direct relation to what you can afford' bode ill for UK pilotage if put totally into the hands of the ports with pilots as employees.

Therefore I entirely concur with the shipmaster's paper at the symposium and it is also a reason that the matter is of concern to the sea going membership of The Nautical Institute and not just 'politics'

Finally, I am sorry that Mr Golding had to dash off from the forum without raising the points in his letter. Surely, if he had such strong views then, as a local sub-Commissioner of Pilotage, he could have found time to have them debated rather than mudslinging afterwards in a manner offensive to pilots. He should note that such behaviour makes it just that much more difficult to find solutions together to problems that we all know exist.

Your, etc, P J H Tebay, FNI, Merseyside.

Obituary H P GUNN

It is with deep regret that the Port Talbot Pilots report the death of their colleague and friend H P (Paddy) Gunn.

Paddy started his apprenticeship in the Port Talbot Pilotage service in 1934, completing his time just as the second World War broke out in 1939.

He served throughout the War at sea, and returned to the Pilotage service, being licensed on 16th May 1947. Paddy was the last surviving Port Talbot Pilot to follow his father into the service. He served both the

old dock and the new Harbour at Port Talbot for 37 years but unfortunately was taken seriously ill in March 1984 and, after an operation, never worked again until his formal retirement on December 12th 1984.

In retirement he continued to be dogged by illness, but in the latter part of 1985 he seemed to be recovering and moved to live in Cardigan in West Wales, but unfortunately suffered a relapse and passed away on 29th December 1985, just past his 66th birthday.

He leaves his widow Eileen and two daughters, Ann and Pamela, and is sorely missed by them and his colleagues.

J P

HERBERT JOHN WYNN

A retired Trinity House River Thames Pilot, he died on 9th March 1985 at the age of 82. Bert was elected to the UKPA Executive at the 61st Conference held on 9th/10th June 1948. He was elected Junior vice-President in 1952 and remained in that position until he retired as a pilot on the 30th September 1967.

He came from a pilotage family, his father being a River Pilot before him and his brother, Arthur, continuing until he retired in 1974. Born on 22nd July 1902, he was licensed as a River Pilot on 12th October 1934 and during his career was Choice Pilot for Cunard Line, Ellerman Wilson Line and the Danish DFDS. He was also appointed by Trinity House to pilot the Royal Yacht, which he did on a number of occasions.

During his period as Jnr vice-President he was involved with Dan Tate, the Snr vice-President, in the negotiations leading to the Letch Agreement although, strangely enough, he was an opponent on the River Station to the introduction of a Common Purse (pooling of earnings) which did not become operative until 1st January 1960.

Bert had many local interests and whilst his son shared most of these did not follow in his father's footsteps, so another Riverside family has ceased its connection with pilotage.

A photograph appeared on P17 of The Pilot, March 1964. Ed

D McM

ROBERT D BALMAIN

A retired Trinity House River Pilot, he died on 27th December 1985 at the age of 77. Bob Balmain was elected to the UKPA Executive at the 72nd Conference of November 1959 and retired from the Executive in November 1970 but continued his interest by attending Conferences and being a Trustee from 1977 until his death.

Bob was always a keen committee member and for several years was Chairman of the River Pilots' Committee as well as being one of the prime movers in the negotiations for a Common Purse (pooling of earnings) for the River Station. The fact that he was a Choice Pilot for Blue Star Line yet fought for more equitable sharing of the earnings shows the kind of man he was. He was born on 1st October 1908 and licensed as a River Pilot on 1st November 1945 after having been Master during the war years. He retired from active pilotage on 1st January 1977.

A photograph at his retirement appeared on P19 of The Pilot, Sept 1971. Ed

D McM

Coastlines

Dates for your Diaries!

8th IMPA Congress, Inter-Continental Hotel, Paris, 4-8th August, 1986.

1986 Conference, Royal Institute of Navigation, Metropole Hotel, BRIGHTON, 30th September 20th October

23rd EMPA General Meeting, Hotel Kalastajatorppa, HELSINKI, 27th-29th May 1987

The theme of the RIN Conference in Brighton this year is "World-wide Navigation into the 21st Century", covering Merchant Marine as well as air and military implications.

Pilotage Seminar, Plymouth

A most timely Pilotage Seminar was arranged by the Nautical Institute (South West Branch) at the Plymouth Polytechnic on 9th November 1985. As a consequence of immediately following our Annual Conference, many controversial topics were fresh to mind and a large contingent of pilots were in attendance.

Papers were given by serving pilots K P Guy (*Fowey*) and J Tebay (*Liverpool*), together with a follow-up to his address to Conference by Mr James Davidson, Chairman of the Pilotage Commission. There were papers, also, from P Burman (*Deep Sea Pilot*), M Walker (*Admiralty Pilot*) and a most enlightening and entertaining presentation by Shipmaster C M R Lloyd on the view of the user.

We are indebted to the Nautical Institute for their efficient organisation of the event. Two of the papers will be reproduced in the next issue of *The Pilot* and some of the ensuing correspondence is included in this issue, by courtesy of the Institute.

MHCH

Frustration

Copy of a letter to a Publications Department about a camera

Dear Sirs,

I have just been carefully following your directions. In accordance with the "Preliminaries" on page 2, I pushed the spindle R through the apertures BB. Then I pulled the arm L sharply downward and, retaining my hold on R, worked D gently past E, and Q until it clicked into position at S. Keeping L depressed as instructed, I then attempted, by means of the knurled knob T at the side, to raise the pinion at O until it engaged the horizontal worm F.

But there is no knurled knob at the side.

Did you know that? There is a knob, (not knurled) at the back, but how can that be T? You can't reach it while still depressing L, unless you let go of the end of the spindle R and — assuming you have ever tried to assemble the thing yourself — you know what happens then!

On the off chance that I had all along been mistaking the back for the side, I unclipped the two brackets U1 and U2 from what in that case would no longer be the bottom, and fixed them on the old top — or front, rather. This, of course, necessitated reversing the slotted panel H (page 1), and while I was doing that, DD slipped out of S and a small bright part shot out of aperture BB; as far as I can tell by shining a torch through the floor boards, it is either G or V.

On turning to page 3, I became convinced that Diagram 9 is upside down. It is impossible to secure W to K, since J6 would obviously be in the way it had not already — through my following Page 1 too literally — been wrenched clean out of its socket. Putting J6 back the other way round, so that the bent bit is on top, simply forces a small spring — would it be N or M? — out of the slot YY, and gives rise to a 'clang' that bodes, in my limited experience of this kind of mechanism, no good.

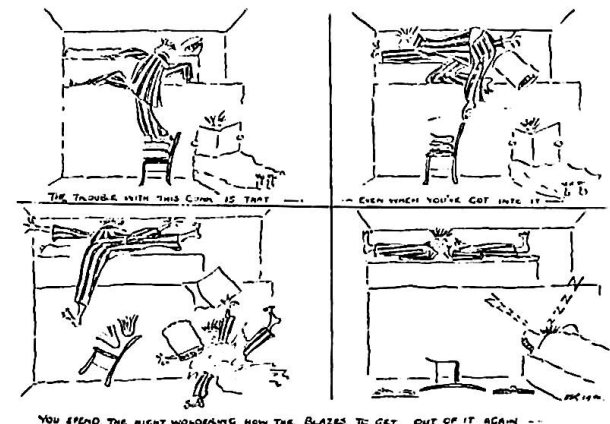
Under these circumstances I think I had every right to find out whether I could induce the spring to return to its original position by giving a slight twist to the knurled knob with the pliers, item 9. No one could possibly have foreseen that this would cause the whole base plate — now, of course, on top — to buckle upwards and spew a number of brass screws, springs and miscellaneous parts into the fireplace. Nor was this all. Even the worm F turned — and as to the pinion, all one can say for certain is that it was no longer at O.

When this happened, I took a cold chisel, CC (not included in the outfit) set it at about the point P and drove it through the apparatus from A to Z, maintaining "a firm even pressure throughout" (page 4). Then I carefully tossed your directions out of the window — because I couldn't follow them — I wish you would!

Contributions

If you enjoyed "Frustration" why not cap it with a better one you came across yourself? *Coastlines* depends upon lines from around our coast — news, comedy (fact or fiction!) or what you do in your spare time (if you can admit to it!).

Your magazine is as good as you make it; the editor can only assemble what he is given but he is prepared to decypher grubby pencil marks on the back of a well creased and sea-stained envelope if this can be worked up into a readable item. Contributions can be anonymous, over initials or full name, as you wish. Any offers? (Ed.)



Local Secretaries

Aberdeen	W Clark	c/o Aberdeen Harbour Pilots, North Pier, Footdee, Aberdeen AB2 1DQ
Barrow-in-Furness	The Secretary	Trinity House Pilot Office, North Quay, Heysham Harbour, Haysham, Lancs
Belfast	N C E McKinney	8 Alt-Min Avenue, Belfast 8, Northern Ireland.
Blyth	M K Purvis	4 St Ronan's Drive, Seaton Sluice, Whitley Bay, Tyne & Wear
Boston	P M Brown	109 Freiston Road, Boston, Lincolnshire, PE21 0JP.
Bristol	T J Russell	9 Chardstock Avenue, Coombe Dingle, Bristol.
Brixham	R J Curtis	Ria Tor, 86 Sommer Court Way, Brixham, Devon
Clyde	A Hepburn	5 Hawthorn Place, Trumpethill, Gourcock, Scotland.
Coleraine	W Dalzell	Harbour Office, Coleraine, County Derry, Northern 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, Lancashire.
Fowey	Mr Hingeston-Randolph	Moorlands Farm, Treemill, Twardreath, Par, Cornwall
Gloucester	B H Richards	91 Jubilee Drive, Thornbury, North Bristol, Avon Co BS122YT
Goole	P Hughes	5 Park Close, Airmyn, Goole, Yorkshire DN14 8LK
Grangemouth	K P Bowers	4 Broomknowe Drive, Kincardine-on-Forth, Alloa, Clackmannanshire
Hartlepool	B G Spaldin	15 The Crest, Warkworth Drive, Hartlepool, Cleveland.
Hull (Humber)	R Allerton	3 Rymer Place, Cleethorpes, South Humberside, DN35 0EA
Inverness	H Patience	Altmory, 2 Glenburn Drive, Inverness, IV2 2ND
Ipswich	D A Ingham	Ipswich Pilotage Office, Dock Head, Ipswich, Suffolk IP3 0DP
Kings Lynn	J Steward	"Fir Trees", Lime Kiln Road, Gayton, Kings Lynn, Norfolk
Lancaster	H Gardner	Greystones, 128 Morecombe Road, Lancaster
Leith	F W Kitching	58 Ulster Crescent, Edinburgh EH8 7JL
Liverpool	V Welsh	c/o Simpson North & Harley, 1 Water Street, Liverpool, L2 0RE
London:		
Sea Pilots South	M Battrick	7 Broadfield Road, Folkestone, Kent CT2 2JJ
Sea Pilots West	M J G McDonald	Turks Hill, Taylors Lane, Higham, Near Rochester, Kent
River	P A Carden	The Old Rectory, 91 Windmill Street, Gravesend, Kent
Medway	S M Hunter	"De Winton", Oak Lane, Minster, Isle of Sheppey, Kent
Sea Pilots North (Harwich)	H Jones	"The Rookery", 441 Main Road, Dovercourt, Harwich
Londonderry	C J McCann	Shrove, Greencastle, County Donegal, Ireland
Lowestoft	W Craig	57 Royal Avenue, Lowestoft, Suffolk, NR32 4HJ
Manchester	Mr Weatherall	c/o Simpson North & Harley, 1 Water Street, Liverpool L2 0RE
Manchester Helmsmen	B E Pritchard	727 Burnage Lane, Manchester, M19 1RW
Milford Haven	A E Hicks	16 Bayview Drive, Hakin, Milford Haven, Pembrokeshire SA73 3RJ
Montrose	J R Leslie	2 Lunan Avenue, Montrose, Angus, Scotland
Orkney	W Cowie	The Borders, Bignold Park Road, Kirkwall, Orkney KW15 1PT
Peterhead	D J MacKinnon	1 Acacia Grove, Peterhead, Aberdeenshire
Plymouth	M Trott	The Pilot Office, 2 The Barbican, Plymouth, PL1 2LR
Poole	P Colville	7 Gorse Road, Corfe Mullen, Near Wimborne, Dorset
Port Talbot	J Parry	6 Hazel Close, Dan-y-Craig, Porthcawl, Glamorganshire
Preston	M Purvis	c/o Pilot Office, North Quay, Heysham Harbour, Heysham, Lancs
Prestatyn	A M Hatton	The Orchard, 8 Stoneby Drive, Prestatyn, Clwyd, LL19 9PE
Rye	J A Thatcher	Sea Breeze, Commander's Walk, Fairlight, Hastings, East Sussex
Seaham	J G Foreman	9 North Road, Seaham, Co Durham, SR7 7AA
Shetland, Sullom Voe	B J L Cheevers	3 Burgdale, Brae, Shetland
Shorham	E Wray	14 Kings Court, Brighton Road, Lancing, West Sussex
Southampton, Isle of Wight & Portsmouth	B M J Sparkes	Pilot Office, Berth 37 Eastern Docks, Southampton SO1 1AG
South East Wales	E F Williams	39 Arles Road, Ely, Cardiff CF5 5AN
Sunderland	P Lee	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham
Teignmouth	C Whittaker	Stone Lodge, Newton Road, Bishops Teignton, Nr. Teignmouth
Tees (Middlesborough)	J H Wright	"Okefinoke", 31 Oldford Crescent, Acklam, Middlesborough, Cleveland TS5 7EH
Trent	C J Hunt	2 Spinney Walk, Anlaby Park, Hull, HU4 6XG
Tyne	J R Phillips	6 Mowbray Road, North Shields, Tyne & Wear
Weymouth	B E Caddy	15 Hope Street, Weymouth, Dorset, DT4 8TU
Wisbech	D Locke	Adderley House, Walsoken, Wisbech, Cambridgeshire
Whitehaven-Workington-		
Maryport	C I Grant	1 Thaneville, Maryport, Cumbria, CA15 7RD
Yarmouth	R Wright	Pilot Station, Riverside Road, Gorleston-on-Sea, Norfolk NR31 6PZ
Europilot	Cpt J R Marshall	21 Burnside, Boldon, Tyne & Wear NE36 0LS