



# THE PILOT

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

## 1986 CONFERENCE, LONDON

### RETIREMENT PRESENTATION TO EDGAR EDEN

(1968-1986)

*Left to Right: Lord Strathcona, Edgar Eden, Clive Wilkin (Chairman)*



## United Kingdom Pilots Association (Marine)

(A Section of the Transport & General Workers Union)

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<i>Past Presidents</i> .....	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)
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## 1986 CONFERENCE

The first annual conference of the UKPA (Marine) was held at the Strand Palace Hotel on 29th and 30th October, 1986.

Approximately 120 people were in attendance. (85 Delegates, 14 Observers, 15 Section Committee and various guests). 44 of the 62 UKPA(M) Districts were represented, either in person or by proxy.

Before the Chairman made his Annual Report, the Conference was opened by prayer led by Don Davis (Treasurer).

During luncheon on the first day at which Edgar Eden was a guest, he was presented to his surprise and delight with a grandmother clock in appreciation of his services to UKPA until his retirement earlier in the year. In the relaxed air of this happy occasion he warmly thanked the Honorary President, the Chairman and UKPA remarking on their intelligence network which not only had discovered that he really did want a clock, that it was a "grandmother" and no other, but had identified the actual make and model he had long coveted.

Another presentation, of a tankard engraved "Say nought of no avail", was made by the Chairman of PNCP to Derek Hall, the past-Chairman.

The second day of Conference was marked by the lunch-time visit of the Secretary of State for Transport, Mr John Moore. His speech is reported in full, together with the Chairman's introduction and the vice-Chairman's response. He was received with courtesy and politely but, as you will see, made a speech that did nothing to calm our worries. Indeed it seemed like undiluted Green Paper, and apparently two years of hard work have not influenced the Department of Transport who presumably wrote the speech.

The conference ended with a note of thanks by Bob Glover to the Chairman and vice-Chairman for their unstinting efforts and which was warmly supported.

### Election of Honorary President

Lord Strathcona and Mount Royal was elected with acclamation. All other Officers of UKPA(M) were re-elected with acclamation.

## CHAIRMAN'S ANNUAL REPORT

Since the last Annual Conference, the year 1986 has proved to be no exception to the past turbulent years.

In accordance with the rule change agreed at the 1985 Conference which enabled the Executive to hold a ballot, a ballot was held of all members of the Association to seek their views on whether or not the UKPA should merge with the Marine Branch of the Transport and General Workers' Union.

This ballot was carried out during December 1985 and the Executive Committee, in order to ensure that the result should be a decisive decision, required 80% of the votes cast to be in favour of a transfer and also to ensure that the counting of the ballot was strictly observed, they engaged Mr G Mayers the UKPA accountant to count the votes.

In the event there were 962 votes cast of which 770 were in favour of the merger and 192 against which gave an 80.04% in favour and accordingly the merger took place.

At the end of 1985, the Association had to vacate their offices at Peel Street as the building had been purchased by the Spanish Embassy. However, through the good offices of the Honourable Company of Master Mariners, the Association were able to rent office accommodation aboard the *HQS Wellington* for three months until we took up our new offices in Transport House.

Edgar Eden retired as our Legal Adviser and General Secretary after 17 years with the Association on the 31st December. Lord Strathcona, our Honorary President, is to make a presentation to Edgar after lunch on the first day of conference. Also Miss Penny Mobley gave notice that she wished to leave the Association to continue to work for Edgar Eden in his capacity as the Secretary of IMPA.

The UKPA (Marine) came into being six weeks after the ballot was counted on the 31st January, bringing to an end our Association after 102 years, a very sad day indeed, nevertheless the new Association the UKPA (Marine) brought all pilots together under one organisation and our membership now stands at 1212, virtually all the licensed pilots in the country. The newly formed UKPA (Marine) is now a section of the Transport & General Workers' Union under the stewardship of John Connolly who has responsibility for the dock workers and inland waterways. The UKPA (Marine) office is on the eighth floor of Transport House and run by our Secretary and Administrator, Miss Philippa Julian.

I believe we are now in a much stronger position to negotiate during the difficult period ahead. Our motto of "united we stand, divided we fall" will, I am sure, turn out to be true and our strength will lie in national unity.

#### Summary of the major issues and events which have taken place during 1986

Members will recall at the last Conference that the Secretary of State made a decision in Southampton and the Association became involved with a judicial review where the decision was given in favour of the pilots. The acting Solicitors were Holman, Fenwick and Willan. The Association, notwithstanding the fact that the decision was in our favour, were presented with an account of £3,647.50.

We were also seeking legal advice at that time for the case of the Humber, Goole, Trent, Tyne and South East Wales pilots against the Secretary of State's decision over Section 14(5) where he ruled against the Pilotage Commission's advice. On the one hand he upheld the Pilotage Authority's decision and on the other hand he overruled the Pilotage Authority's decision. Again the Solicitors, Holman, Fenwick and Willan, instructed a barrister, Mr. Lockhart-Mummery, who specialised in judicial review. Having read all the correspondence, the barrister advised that we had little chance of winning such a review as following the Southampton case the Department were now much more careful and the Secretary of State's decision to overrule the Pilotage Commission was backed by strong legal argument. The case was immediately dropped. However, the Association did receive an account for £4,551.50. Members, I am sure, will appreciate that good legal advice is awfully expensive to come by.

#### List of Charges

List of charges has again occupied much of the time. The GCBS seem to be following a set procedure of objecting to most new rates. All objections have ended up with an informal hearing before the Pilotage Commission where again the Pilotage Commission's decision seemed to follow a set pattern that of confirming the Pilotage Authority's recommendations against the pilots or the GCBS and, as can be seen from the adjoining list of charges, the GCBS, when the decision is against them, use Section 14(5) and appeal to the Secretary of State to overrule the Pilotage Commission's decision. A totally unsatisfactory situation which makes the list of charges procedure unworkable and adds weight to the Department of Trade's argument that pilotage administration is cumbersome and must be changed.

#### Review of Pilotage Commission's Declaration under Section 21

There are at the present time declarations in being for Liverpool, Gloucester, Poole and the Tyne which enables those Pilotage Authorities not to issue Pilotage Certificates.

Numerous meetings have been held with Ministers, MPs and members of the House of Lords in an effort to make sure that members of the Government were fully aware of the Green Paper proposals and the Pilots' opinion of which that little heed is paid to the practical side of the pilotage profession.

Malcolm Thornton's loyal support of the UKPA (Marine) has given the Association access to both Ministers and MPs. He arranged for the whole of the Section Committee to meet MPs in the Houses of Parliament where again we were able to express our concern forcefully about the future of the pilotage profession under the port regime.

On the 18th June, the British Marine League held a seminar on pilotage reorganisation and its effect. Briefly, subjects for discussion were: what is wrong with the present pilotage arrangements; what is wrong with the present legislative basis for pilotage; what is wrong with the Green Paper proposals; what are the problems to be solved to meet the Government's intentions and do we need new legislation or could the Government's intentions be met without legislation?

This seminar was chaired by Lord Strathcona but unfortunately due to the Department of Trade, GCBS and the British Ports Association declining the invitation to attend, not much was achieved. However, the opportunity was used to brief Lord Strathcona for a starred question on pilotage which had been placed for debate in the House of Lords by Lord Shackleton on the 25th June.

#### Questions in the House of Lords, 25th June, concerning the Green Paper

By arrangement with deep sea pilot P K Grey, the Chairman and vice-Chairman were introduced to Lord Grey and Lord Greenway in the House of Lords, who were taking part in the debate. We were able to brief them on the pilots' case and arranged for pilots to observe the debate.

The case for Trinity House was put by Lord Shackleton and Lord Wilson and the case for the pilots, which was outstanding, was put by our Honorary President, Lord Strathcona and I have expressed on behalf of the Association our sincere appreciation to him for such strong support for the pilots.

#### Special Delegates' Conference

A special delegates' conference was held on 28th May, 1986 at Transport House where 130 members attended.

The purpose of this Delegate Conference was to brief delegates fully on the present situation in pilotage, to evaluate the facts as they are and to ensure whatever course of action was decided upon, it would result in our professional status and income being maintained.

The Section Committee explained the situation to the Delegates and the following resolution was overwhelmingly supported:

*"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 other relevant issues."*

A proposal made from the floor of the special Delegates' Conference requested that the Section Committee should set up a Political Co-ordination sub-Committee. The terms of reference of the Committee are:

2. To monitor Parliamentary business in all forms that involve pilotage.
2. To initiate, prepare and collate lobbying of all relevant parties interested in proposed legislation.
3. To co-ordinate district activity with regard to lobbying.

The members of the special Committee are:—

Tony Boddy, *London North Channel* (Chairman) Member of the Section Committee.  
 Terry Russell, *British Channel*, Member of the Section Committee.  
 Pat Carden, *London River*.  
 Bob Sawyers, *Humber*.  
 Geoff Topp, *Liverpool*.

This committee has, since its establishment, worked extremely hard co-ordinating all political activities and, in particular, evaluating the debate in the House of Lords. I am sure that their workload will increase when legislation takes place.

#### Meetings

During the early part of the year meetings were held with the Department of Trade, Lord Caithness, and Hames Davidson the Chairman of the Pilotage Commission. James Davidson was requested by Secretary of State Ridley to attempt to get agreement between the parties, that is the pilots, the British Ports Association and the GCBS on the compensation arrangements for pilots who may become surplus to requirements of the ports and, as you are all aware, agreement was reached between the pilots and the ports. The GCBS were unable to agree to such arrangements.

The pilots agreement for the compensation arrangements were subject to three qualifications:

1. that arrangements for the lump sum pension and early retirement should be on-going;
2. that such early retirement be voluntary;
3. the lump sum to be tax free.

To date little progress on these pre-requisites has been made but talks are still going on.

Latterly, talks with the Department of Trade have led to meetings with the British Ports Association. At the last meeting held on 12th August to agree national guidelines to enable members to negotiate locally, the talks broke down. This was due to the British Ports Association being a Trade Association who do not have the power to negotiate on behalf of their members and could not agree that early retirement should be voluntary.

Accordingly, the Association requested local secretaries to discontinue any current talks with their local port authority on reorganisation until such times as headway could be made with national agreement.

In the meantime the Association have had a further meeting with the Department of Transport who have agreed to chair further meetings with the ports and the pilots. Members will be informed of the outcome of these future meetings.

However, notwithstanding all the efforts of everybody concerned in the Association, not much progress is being made to modify the recommendations of the Green Paper.

The Association has again this year been involved with a considerable number of personal problems of pilots and we have been able to seek the advice of the Legal Department of the Transport & General Workers' Union on a number of cases of individual pilots.

In particular, a pilot was summoned to court some six years after an incident; a pilot was arrested for wilful deception regarding a boarding and landing rate; a pilot was wrongfully dismissed.

Legal advice has also been sought on the swing bridge at Goole, pilotage of Dutch River (Goole), and the legal rights of pilots to sit on Pilotage Committees.

Finally, I would like to pay tribute to John Connolly who, by his experience, has been able to guide the Section Committee and the Chairman and vice-Chairman in negotiations and to Miss Philippa Julian (Pippa) who by her hard work has so efficiently established our new office.

C. C. Wilkin

#### 1986 LISTS OF CHARGES PROGRESS

DISTRICT	OBJECTIONS	COMMISSION'S DECISION	SECTION 14 APPEAL	MINISTER'S DECISION
TYNE	GCBS; DFDS; NORWAY LINE; TYNE PILOTS.	ALL OBJECTIONS OVERRULED	GCBS ON 14/4/86 DFDS ON 21/4/86	AWAITED
BRISTOL	GCBS; BRISTOL SS OWNERS ASSOC; BRISTOL PILOTS; BRISTOL CORN AND FEED TRAD ASSOC; BRISTOL CHAMBER OF COMMERCE; CHARLES E FORD LTD	ALL OBJECTIONS OVERRULED	GCBS ON 30/5/86	AWAITED
CLYDE		ALL OBJECTIONS OVERRULED	GCBS ON 3/6/86 GLASGOW AND CLYDE SHIPPING ASSOC. ON 6/6/86	AWAITED
SWANSEA/ PORT TALBOT	SWANSEA AND PORT TALBOT PILOTS	OBJECTION OVERRULED	—	—
SE WALES (FINAL LIST)	UKPA	OBJECTION OVERRULED	—	—
DUNDEE	GCBS	OBJECTION OVERRULED	GCBS ON 24/6/86	AWAITED
BOSTON & SPALDING	GCBS	OBJECTION PARTIALLY OVERRULED — RATES TO BE RE-CAST	GCBS ON 23/7/86	AWAITED

H F 11/8/86

Following the Chairman's presentation of his report, Malcolm Thornton, MP was asked to explain the Parliamentary timetable. "The Bill will be started in the House of Lords — this is not significant, just convenient to the Government. It remains to be seen whether legislation is controversial. Everybody clams up as we approach the Queen's Speech. Drafting of legislation has proved to be very difficult. We must wait until we see it before making judgment."

## RESOLUTIONS

A Resolution from Manchester was withdrawn on the basis that the Section Committee Resolution covered the same points but more thoroughly.

Another Resolution, from London Sea Pilots (South) was withdrawn by them.

### 1) From: The Section Committee

That this Conference noting that the British Ports' Association have refused to satisfy, by binding agreement, the four points together with other associated relevant issues proper to them and further noting that it is not the intention of Government to provide legislative guarantees on the issues proper to them, instructs the Section Committee that, if this continues to be the case, to use all available resources and to take any necessary action to oppose legislation.

Proposed by . . . *H Frith* Seconded by . . . *T Russell*

#### Points from debate:

- "Important part of pilotage is the safety contribution".
- "Pilots are not opposing all changes — whilst not putting their name to a diminution of excellence or to dissolution of the pilotage service, they will support good legislation."
- "Government is legislating us out of business."
- "BPA unwilling or unable to deliver."
- "Department of Transport unwilling to over-rule BPA."
- "We must strengthen our delegates' hands."
- "Trinity House may survive at the expense of Pilots."
- "Pilots have gone back and back — it's got to stop."
- "Any action should be fair, lawful, and supported by the T and G."
- "Time for unity and coherence."

Note: Both the Green Paper and the Prime Minister have said that Pilots should be dealt with equitably — many calls for 100% support for the Section Committee.

Mike Hooper made a strong appeal to Conference: "If legislation is unsuitable, make no local negotiations until we have tried all Parliamentary procedures."

London explained their setting up of a company to provide pilotage.

*(Continued from previous page)*

The debate on the Chairman's Report was very wide ranging. Secretary, John Connolly, was questioned over and over on various points. Surplus pilots and transferability were of prime interest. He stated "If the Port decides that there is a surplus, a Pilot may go under voluntary severance arrangements. Where there is no surplus, there would have to be agreement between the pilot and the port concerned. Then severance or transfer could take place."

Liverpool, particularly, found this answer unsatisfactory. They said there were large numbers of surplus men, and that the only chance for younger men was compulsory transferability; it should be enshrined in legislation. John Connolly repeated his answer clearly.

John Connolly was asked directly whether a call for eventual industrial action would have the support of the TGWU — will they bring Ports to a standstill? He answered that the UKPA(M) is an integral part of the TGWU. Pilot members were his responsibility as the National Secretary of the Docks and Waterways Trade Group, subject to the authority of the General Executive Council. When a decision is taken for industrial action the support of the TGWU, as in all other cases where industrial action had been decided, is available. Pilots will have to initiate, and be involved in, the action and if they do so in accordance with the usual procedure, which now includes the law, other groups within the TGWU will be asked, if requested by UKPA(M), to give their support.

A block diagram/flow chart was produced to explain the method of future action.

There were contributions from Milford Haven, Great Yarmouth, London River, London North and South, Londonderry, Southampton and Isle of Wight, Humber, Tees, Section Committee, Forth and, at various times, the Secretary.

The debate raged on for three hours and was finally put to the vote.

CARRIED UNANIMOUSLY BY CONFERENCE

### 2) From: Tees

United Kingdom Pilots should refuse to embark or disembark from ships whose boarding or landing arrangements do not comply with the IMCO Resolution A426 (xi) adopted on 15th November 1979, nor with the requirements contained in the UK Statutory Instrument 1980, Numbers 543 and 581.

Proposed by . . . *C M Irving (Tees)* Seconded by . . . *G Taylor (Tees)*

CARRIED UNANIMOUSLY BY CONFERENCE

### 3) From: Southampton & Isle of Wight

That this Conference finds it unacceptable that the 'enhanced pension provisions' put forward by the PNPf discriminate against Pilots or similar age and service, and instructs the Section Committee to press immediately and most strongly for a common retirement age of 62.

Proposed by . . . *A R Howard (Southampton & IOW)*  
Seconded by . . . *J W Fisher (Southampton)*

NB: The above resolution has been tabled in an endeavour to produce an equitable solution to the distribution of any excess funds in the Pension Fund. The proposer would therefore ask no district to pre-judge the issue until all the arguments have been heard, allowing the delegates to make up their own minds.

MOTION NOT CARRIED — VOTES FOR = 5 VOTES AGAINST = 132

## OTHER CONFERENCE ITEMS

### Treasurer's Report

Membership is 1,200. No increase in subscriptions this year.

Gerald Coates (Tees) moved to adopt the motion. Harry Frith (Manchester) seconded the motion.

The Report was accepted.

**Deep Sea Pilots' Report**  
Nothing to report.

**TGWU**

The Finance Officer attended and explained benefits to be had from the organisation. Small pack of leaflets and rules in Pilots' Information Room.

Note: Any member may have a half hour's free legal advice from a Solicitor about anything.

Some enquiries have been received about the political levy. Most Pilots had opted out, but may like to consider paying the money to put towards the cost of running convalescent homes.

**CHAIRMAN'S INTRODUCTORY SPEECH TO SECRETARY OF STATE  
FOR TRANSPORT — MR JOHN MOORE**

Minister, Ladies & Gentlemen, in welcoming you here today to this first Annual Conference of the UKPA (Marine), you see gathered the representatives of the 1200 or so Marine Pilots who are piloting ships on demand when required, not only in our ports and estuaries but also in our coastal waters, ensuring the safe, efficient and cost effective movement of ships and their cargoes.

I know Sir, that both you and your colleagues appreciate that there is deep anxiety and concern amongst the pilots following the years of failed initiatives to achieve the orderly reform of pilotage. We are now faced with the imminent radical proposals of the Green Paper on Marine Pilotage.

At the beginning of this year your predecessor, Nicholas Ridley, told the pilots through the offices of James Davidson (the Chairman of the Pilotage Commission), that we should talk to the ports as they were to become the principals in British Pilotage. Well Sir, we have been talking to the BPA but we have found them to be totally ineffective and unable to commit their members. They appear to be divided amongst themselves. No wonder our talks broke down. Your Ministry officials Sir, have now chaired further meetings, but to date we have made little real progress.

The 1983 Pilotage Act gives to the pilots protection when working in a hostile environment, controls our incomes and gives us status. Your new legislation will, it is understood, have the effect of making all pilots redundant. So having failed with the ports to achieve binding agreements we are now looking to the Government to fulfill the promises made by the Prime Minister, *ie* that the Government's aim will be to deal equitably with all those involved, including both the pilots who will be retiring and those who will be continuing.

Arrangements have been agreed for the retiring pilots but nothing has yet been agreed to ensure equity for the continuing pilots. Obviously, the only way Government can ensure that is to include proper provision in legislation and to that end we very much hope that you, Sir, will be able to indicate to us today that legislation will ensure there is an obligation to employ and that emoluments of the continuing pilots will not be less than their present entitlement. Surely it is not too much to expect that we should be given an assurance that the funding of our Pension Fund will continue at such a level as to ensure it reaches maturity and that a statutory transfer scheme comes into being to reduce unnecessary compulsory redundancies.

So far as we are aware, the provision of these four fundamentals in legislation would not be against Government policy.

Minister, we are now at this stage turning to you to ensure that the pilots are treated equitably.

**SPEECH BY MR. JOHN MOORE,  
SECRETARY OF STATE FOR TRANSPORT  
THURSDAY 30 OCTOBER 1986**

Thank you for your invitation here today and for your hospitality. I am always keen to meet those involved in the industries for which I have responsibility and to hear their views directly. But I am especially grateful for the chance to address your conference today. As you know, we have for the past two years been developing proposals for reform of pilotage and we are now at the point where we hope to introduce legislation at the earliest possible opportunity. I am therefore glad to have the chance to explain to you myself why we think change is needed; what changes we are proposing; and how our proposals will affect your profession.

We cannot look at pilotage in isolation. Yours is a highly skilled, at times dangerous, profession with great responsibility. You have a unique and distinguished history. But you cannot be separated from the industry you work in. Your profession is an integral part of the port and shipping industries on which we all depend. And in today's world, those industries — like all others — have to survive in a very competitive environment. The Government's policy for the port industry reflects our basic policy for British industry as a whole. We have to create, as far as we can, an environment in which the ports can compete with each other and with foreign ports fairly in the market place on the prices and the services they offer. Only by free and fair competition will we create a healthy and competitive port industry. And that we should have a healthy port industry is in the interest not only of the ports; but of the shipping using them; of our exporters; and ultimately of all of us whose prosperity depends on the efficient movement of goods and passengers. We have taken a number of steps towards creating the conditions for a free and thriving port industry. For example we have privatised the former nationalised ports; we have scrapped the arrangements for Government controls over port investments; and we have required ports to finance their new investments in the market. We are working within the EC for elimination of subsidies to ports so that there will be fair competition with our continental neighbours.

Another port cost we are very concerned about is light dues. I am afraid it is not practical politics to think of abolishing light dues entirely, but we are working to keep them as low as possible — last year for the first time we reduced the budgets of the lighthouse authorities; we are looking most carefully at their future tender fleet requirements; and we have secured a contribution from the Irish Government towards the costs of Irish Lights.

And whether we like it or not, pilotage is part of the picture. If the UK ports decline through failing to compete successfully against their continental rivals; if the decline in our ports leads to a further decline in British shipping; demand for pilots will decline accordingly. The link is a very clear one. You yourselves are only too aware of the decline in demand for your services which has accompanied the decline of some of our ports, particularly on the West coast. Between 1975 and 1985 the number of acts of pilotage in the ports of Bristol, Clyde, Liverpool and Manchester fell by between 30% and 40% in each case. So it is in your interest to see a healthy competitive port industry. And it is also partly in your hands.

The cost to shipping of using UK ports are in general higher than the costs of our competitors. Part of those costs are pilotage costs. Some may say that they are only a small part. Certainly there are other costs we also need to work at and I have mentioned what we are doing on lights. But last year, pilotage cost shipping using UK ports £47m. Not petty cash in anyones book. We have to ask whether that £47m can be justified? Whether the present system of pilotage is efficient and cost effective? Whether it matches today's needs?

I think almost everyone involved with pilotage agrees that some change to the present system is necessary. That system, and the present law on pilotage which under-pins it, has been substantially unchanged for 60 years. Within that time there have been enormous changes in the patterns of shipping and of trade — the drift of trade from our west coast ports to the east, the great spread of containerisation, the growth of effective competition from the continent and developments in navigation and communication equipment. Our system of pilotage has not succeeded in keeping pace with these changes.

Our aim therefore is to create a modern, cost effective and efficient system of pilotage. It is also our aim to maintain and if possible enhance the safety records and the high standard of UK pilotage which goes back five centuries. There is no conflict between these aims. Indeed pilotage cannot be effective unless it meets the highest safety standards. There are some who would suggest that efficiency can only be increased at the cost of those standards. The evidence does not bear this out. In a number of our ports, pilotage already meets the needs of shipping efficiently and at a reasonable cost. In others — including some of our most important ports — it does not. Expensive working methods which may at one time have made sense, but no longer do so, remain unchanged; rules governing pilotage take no account of changes in shipping patterns or of modern navigational systems.

The need for change is clear. It is also painfully clear that legislation is needed. Our present pilotage legislation — which essentially goes back to before the first world war — contains machinery for change but that machinery is no longer effective. The history of pilotage is littered with failed attempts to promote reorganisation, to adapt to modern requirements. The balance of powers on the pilotage authorities and the rights of objection and appeal have created a stale-mate. It is impossible to apportion blame for this stale-mate. It is also pointless. The simple fact is that the system has not reformed itself; as it now stands it cannot reform itself. That is why the Government must legislate a new system.

I have spent some time setting out why we are proposing reform of pilotage. I hope I have made it clear that we have not embarked upon this course lightly or simply at the behest of one particular interest group. We have thought out very carefully how we should proceed and, as you know, we have consulted very widely and over a long period. The logic of our proposals is that pilotage is essentially an element of the port industry and should therefore be the responsibility of that industry.

We therefore propose that the harbour authorities should decide what the rules of pilotage should be in their harbours and in the approaches to them, and see that pilotage services are provided accordingly. They will be able to take clear decisions on pilotage and make improvements in its management as the present pilotage authorities have not been able to do. They will also be able to develop integrated marine services covering both pilotage and the increasingly important shore-based systems for management of traffic. If two authorities decide that one of them should run the services for both, they will be able to arrange that. Or a harbour authority will be able to contract with a company, possibly of pilots, or Trinity House or some other body to run the pilotage service.

In some cases, particularly in the major estuaries, it will be especially important for harbour authorities to agree between themselves on how pilotage should best be organised. I shall be able to require such authorities to report to me what arrangements they have made. If I am not satisfied, I shall be able to have changes made in those arrangements.

I recognise the effects that these changes will have on the pilotage profession. I think we can disregard the more alarmist prophecies that harbour authorities will ignore safety and run pilotage services down dramatically. Shipowners will not wish to risk their ships in harbours with bad safety records. Ports will not run the risk of having harbour blocked by stranded vessels — and their revenue dry up as a consequence — simply to be able to cut corners on pilotage. But there will be reductions in the total number of pilots, mainly concentrated in a few districts of which you know. There will be some reductions in pilotage requirements where these are out of date. But substantial pilotage services will remain in all significant ports and in many cases, pilotage requirements placed on shipping will not differ greatly from those we have at present.

Nor do I think the ports will abuse the pilotage profession. It is not in their interest to do so: they cannot function without you. Their revenues will depend, as they do now, on the skills and professionalism of local pilots and they will be anxious to retain these.

What will change is that you will be working within rather than outside the port industry. This does not mean that you will all be employees of the ports. Our aim is to create a modern, cost effective and efficient pilotage system. That system must have flexibility to meet local conditions; it must allow for a range of possible options. It will be possible for pilots to be employed by the port authority, by a separate company or by

some other agent. It will also be possible for pilots to be self-employed — probably within the framework of a separate pilotage company or agency.

It is understandable that you should have reservations about our proposals — even those of you who recognise and support the changes I have outlined. But the alternative is to continue a system which no longer matches the requirements of the industry itself. There are far too many examples in the recent history of British industry of what happens when industries and those who work in them refuse to adjust to a changing reality.

We are aware that the transition will be a difficult one. Both I and the Minister for Shipping, Lord Brabazon, will do all we can to ease that transition and to ensure that you get a fair deal. I am aware of the resolution which you passed yesterday. My officials are still in discussions with the BPA and your representatives about the issues which concern you. We hope that these discussions can be brought to a satisfactory conclusion and the issues resolved in a manner which will be acceptable to you all. We should like to see all those who wish to continue working under the new regime being able to do so. In the legislation there will be restrictions for a period on the recruitment of anyone who is not an existing pilot. We also believe that satisfactory transfer arrangements can be developed for pilots who are surplus in one area to continue in their profession in another. Such an arrangement would involve the release of pilots in other districts who are prepared to take early retirement.

Many pilots will be ready to leave the profession on the terms being offered. You will recall the statement I made on 23 May about the terms of the compensation scheme. The legislation will provide for the lump sum compensation which I then announced. Early retirement terms will be provided from the surplus in the pilots' national pension fund. We intend that compensation should be available for a period after the harbour authorities have taken on responsibility for pilotage. I believe that with these terms, pilots leaving the service will be treated fairly.

Most important of all, we want to work closely with you as we move towards the new system. My intention in addressing you today has been to explain to you why we believe change is necessary and how we have arrived at our present proposals. I hope I have also made clear that that change is in the interest of all concerned including you because a thriving port industry is the best guarantee of your futures. I hope we can now work together towards achieving pilotage reform. I am convinced the new framework we are proposing is the right one. But many details are still to be worked out. If there are matters in the Bill which the pilots are not happy about, there will be the chance for amendments to be tabled. We will look most carefully at whatever amendments are tabled which might improve the Bill. And in the meantime my door and Ivon Brabazon's will be open.

## REPLY TO SECRETARY OF STATE'S SPEECH BY M H C HOOPER — 30TH OCTOBER 1986

Minister, as vice-Chairman of the UKPA (Marine) it falls to me to have the privilege to thank you for being with us today and further, for making the time to speak to us on the current issues that concern us.

We had hoped that you would be in a position to allay a number of our anxieties, but I regret to have to inform you that you have not. We know that there "will" still be substantial pilotage services (reference Minister's speech) but it is the terms and conditions of these services that concern us.

It is my duty to state that we look to Parliament to protect pilotage in the United Kingdom and the service it provides. We reserve the right to consider whether the proposed reform amounts to orderly reform and, should it not do so, then we will find ourselves in a position of being unable to support the Bill.

Thank you.

## PILOTS' NATIONAL PENSION FUND REPORT

The PNPf Annual Report and Accounts for 1985 have now been published and circulated to districts. The Report referred to developments after 31st December 1985, in the interest of providing members with a comprehensive and up-to-date picture, and this report extends further into 1986.

The circulated papers explain the latest position of PNPf in regard to the future arrangements for PNPf if the new legislation is introduced and the defined terms and allocations for the enhanced early retirement scheme. The two consequential matters of concern to pilots, which are inter-related, in the developing scene of the "declared to be surplus" qualification for enhanced early retirement and compulsory/voluntary severance, are covered in the general discussion on Reorganisation.

The Topping-Up arrangements have now been secured for all retired and serving members by the allocation of £5.0M (£5.7M with accruals) from the surplus and represent a significant improvement in that benefit. In addition to indexation of the benefit, certain anomalies that had drifted into the grading system have been corrected.

A formula for Underpinning of pensionable earnings based on the State scheme has been agreed by the Technical sub-committee and will be recommended to the next Board of Management meeting in November. I must warn however, that there is no finance (asset) immediately available to finance this improvement.

On the Board of Management, Mr Edgar Eden retired and was replaced by Mr John Connolly, and Mr J B Maxwell (Clyde PA) was replaced by Mr M Kiddle (Kings Lynn PA). The Board paid its respects to both Messrs Eden and Maxwell last July and we also commend to Conference the service that these gentlemen gave the PNPf over the years.

A new member of staff, Mrs Irene Sweet, was appointed as Assistant Secretary of the Fund on 1st July 1986. We would also express our appreciation to Mrs Lemon and the PNPf staff for their contribution to the administration of the Fund. During 1986 the offices were under major repair for a considerable part of the year and working conditions were very difficult. Nevertheless, the smooth administration of PNPf was maintained.

October 1986

H FRITH  
Chairman — PNPf

The discussion and supporting papers showed that Ports were expected to have substantial representation on the Board, and indeed needed it before implementation of legislation. The Fund has asked for present benefits to be in the legislation. It was presenting difficulties because it would mean that a private sector fund would be supported by law. An 'ideal pension' is defined as what you would have had if you had been a member of the PNPf all the years of your pilotage life.

Various questions about the make-up of the future Pension Fund Board were answered, and the PNPf undertook to work towards getting the whole set-up included in new legislation.

## Cocktail Party

Prior to Conference, on Tuesday 28th October, the Association held a cocktail party aboard *HQS Wellington*. Amongst the guests were previous Chairmen, representations of the General Council of British

(Continued foot of next page)

## PILOTS' NATIONAL COMMITTEE FOR PENSIONS 1986 REPORT by Mr M H KITCHEN

I would like to start by paying tribute to Tony Boddy, from whom I have just taken over as Secretary of the PNCp for the effort that he has put in to making the PNCp a success over the last two years. His is going to be a hard act to follow, but I will do my best.

Over the last year the PNCp has distributed the actuarial surplus that existed on 31st December 1984 of £21.7m. This has been as you are aware a long drawn out process and one that the PNCp has fought hard for. It has bought tangible benefits for both present and future pensioners and it has all now been cleared by the Inland Revenue.

Firstly the PNCp has taken over responsibility for payments currently and prospectively made under the "Topping-Up Scheme Arrangement" at a cost of £5.7m of assets. This is very important as it secures Topping-Up as a future benefit of the scheme and takes it out of any future salary negotiations.

Secondly the "Widows Pension" is to be calculated as 50% of the Pilots' Scale Pension including full potential service to age 60 and a Pilots' Pension arising in the Event of Ill Health is to be calculated upon full potential service to age 60, at a total cost for these two benefits of £1m of assets. This is very advantageous to the pilot who retires sick, or in the event of his death, as previously any potential service between the time of his death or retirement and age 60 would have been halved.

Finally the balance of the surplus of assets of £15m has been set aside to provide, "Enhanced Early Retirement Benefits for Pilots Declared to be Surplus to Requirements". Whilst this could essentially be seen as an asset stripping exercise, it will nevertheless bring benefit to the whole body of pilots on that the pensions of those who retire early will be secured and the future of those pilots who remain will hopefully be enhanced. This £15m, it has been estimated by our Actuary, will provide a maximum benefit of 15/60ths for 420 pilots aged 55 or 390 pilots aged over 50, provided that the spread is equal between 50 and 65. I would remind you all that, under the scheme put by the PNPf to the Ministers, this include the "Abatement Clause", of ½% per month of 6% per year if you take your pension on retirement between 50 and 55. It is therefore only the pilot over age 57 who will, due to other factors, receive the full pension that he would have received had he been retired on his latest retirement date, unless the younger pilot chooses to defer his pension. It is felt therefore by the PNCp that there should be no compulsion on a pilot under 55 to take early retirement. Although those under 55 who wish to go with the abatement factor should be free to do so.

Finally I would like to remind you that you all have a representative on the PNCp, in your own area. These representatives are there for you to use if you have any problems and to press for any improvements that you desire in your pension fund. While results cannot be guaranteed the greater the input the better the result is likely to be. There are many improvements we would like to see, if and when the next actuarial surplus is declared. We must make sure that we get our priorities right and in this instance I must remind you that if there was to be reduction in pilots' income, this would also affect the pensions of the younger pilots who remain and open up your pension fund to a genuine asset stripping exercise in the form of a contribution holiday. The PNCp is very aware of the danger and I would draw your attention to yesterday's *Daily Telegraph* in which it was revealed that in the case of the 4XL brewery takeover of Courage, the Hanson Trust are being accused of siphoning off up to £80m of its pension fund assets.

(Cocktail Party, continued)

Shipping, the British Ports Association, the Port of London Authority, Pilotage Commission, Pilots' National Pension Fund, Department of Transport and Associated British Ports. The Deputy Master of Trinity House and several Elder Brethren were also present together with fourteen Members of Parliament. Amongst the five peers were Lords Brabazon and Shackleton.



## INSURANCE

### Summary

#### Group Personal Accident

In the past four years it has paid out £440,000, against an income of £134,000. Premium to go up by £2 per quarter per member. Benefit would be increased to £50,000.

#### Group Permanent Health

Pays on average £400 per day to various recipients. There will be no change in premium £21.00 per quarter), and no change in benefit £115.50 per week.

#### Legal Expenses Insurance

The following improvements have been made to the above Scheme with effect from 1st November 1986.

- a) The Limit of Indemnity has been increased from £50,000 to £100,000.
- b) Cover for legal expenses following death or injury to a member will no longer be restricted to pilotage duty and associated travel but will apply 24 hours per day.
- c) Similar cover for legal expenses following death or injury will be provided for the member's wife, children (under 21), parents and parents-in-law ordinarily resident at the same address.
- d) The extended cover will include legal expenses relating to the associated loss of personal effects where there is already a bodily injury claim.
- e) DAS Legal Expenses Insurance Co Ltd will provide a legal Advisory Service for members in respect of legal matters falling within the cover provided by the Scheme. Members can contact the DAS legal Advisory Service by telephoning (0272) 291723 and quoting the UKPA (Marine) Policy Number 7S78/61364.

Any member requiring a claim form should contact Robinson, Clemmit, Chisem & Marshall Ltd, Woodlands House, Borough Road, Middlesbrough, Cleveland TS1 3AY. Tel: (0642) 240431, in the same way as previously. In addition, any pilot who wants insurance for anything else may get a quote from the same address.

### REPORT by Mr I J MARSHALL (RCCM)

I propose to begin by reviewing the **Group Personal Accident Scheme**. As you will be aware, the adverse claim experience of recent years has continued — in April, underwriters paid out a total of £140,000 to two pilots, each of whom received £70,000, both having been permanently disabled in the same motoring accident just over 12 months previously. These payments brought the total claims for the past four year period to £440,000 against premium received of just over £134,000. Given a loss ratio of over 300% sustained over such a lengthy period, underwriters were left with no option but to review the entire basis of the Scheme. In the negotiations which then followed, I am pleased to say that your insurers were willing to adopt a constructive and helpful attitude despite their losses with the resultant increase in the quarterly premium being limited to £2 per member and the benefit payable revised to £50,000 on a 24 hour basis with effect from 1 July 1986. It is to be hoped that these alterations will render the Scheme more viable for your insurers, as this objective is certainly also in the best interests of your members.

Turning now to the most recent 12 month period, some 18 accidents have been formally reported to date. All but four of these accidents were job-related with five being directly involved with boarding and landing and a further five linked to falls on treacherous surfaces such as steps, wharves and the decks of ships and cutters. Whilst no further fatal accidents have occurred, very serious multiple injuries were received by a pilot and his wife in a motoring accident last December. In the collision, the member's car was crushed by an articulated lorry and anyone who witnessed or saw the results of the accident will wonder how the occupants of the car survived. Eleven months later, he is still not fit for pilotage duty and his doctor remains guarded in his prognosis. Perhaps the luckiest claimant of the year fell into the sea when both securing ropes on the pilot ladder failed. Although he sustained back pain and bruising, he was able to resume duty after two weeks thanks to intensive physiotherapy. Finally — to conclude this chapter of accidents — a modest credit must be awarded to the pilot who was able to report to underwriters with an understandable amount of painful self-justification that his ankle injury resulted from keep fit exercises at a Health Studio.

Moving on now to the **Group Permanent Health Insurance Scheme**, the overall incidents of new disability claims during the last 12 months has been very similar to the increased level reported last year in that underwriters have dealt with 12 new claims for benefit. Whilst some of those claims arose from the familiar scourges of angina, epilepsy, arthritis and diabetes, rather more than usual had their origin in accidents — these include two pilots who have become victims of cervical spondylitis in consequence of injuries received in earlier years. You will not find it surprising that many of these Permanent Health claims arise from the inability to cope with the physical rigours of pilotage rather than from debilitating illness as such. At a rough guesstimate, perhaps half these members could have continued working if they had been engaged in a less demanding profession.

You may recall from my remarks last year that Friends Provident were paying out over £300 per day disablement benefit to UKPA (Marine) members — for your information, the comparable figure today I would calculate at over £400 per day or £140,000 per annum. This is easily the highest level of claims payments ever made under the Scheme.

Delegates will be aware that the level of weekly benefit is reviewed each year in line with pilotage earnings on the basis of the formula agreed by Conference. For ease of administration, this formula only operates at specific trigger points and the operation of this factor combined with the lack of a general advance in pilotage earnings this year means that no alteration to the present standard weekly benefit of £115.50 is required for 1987. Similarly, there will be no change in the present quarterly premium of £21 per member.

Turning now to your **DAS Group Legal Expenses Scheme**, three new claims have occurred during the last 12 months, all of which are currently in the hands of solicitors. The most recent of these is the case of the broken ropes of the pilot ladder already mentioned, where efforts are being made to obtain compensation from the owners of the foreign vessel concerned. The second case relates to injuries received during January, when a member fell on to the deck of the pilot launch as a result of the pilot ladder on which he was descending being deflected aft by the pilot launch. The third case involves a pilot's injury when he fell on the deck of the vessel just boarded due to its greasy condition.

During the year, significant progress has also been made with a number of existing cases and settlements achieved in favour of seven members.

Despite these cases having been resolved successfully in the members' favour, it does not follow that all the legal costs are necessarily recoverable — indeed in at least one of these cases, the amount of irrecoverable legal fees exceeded the compensation secured. Nonetheless, such expenditure may be considered worthwhile if the ultimate result is to make ship owners and dock operators more aware of the need to provide higher standards of safety for those who are obliged to make use of their facilities. It is to be hoped that the reduction in the number of new cases this year is indicative of an improving trend in the right direction.

Looking forward to 1987, I am pleased to tell you that important improvements are being made to the Group Legal Expenses Scheme.

The first of these is practical in that DAS Legal Expenses Insurance Co Ltd will provide a telephone Legal Helpline Service, so that a member can obtain qualified legal advice on any matter covered by the Scheme.

The second relates to a widening of the scope of the Scheme, so that the present cover for legal expenses following death or injury of a member will not be restricted to his professional activities but will apply 24 hours a day. Similar cover will be provided for the member's wife, and children under 21 ordinarily resident at home. The extended cover will also include legal expenses relating to the associated loss of personal effects where there is already a bodily injury claim.

These extensions recognise the fact that any serious injury to a pilot or a member of his family caused by the negligence of a third party can pose an equally drastic threat to the member's financial security as an accident whilst on duty.

The third and final improvement is the doubling of the present limit of £50,000 for legal expenses under the Scheme to £100,000. For the greater protection of members, we have arranged that these improved benefits will be effective from 1 November, 1986.

One last point on the subject of Legal Expenses — the DAS Family Legal Protection policy will continue to be available to UKPA members at a reduced premium of £34 compared with the usual cost of £68.

Prior to concluding, may I thank Local Secretaries for the help which they give with the Schemes throughout the year — the letters which we received from disabled members are undoubtedly the best testimonial to the effectiveness of your work on behalf of your fellow pilots.

May I also thank you — Mr Chairman — for your kind invitation to join you here today and you — gentlemen — for your attention.

## AMENDMENTS TO RULES

In accordance with UKPA (Marine) Rule No. 20, the following amendments to Rules, having been agreed and proposed by the Section Committee, were all passed at Conference:

- 4(a) Amend second paragraph to read as follows:-  
A Book of Rules with Certificate Membership shall be given to each Ordinary Member when admitted and on payment of the entrance fee and subscription provided for in the rules of the Transport & General Workers' Union and these rules respectively.
- 5(b) After "quarterly in advance" add "but retired members shall be exempt".
- 8 Insert "or portion of ten" between "one to every ten" and "Ordinary Members".
- 9 Propose no change but review Secretary's duties (Rule 18) during next year.
- 10(c) Delete "as provided by Rule 21".
- 10(f) No change
- 16 Change second sentence to read "A sum of money as approved from time to time by the Section Committee may be placed on deposit at the bank, or at the discretion of the Section Committee".

## INTERNATIONAL MARITIME PILOTS' ASSOCIATION 1986 REPORT

Since the last Conference, the Association has continued to represent Members at international forums where pilots' interests could be affected. Most of these activities are detailed in "IMPA Notices" which are circulated as a means of informing Members of the latest developments. Many are comprehensive reports of the discussions leading to future policies which may impinge upon our profession.

IMO Resolution A578(14). Guidelines for VTS,  
IMO Resolution A572(14). Ships' routing,  
The use of inshore Traffic Zones,  
Amendments to the Standard Marine Vocabulary,  
Draft Guidelines on Bridge Visibility,  
The presentation of Manoeuvring Data

fall into this category.

IMO have adopted the VTS Guidelines in such a form that pilots can consider satisfactory and COST 301 has reached acceptable conclusions upon the qualifications of VTS operators. Our views have been largely taken into account because we offered sensible argument, constructive proposals and participated in working out reasonable solutions.

It is hoped that the recommendations on Manoeuvring Data, including the 'Pilot Card' will be approved by IMO at the Maritime Safety Committee in a few weeks time.

IMPA has prepared a poster on the Boarding and Landing arrangements required by pilots. It was accepted at the Congress in August and we urge you to use it.

We have maintained our connections with the International Association of Ports and Harbours, International Association of Lighthouse Authorities, International Chamber of Shipping, International Standards Organisation, International Federation of Shipmasters etc and have established contact with the International Federation of Airline Pilots' Association. We have matters of common interest with the latter body, for instance, stress, human factors and, most interestingly, the use of simulators. The simulator industry is most anxious to expand into the training of maritime pilots and has the objective of making the use of their facilities a requirement for licensing. The airline industry is often cited as a model and we expect that our contacts with aviators will be useful.

As a result of a debate at the IMPA Congress, in the presence of the Chef de Cabinet at IMO, we have received an invitation to discuss methods of strengthening the effectiveness of the SOLAS chapter on pilot boarding arrangements. IMPA Circular 270 suggests that Members should ensure that their national legislation accords with the SOLAS Convention.

The use of the Standard Marine Vocabulary will increase on board ship, between ships and between ship and shore becoming the recognised mode of communication. Natural English speakers may experience difficulty in adapting and I am concerned that, at some future date, courts may consider non-use a significant fault.

Following the principle that pilots must be involved when port entry is discussed, we are co-operating with IALA and IAPHA in the production of a worldwide Guide to VTS.

IMPA keeps a register on 'Conditions of Service' and has approved a set of Guidelines on pilots' conditions.

These are some of the activities which IMPA is pursuing on our behalf.

President M Guicharousse completed a notable term of office in August and was succeeded by J Varney from New Zealand and I was re-elected as vice-President.

G A Coates

(Continued foot of next page)

## EUROPEAN MARITIME PILOTS' ASSOCIATION 1986 REPORT

There being no EMPA Conference during 1986, the second "Presidents' Meeting" was arranged for the 8th August in Paris to coincide with the IMPA Conference. Fifteen presidents of European Associations attended. UKPA (Maritime) Chairman, Mr C Wilkin, attended on behalf of the United Kingdom. The meeting was dominated by detailed reports from both the Netherlands and the United Kingdom, the pilotage services of both nations being subject to radical reform.

The situation in the Netherlands is interesting and would appear to be in marked contrast to that proposed in the UK. The pilot service is scheduled for "privatisation" by 1st January 1987. To date, all pilots in the Netherlands have been employed and the majority were civil servants. During 1986, a referendum of all pilots came out in favour of self-employment. The governing factor was probably that all pilots would retire at 55 years of age. (It should be noted that pilots do not go on *bona fide* pension until the age of 65 years. Until that time they are considered to be on "Functional Age Dismissal" and receive between 70%-80% of their earnings level that is funded directly from the pilotage rates). The pilots will be required to purchase all pilot craft by means of a government loan and be responsible for all crew and administration. It is understood that the main pressure for change was to reduce the cost of the administration. The total reduction in personnel is in the region of 16.6% (270 bodies) of which the administration will reduce by 58.3%, the crew by 10% and the pilots by only 5.5%. One of the side effects is that the new authority for the River Maas — the Municipality of Rotterdam — have yet to confirm the involvement of pilots on the radar and pilot Maas.

The main work of EMPA Officers during the year has been on the "COST 301" Working Groups. In the course of the year, the author resigned from Working Groups 4, 5 & 6 to attend to UKPA(M) duties. R Hofstee (Netherlands), took over the responsibility. The project had assumed a serious role when IMO invited a report for consideration in order to establish the Organisation's VTS Guidelines. Overall, EMPA were satisfied with the Guidelines when they were published, but it must be recorded that no standards are defined for qualifications or training for VTS Operators. There is now a drive, backed mainly by the academics, to have "COST 311" adapted as a project. Part of this study is listed as "Assessment of the performance of Maritime Traffic Safety Staff both at Sea and in Shore Based Ship Monitoring Centres". The intention is to be involved in the training of VTS staff on specialised VTS simulators. Such a simulator has recently been opened at MARIN in the Netherlands to run in conjunction with the ship-handling radar simulator, already used by Europort pilots for VLCC training. The scenario is threatening.

Still on the subject of simulators, EMPA pilots were offered free places at the Port Revel Maritime Research and Ship Training Centre of Grenoble. These places were "fill in" slots on existing courses and were invariably only available on short notice, the student being required to pay his own travel and accommodation expenses.

In delivering his report, Mr Coates added:

A new guide for Port entry is to be prepared. Ports will be circulated with format required. Pilots urged to write these entries and not allow Port Authorities near them.

Conference was urged not to dismiss IMPA: it was where pilotage and IMO met, and that is where international law is made.

Note: There is a new 'routeing' scheme off Holland. All Pilots who are engaged in Channel Pilotage should note.

## LIGHTING UP TIME

A description of the current strobe and water-activated lights at present available and seen by the UKPA (Marine) Technical Committee should be given careful study in view of the recent series of "over the side" accidents to UK pilots.

### Strobe Lights

Very few pilots would disagree that the sighting and recovery of a pilot in the water, at night, is much enhanced by the use of a strobe light. The main criticism of the strobe light is an aversion to climbing and descending ladders with the light operating, leading to most manufacturers giving the option of an armband or "pouch" for a choice of fitting positions, though this does not eliminate the "disco flashing light effect" feared by some. Bearing in mind that once in the water a casualty may be unable to switch on a strobe light, to those who feel the need for such a light, it is worth experimenting before settling for an armband or chest pocket, and to attempt to become acclimatized by using the strobe at other than night climbs.

The Technical Committee have seen and inspected two strobe lights in the past, which are still in use on many existing pilot jackets, but are no longer fitted to new jackets. The *McMurdo Firefly* has proved both difficult to obtain from America and due to currency devaluations, at nearly £60, has priced itself out of the

*(EMPA Report continued)*

Opportunities will arise again in the coming year and the UKPA(M) would like to have a list of pilots who are interested in attending. The cost is still quite considerable and it is suggested that an authority or a customer be approached and asked to assist with expenses. P Russell of London Sea Pilots South, filled up one of these vacancies this year and his report is available at this Conference.

EMPA may not yet have come to terms with the fact that it is probably most effective as a pressure group. The pilots of Europe speaking with one voice to their respective governments could hardly be ignored and to this end we must not neglect to forward resolutions for our general welfare for adoption at EMPA Conferences. The road to such bodies as IMO is long and arduous and we must think of our long term future. In the short term we might consider establishing more direct contact with continental pilot stations in order to increase pressure on vessels offering inadequate boarding/landing facilities.

The subscription remains at ECU 2545 for the coming year, in Sterling a fluctuating sum that amounted to approx. £1,900.

The next EMPA Conference is scheduled for Helsinki, from 25th-29th May 1987. As usual, all are cordially invited. However, in 1989 the Conference is scheduled for the UK and the Chairman will be seeking your permission to issue the formal invitation to our colleagues in Helsinki. This will mean the forming of an organising committee that in itself leads to some expense. However, for the Conference, EMPA have no mandating requirement for entertainment to be provided, only for the provision of adequate conference facilities.

October 1986

M H C Hooper

The Delegates' permission was requested and granted, to issue an invitation at the 1987 EMPA Conference in Helsinki to hold the 1989 EMPA Conference in the UK.

market. Seasafe All Weather Wear Ltd have, unfortunately, no further replaceable batteries for the McMurdo Firefly.

The British **Strobeident** which replaced the Firefly at just over £20 has proved disappointing for several reasons and after a fair number of failures this "non battery replacement" throwaway strobe light is no longer being fitted.

Two newer makes of strobe light are now available. The German made **Blitzboy** has already been fitted to recent pilot jackets and is priced at £23.50 with an armband, or £27 fitted to a jacket in a chest pocket. It uses 2 alkaline size AA 1.5 volt batteries.

At the April 1986 Technical Committee meeting, the **Mayday** strobe light was inspected and is subsequently being offered by Seasafe Ltd. Canadian, made under licence in Hong Kong, the Mayday is similarly priced to the Blitzboy and can be fitted in a chest pocket or used with a special clip, as against armband. It uses 2 alkaline size C 1.5 volt batteries. Seasafe Ltd are making a special velcro flap to cover the Mayday lens when not in use — this doubles back to reveal two retro-reflective strips.

Both the Blitzboy and Mayday have little to choose between them. Certainly the Mayday is slightly bigger and sturdier and possibly won't suffer from price fluctuation as the German Blitzboy may. Seasafe Ltd report one or two Blitzboy strobe lights returned with a broken armband flange, but both lights are similarly well protected in their respective chest pockets.

#### Water-Activated Lights

Currently being fitted to most pilot jackets is the Danish made **Sealux** at £21.50 inclusive of pocket and collar attachment, and £18 as a replacement. This has superseded the McMurdo L & M, principally because the battery and light can be checked at any time, having two external terminals.

To the many pilots still having the McMurdo L & M model it is highly advisable to pull out and discard the ring and two plugs, thus making it "automatic". This was highlighted in one recent night-time incident when the pilot in the water was unable to find and pull out the two plugs and was indeed fortunate to be found. In the "automatic state", if kept dry, the L & M should last several winters. Any swelling of the battery being the only indication of needing replacement. Remember also to discard the two plastic caps covering the terminals, on the Sealux water activated light.

All the above prices incidentally are exclusive of VAT.

Seasafe Ltd have brought to the notice of the Technical Committee these further modifications to their pilot jacket:

A loose footed lining is now being fitted, to considerably aid draining, and also to make the lung inspection much easier.

The rescue strap is at present under review. Certainly three different straps can be fitted through the jacket "strap tunnel" and different pilot services are known to favour their own particular strap version. Seasafe Ltd have recently, on request, fitted a stainless steel D ring with an 1800 lbs breaking strain to their own strap for one pilot service, and they are currently looking for possible improvements.

Hood design is being looked at, with one pilot service requesting an elasticated version as against the more common draw-cord version.

The Technical Committee will keep pilots up to date on pilot jacket equipment — modifications and improvements.

C M IRVING (Chairman Technical Committee)

## RNLI SILVER MEDAL

Awarded to the late John Hogg (former-Executive) one week before his sudden death in September

The following account is reproduced by kind permission of the Royal National Lifeboat Institution.

A call came through to Tyne Tees Coastguard at 0101 on the morning of Saturday April 15, 1986, that a disabled fishing vessel, the 60ft *La Morlaye*, with three men on board, was in danger of going aground just off Tynemouth. Another fishing boat had been towing her for 27 miles from the fishing grounds where her nets had fouled her propeller but the tow had finally parted in an east-south-easterly gale and *La Morlaye* was not too far inshore for the tow to be re-connected.

Tynemouth lifeboat's honorary secretary was informed and immediately he agreed to launch asking the coastguard to activate the crew's callout pagers. Just 12 minutes later Coxswain Captain John Hogg and his six-man crew cast off from the pontoon aboard Tynemouth's 52ft Arun class lifeboat *George and Olive Turner* and headed down river for the harbour entrance.

The casualty, the lifeboat was told, was ¼ mile off the beach at Tynemouth with three other fishing vessels on the scene. As the coxswain made full speed for Tyne Piers, the lifeboat crew took advantage of the calm inside the harbour to prepare a tow line and make ready the searchlight. Then, on nearing the entrance, all the crew battened down in the cabin ready for the open sea; only the coxswain remained in the upper conning position.

The wind was an east-south-easterly force 8 gale, it was heavily overcast with good visibility and low water was 30 minutes away. The lifeboat met very heavy confused seas as soon as she was between the piers of the harbour and Coxswain Hogg reduced speed. Outside the harbour he brought the lifeboat's head round to the north and was able to return to full speed.

There was nothing to be seen off Tynemouth beach; however, further up the coast, off Whitley Bay, the Coxswain could see some lights. At 0126 he slowed the lifeboat as he was now near enough to see what was happening. *La Morlaye* was lying

well inside the breaking line of the surf, head north, beam on to the seas and with fishing gear over her starboard side. She was rolling violently and shipping water in the heavy breaking beam seas and was less than 400 yards off the beach. The three other fishing vessels were standing by but could not get in close enough to help.

Coxswain Hogg began to plan the action he should take: it was nearly low water giving him very little tide where the fishing vessel lay. The waves breaking around her, driven by the force 8 gale were some 20 feet high. It was also a very dark night, although visibility was good. To go in along the starboard side of the casualty meant running the risk of fouling the lifeboat's propellers or being rolled on to the trailing fishing gear. An approach on the port side would have been untenable with the beach so close and the danger of the fishing boat rolling on to the lifeboat.

Instead he decided to try to pass a tow line so that he could pull the fishing boat clear of the heavy surf. He told his crew and radioed his plan to *La Morlaye's* skipper. Then, while he remained in the upper steering position and his mechanic stayed in the cabin working the radio and passing echo soundings to the coxswain, the lifeboat was positioned head to sea. The rest of the crew were on deck training the searchlight and standing by to pass the tow as the lifeboat was worked astern towards the casualty. Seas were breaking over the lifeboat but it was only when her stern was about ten feet away that the line was thrown to the fishing boat and the tow quickly made fast aboard. By now the echo sounder, when it could be read, was showing a depth of barely 8 feet.

The tow began using a short line and *La Morlaye* was brought round head to sea. The weight was then taken off to lengthen the tow line but while this was being done a very large breaking sea lifted the fishing vessel so high that the line parted with one end whipping back aboard the lifeboat. It struck Crew Member David Lisle, bruising his leg.

The fishing vessel payed off so that she lay once more beam to sea. The coxswain tried again to get a line on board, using the same method. As the lifeboat manoeuvred astern Second Coxswain Martin Kenny prepared to throw the line but as he was about to do so a very large sea forced the lifeboat's bow into the air and he was hurled aft so that he lay horizontally across the stern rails. Somehow he managed to get back inboard.

Coxswain Hogg decided it was too dangerous to try another near approach and so told his crew to try the rocket line. With the lifeboat in the same aspect as before but standing further off a line was fired. It fell across the fishing boat's rigging but while her crew were trying to reach it, the wind blew it from their hands and it was lost. Another line was fired and this one was held and the tow line was quickly passed and secured. The lifeboat began to tow at low revolutions and for a second time the casualty's head came round to sea. Heavy seas immediately broke over both lifeboat and fishing vessel and as they pitched violently the line parted. Once more *La Morlaye* payed off to broadside on to the sea and wind.

Coxswain Hogg realised that it was now impossible to tow her clear; she would soon be hard aground and breaking up and the only way to save her crew was to get alongside, whatever the danger. The coxswain radioed his intentions to the

fishing boat and then put the lifeboat head to sea and worked her astern until she was in a position at right angles to the casualty and just to the south of her stern. He then stopped the port engine, went full ahead on starboard and the incoming sea threw the lifeboat alongside the fishing boat.

There was a rise and fall between the two vessels of up to 20 feet but two of the survivors jumped head first on to the lifeboat and the third was hauled aboard by the crew. They shouted to the coxswain that all were aboard and he turned the wheel hard astern put both engines full ahead and drove clear. The time was 0210.

The survivors were kept warm in the cabin and given blankets and a tot of brandy while the lifeboat turned to the Tyne at reduced speed. The lifeboat was back on station at 0227 and the survivors put ashore. Their fishing boat was broken in two pieces and driven up the beach by the next high water and the following tide broke her up completely.

Following this service the silver medal was awarded to Coxswain Captain John Hogg and silver medal service certificates accorded to Second Coxswain Martin Kenny, Motor Mechanic John Watson and Crew Members Trevor Fryer, James Griffiths, David Lisle and John Norris.

## Obituary

### JOHN ADRIAN HOGG

Tyne Pilots were saddened by the sudden death of their colleague John A Hogg on 22nd September aged 56.

John began his apprenticeship in 1946 and was first licensed in August 1960.

He was active in pilotage administration having served many years on the pilots' committee and as a member of the Tyne Pilotage Authority; he was also a local secretary and a member of the executive of the UKPA for several years. John was also coxswain of the Tynemouth lifeboat and had recently learned that he was to receive the silver medal of the Royal National Lifeboat Institution for rescuing three men from a stricken fishing vessel close to the beach in appalling weather conditions.

He leaves a wife, Anne, a married daughter, Louise, and a son Anthony who had recently arrived home on leave from a ship in the Persian Gulf. John was a popular figure and will be missed by everybody on the river.

Following his wishes, on 18th October, his ashes were scattered at sea off the mouth of the Tyne from the lifeboat *George and Olive Turner* of which he had been Coxswain.

JRP

## UKPA (MARINE) TECHNICAL SUB-COMMITTEE REPORT TO CONFERENCE 1986

Now under the Chairmanship of Mike Irving (Tees), the Technical sub-Committee have held two meetings at Transport House since last year's Conference. The Committee membership stands at nine, John Brown (Liverpool) and John Dixon (Europilots) having been invited to join. Gerald Coates, as Chairman of the IMPA Technical Committee, was invited to attend both Technical sub-Committee meetings, and on each occasion, in addition to his IMPA report, gave valuable contributions. As in previous years Stuart Welford, R & D Officer RNLI, was invited to attend the October meeting but unfortunately was unable, at very short notice, to come. He will be invited to come to the April 1987 meeting.

The major feature of this year has been the degree of cooperation between the Department of Transport Nautical Surveyors and the Technical sub-Committee. Regular consultation has been sought with us over the following important items.

- a) A L Don type DJM-2 Pilot Ladder — an American ladder, given US Coastguard Certificate of Approval in September 1985, with moulded polyurethane steps and spreaders, 3/4 inch dacron with orange polypropylene safety core sideropes and cast aluminium clamps. The Technical sub-Committee inspected a sample step and clamping device and on our behalf, the DOT sought reassurance from the manufactures on two points. UK approval was granted in August 1986.
- b) Comar I Pilot Ladder replacement step — The Technical sub-Committee were again able to inspect a sample replacement step and, along with one suggestion to the DOT, gave their approval.
- c) I CO Electric Hoist type 2 — for which approval was sought from the DOT by the Italian manufacturer. The DOT in turn sought our views on three particular matters referred to in MS (Pilot Ladders and Hoists) Regulation 1980, 8(4)a, before replying.
- d) Townsend Thoresen Ferry *Viking Venturer* — The DOT sent the Technical sub-Committee detailed drawings of the "Plating in" under the rubbing strake, being submitted for approval. This modification is a practical solution to comply with MS (Pilot Ladders and Hoists) Regulations 1980, 6(2)(c). In giving our approval, we suggested the "Plating in" would benefit by a further extension downwards and we have since been notified that the shipyard has been instructed to start the chamfer at the ballast waterline.
- e) Polypropylene side ropes for pilot ladders — a difficult request from the DOT that has long been with both previous Executives and Technical Committees, dating back to at least 1974. The full history was re-examined and the problem of "graspable feel" polypropylene discussed. Accordingly, the Technical sub-Committee have written to the Chairman of Section Committee explaining all aspects and recommending the use of only approved "graspable feel" polypropylene for pilot ladders. The Section Committee approved the recommendation in October and the Marine Directorate of the DOT was straightway informed.
- f) Industrial Injection Moulders' Pilot Ladder Steps — both suggestions from the DOT and assistance from Clyde pilots, have brought no further progress towards a solution. The DOT are to approach the manufacturers once again.

In addition to other representations, the Technical sub-Committee is represented on both the newly set up Working Group on Electronic Charts and the UK Efficient Ship Programme. As always, it is clear that the practical expertise and comment that pilots can and do give, is not only welcomed but very necessary to committees comprising almost entirely non-seafarers. For example, in the case of the Electronic Chart, it is the equipment manufacturers and not the users who are setting the pace and concern is being shown over the threat to navigation posed by early Electronic Charts and the many problems yet to be resolved — namely copyright, standardisation of symbols, updating, etc.

The Technical sub-Committee gave oral evidence to the Monopolies and Mergers Commission in their inquiry into a possible monopoly in the supply of DNS Marine receivers. Ian Stirling represented pilots extremely well, especially in view of the questions asked.

"Over the side" accidents continue to occur and all of us should take note of the mistakes sometimes made and the lessons hopefully learnt. The Technical sub-Committee maintain their dialogue with Seasafe Ltd and have been able to give advice, among other things, on replacement strobe lights and early thoughts on splash guards about which an article will appear in the next issue of *The Pilot*.

The Technical sub-Committee are continuing their link with Dr Dand at British Maritime Technology, with the problem to pilots of the shrouded or ducted propeller, and have endeavoured to deal with the ongoing paperwork on "Squat". A request for current information on "the correct bollard pull required" was answered. Perhaps tying together all these three items of concern to pilots, Peter Russell spent a week at Port Revel, France, at the Marine Research and Training Centre. His enthusiasm for the facilities and the nature of the course, his expression of knowledge gained, all point to the need for pilots to not only keep "au fait", but to be seen to be "au fait" with modern technology. If for no other reason than that, the Technical sub-Committee should maintain a presence and be prepared, not only to give advice, but keep right up to date.

October 1986

C M Irving  
Chairman — Technical sub-Committee

Points arising from the discussion were —

Sea-safe jackets are considered the best answer as long as they are worn correctly.

Strobe lights and water activated lights: it is recommended that the two rubber plugs in the battery are taken out and thrown away.

## Obituary

### HENRY IAN CLARK

Ian, aged 61, was a greatly respected member of Clydeside. He went to sea in 1942 at the age of 16 with Donaldson Line, thereafter joining James Nouse & Co where he became Master in 1955. Joined the Clyde Pilot Service in 1959 serving as Special Pilot for Elder and Fyffe and Furness Withy. He was a keen sportsman and played golf, bowls and curling; also he was the ex-President of Gourrock Rotary Club. For a number of years he suffered ill health without complaint and will be sadly missed by his colleagues. Ian is survived by his wife Betty, daughter Lesley and son Kim.

### HARRY DAVIES

It is with deep regret the Manchester pilots report the death of their colleague and friend, Harry Davies.

Harry, born in 1927, attended the School of Navigation Southampton in 1943 and joined Silver Line as cadet in April 1944. He subsequently served with T & J Harrison before joining the pilot service and was licensed 2nd class pilot in 1954. During his career Harry was choice pilot for several companies and at the time of his death was appointed to Esso.

He was a prominent and popular member of the pilot service and will be sadly missed.

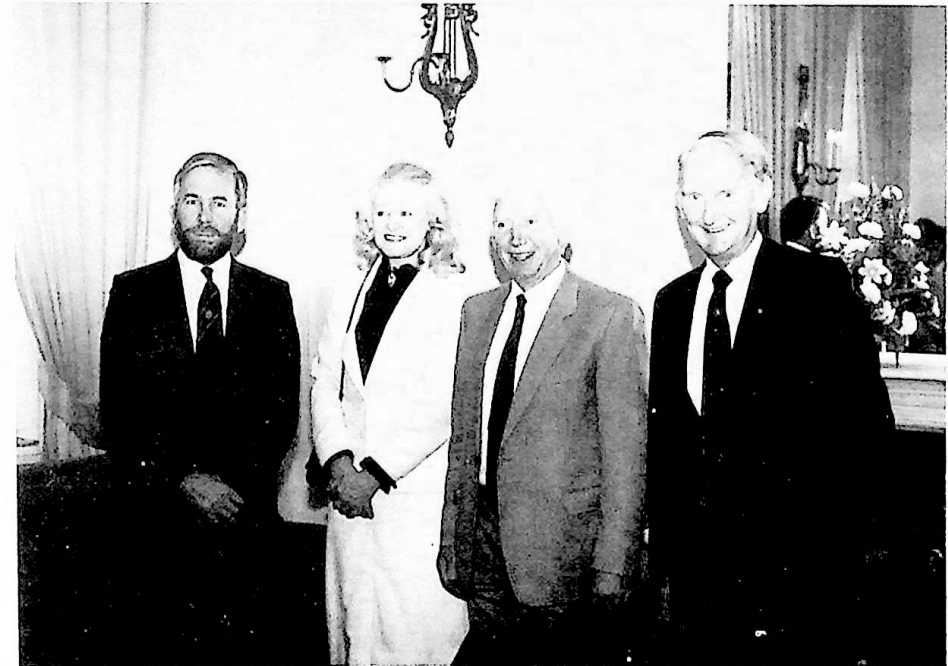
## Retirement Dinner for former Officers of the Pilots' Organisations

A dinner to mark the retirement from office of three long serving members of the Pilots' Organisations took place in London on 14th May 1986.

Niel Walker (*London North*) retired from the office of Chairman of the UKPA in November 1985 and John Bennett (*SE Wales*) retired as Treasurer of the UKPA on the same date. Both had held the position of Executive member of the UKPA for a number of years. John Tebay (*Liverpool*) retired from the office of Chairman of the United Kingdom Pilots' Technical Committee also in November 1985. Miss Penny Mobley, UKPA Secretary to Edgar Eden and who left the UKPA to work for IMPA in March 1986, was also invited.

At an internal reception at the Columbia Hotel, Chairman of the newly formed UKPA (Marine), Clive Wilkin, thanked the pilots for their long and dedicated service and, on behalf of all serving pilots, asked them to accept presentations of a Ship's Barometer (N Walker), Binoculars (J Bennett) and a Set of Glasses (J Tebay). Special mention was made of the loyalty and commitment of Miss Mobley particularly over the last difficult year. Clive Wilkin asked her to accept the presentation of a piece of jewellery in recognition.

Left to right, N Walker, Miss Mobley, J Bennett, J Tebay



**REMEMBER! . . . WITHIN THIRTY DAYS**

## United Kingdom Pilots' Association (Marine) Local Secretaries

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Aberdeen	William Clark	Aberdeen Harbour Pilots, North Pier, Footdee, Aberdeen, Scotland AB2 1DQ
Arundel	RT Hoad	2 Southfields Road, Littlehampton, West Sussex, BN17 6AF
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Fife (Forth)	G Knox	Milden Cottage, Great North Road, Kelly, Fife
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Fowey	Mr Hingeston-Randolph	Moorlands Farm, Treemill, Tywardreath, Par, Cornwall
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London Sea Pilots West	M J G McDonald	Turks Hill, Taylors Lane, Higham, Nr Rochester, Kent
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London Medway	S M Hunter	"De Winton", Oak Lane, Minster, Isle of Sheppey, Kent
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Shetland (see Sullom Voe)		
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Sullom Voe (Shetland)	B J L Cheevers	"Green Tang" Muckle Roe, Brae, Shetland
Sunderland	R Hall	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland Tyne & Wear
Swansea	G K Geen	2 Cedric Close, Sketty, Swansea
Tees (Middlesborough)	J H Wright	Okefnokee, 31 Oldford Crescent, Acklam, Middlesborough, Cleveland TS5 7EH
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Trent	C J Hunt	2 Spinney Walk, Anlaby Park, Hull HU4 6XG
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Wisbech	D Locke	Alderley House, Burrett Road, Walsoken, Wisbech, Cambs
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