



# THE PILOT

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

No 213 (Vol 54 No 4) October-November 1987

## THE CENTENARY BADGE



*Photo: G E Byers, Hull*

**The Chairman — Clive Wilkin — presenting Humber Pilot Roy Carmichael with a copy of THE MARINE PAINTER — from the Section Committee in appreciation of the art work combining the UKPA(M) Centenary Logo with that of the Marine Branch.**

**Roy, a gifted artist, has for many years now, painted the scenes appearing on Humber Pilots' Christmas cards and his paintings are much sought after.**

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## GUIDELINES FOR EMPLOYMENT OF PILOTS

## United Kingdom Pilots Association (Marine)

(A Section of the Transport & General Workers Union)

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	1923-1925 The Hon J M Kentworthy, MP (Hull Central)
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	1949-1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
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## GUIDELINES

The guidelines represent the final position reached between the BPA/UKPA(M) Working Group on Pilotage, under the chairmanship of Mr J Dempster, Under-Secretary, Head of Marine Directorate of the Department of Transport.

The document arises from undertakings given by Lord Brabazon during the passage of the Pilotage Bill through the House of Lords.

These guidelines have already been circulated to members of the British Ports Association, and whilst the guidelines are not legally binding, it is hoped that with goodwill on both sides, their implementation will smooth the transition from Self-employed status to Employed status, arising from the implementation of the 1987 Pilotage Act.

*C C WILKIN, Chairman*

## GUIDELINES FOR THE FUTURE EMPLOYMENT OF PILOTS BY PORT AUTHORITIES

### Introduction

1. After the port authorities have assumed their pilotage responsibilities there will be an initial period of shakedown, during which the authorities will, in the light of experience of operating the service, make any adjustments that are necessary to the initial assessment of the numbers of pilots that are needed: the pilots' compensation scheme under Section 28 of the Act will continue to be available to pilots who become surplus to requirements in this period. The length of the shakedown period will be 3 years.

### Transfer Arrangements

2. Transfer arrangements agreed by the UKPA (Marine) and BPA\* will apply whether CHAs directly employ pilots or not and will provide for pilots to be offered the opportunity of transferring to a harbour authority in another district to permit the voluntary early retirement of a pilot from that harbour authority who is not surplus to requirements; in such cases, the transferor harbour authority will meet the severance cost, at the appropriate local rate, of the pilot being allowed to retire. The authority from which the pilot is to be transferred will also meet the transferring pilot's relocation costs. These will be, at the minimum, the legal costs of buying and selling his home, the agent's costs of selling it and his costs of removal to the new port: any dispute as to his cost entitlements may be considered under procedures to be established locally and to be agreed between the harbour authority and the pilots.

3. The detailed arrangements for such transfers are set out at Annex A.

### Earnings

4. The levels of earnings which will apply to pilots on entering employment by a harbour authority or its wholly-owned subsidiary are for negotiation with the authority or subsidiary. The considerations which should be taken into account are:

\*ABP also participated in the discussions concerning the guidelines and transfer arrangements and accepted the terms of these documents.

- i. The previous earnings of pilots in the port, taking account of both actual earnings and levels of earnings recommended under the former Letch agreement (suitably updated);
- ii. the work rate, the volume of work (number of ships to be piloted) and the mix of work (for example range of sizes and types of vessels covered);
- iii. earnings of pilots in comparable ports elsewhere in the country;
- iv. the physical conditions under which pilotage is undertaken in the port;
- v. the physical and geographical characteristics of the ports, particularly those relevant to navigational hazards;
- vi. the earnings, conditions of employment and working patterns of senior staff of the harbour authority, including those of marine officers, in comparison with the working conditions and work patterns applied to pilots.

These are identical with the first 6 items which the BPA and the UKPA (Marine) have proposed for inclusion in the Secretary of State's guidance to the statutory arbitration panel.

#### Pensions

5. The BPA has undertaken, subject to the provisos contained in the letter at Annex B of 1 October 1986 from Mr N H Finney of the British Ports Association, that benefits under the rules of the Pilots' National Pension Fund will be maintained at levels no less favourable than those which applied at that date; and that the early retirement benefits associated with the lump sum compensation scheme announced by the Secretary of State for Transport on 23 May 1986 will be maintained for the period of availability of that scheme. The levels of contributions needed in future will be for the bodies representing CHAs and pilots to decide. The aim will be that the statutory order necessary to restructure the management of the Fund should be made and implemented as soon as possible and before the appointed day. The new management board for the Fund will consist of equal representation of the CHAs and of the pilots. The future arrangements for management of the PNPf would be discussed with representatives of the PNPf's present Board of Management.

#### Compensation

6. The Government does not intend that lump sum payments under the statutory scheme should be available after the expiry of the shakedown period. In the event of redundancies being necessary after this period, the terms offered by the CHAs will be on the basis that total service as a licensed pilot in the UK counts as a continuous period of employment by the CHA and will be no less favourable than those which would be payable under Employment Protection legislation if previous service as a licensed pilot counted as employment.

7. After the end of the shakedown period, the continuation of early retirement pension arrangements will be for the bodies representing CHAs and pilots to agree at the appropriate time.

#### Resolution of Disputes

8. The Pilotage Act 1987 provides (at Section 5) for a statutory procedure for resolving any disputes between a harbour authority and the pilots it employs as to the terms of any provision in a contract of employment entered into or to be entered into between them, where the dispute cannot be resolved by negotiation between the parties. The Secretary of State may by order withdraw this procedure at a date not less than 3 years after the day appointed for the harbour authorities to take up their statutory responsibilities for pilotage. It will be for subsequent consideration by the BPA and the UKPA (Marine) what arrangements for the resolution of disputes should be made once the statutory disputes procedure is withdrawn.

17 November 1987

## TRANSFER ARRANGEMENTS FOR PILOTS ANNEX A

### The Overall Scheme

1. Once the CHA has determined the number of pilots it wishes to retain and has identified which pilots wish to continue in the industry and which wish to take early retirement, it will indicate the pilots whose services it will require; such pilots may include some who wish to take early retirement in cases where the number of pilots wishing to continue in the industry is less than the number required by the CHA for its pilotage service. Where a CHA requires fewer pilots than are licensed immediately before the appointed day, then those pilots willing to take early retirement will normally be given priority in leaving. Pilots whose services will not be required and who are ready to accept voluntary retirement will retire on the day before the appointed day (or, by agreement with the CHA, at an earlier date). Opportunities for transfer to another CHA will arise if that CHA requires more pilots than are licensed locally or if, subject to suitable transferee replacements being available, there are more volunteers for early retirement than a CHA is able to release.

2. It should be possible to make the necessary arrangements for the great majority of such transfers before the appointed day and to effect the transfers on the appointed day. Some further opportunities for transfer may however arise after the appointed day but within the shakedown period through natural wastage among pilots who have been authorised, from a CHA's under-estimation of the number of pilots required, from changes in the arrangements for the provision of pilotage services or as a result of authorised pilots who decide after authorisation that they would like to take early retirement if they can be replaced by a surplus pilot from another port.

### Procedures for Transfers

3. Vacancies and, where a pilot wishing to retire could be released if a replacement could be found, potential vacancies will be notified by the CHA or the pilot wishing to retire, as appropriate, to the Pilotage Commission (copying the notification to the relevant pilot or CHA). The Commission will also maintain a register of pilots who have notified them that they wish to continue working but whose services are not required by the CHA either when the CHAs first take up their responsibilities or at some subsequent time within the shakedown period. The Commission will notify surplus pilots on its register of all vacancies and potential vacancies and invite them to apply to the CHAs concerned. During the period for which these procedures are in force and pilots remain on the register, a CHA will, subject to suitable transferee replacements being available, agree to the release of those wishing to take early retirement. In this context, it is recommended that CHAs should not be too rigid in requiring that a former licensed pilot must have a DTp certificate in cases where his practical experience is clearly adequate. It is expected that in general the oldest volunteers for early retirement will be released first, but variations to this principle may and should be made where necessary.

4. When considering the filling of vacancies, a CHA will give priority to any pilots on the register who apply and whose former licences were for the relevant district. If any such pilots apply and the CHA decides not to accept them but to accept some other person without such licence, it will give the pilots concerned reasons for its decision in writing.

5. Applications from pilots on the register whose former licences were for other pilotage districts shall be given equal consideration with each other, although subject to the qualifications which the CHA requires of authorised pilots. The CHA may seek references concerning the pilots, interview them and take whatever other measures it needs to assess whether such pilots meet those qualifications. Where a CHA decides not to accept any of the former licensed pilots who apply, but to accept some other person who is not a former licensed pilot, it will give the pilots concerned reasons for its decision in writing. The CHA will also notify the Pilotage Commission of such cases, and will provide it with a copy of its statement of reasons. The Pilotage Commission have pointed out that they will be obliged to treat any such statements as provided for information only, since they have no power to act on such information.

### Arrangements for Pilots Awaiting Transfer

6. A CHA will, if the pilot so wishes, authorise on the appointed day any pilot who remains surplus to requirements at that stage and who does not wish to seek early retirement, and such authorisation will be maintained for a period of 3 months from that date (so long as the pilot remains on the Pilotage Commission's register). If a pilot subsequently becomes surplus during the shakedown period and he does not wish to seek early retirement, his authorisation will, if he so wishes, similarly be maintained for a period of 3 months from the date of his being declared surplus to requirements (again, so long as he remains on the Commission's register). In either case pilots who are authorised for this 3 month period will receive normal earnings. The UKPA (Marine) wish to place on record their view that this period is unlikely to be sufficient to allow all pilots seeking transfers to be satisfactorily placed.

7. The authorisation of surplus pilots may be extended for a longer period than the above mentioned 3 months where local arrangements are made under which both pilots who are to be retained and those declared surplus may receive less than normal levels of earnings.

8. A surplus pilot may choose to be placed on the Pilotage Commission's register even if he does not wish to seek authorisation from his CHA. A pilot will remain on the register, if he so chooses and whether he has obtained authorisation or not, as long as he remains surplus to requirements and as long as vacancies remain notified and unfilled. However, a pilot will be entitled to claim his compensation under the pilots' compensation scheme when his authorisation is terminated and if he has not obtained a transfer elsewhere; and on claiming such compensation he will be removed from the register being maintained by the Pilotage Commission. The register will be closed at the end of the shakedown period.

9. The BPA and the UKPA (Marine) both recognise the need for good faith on both sides if these arrangements are to be workable. On the one hand possible abuse of the arrangements by pilots seeking to remain authorised for an additional 3 months without any real intention of accepting an appointment elsewhere; and on the other hand refusal by CHAs to accept former licensed pilots in preference to other candidates for authorisation unless there are genuine reasons of safety for such refusal would equally put the arrangements at risk.

17 November 1987

## PV RESCUE

On 29th November 1986 whilst on passage from Ramsgate to the East Margate Buoy to land River Medway Pilot G McKinley from MV *Maria D* the crew of THPV *Preceder* (Second Officer P Flack and A B Morling), came across a small fishing dinghy with two men on board drifting in dense fog off North Foreland without compass or anchor.

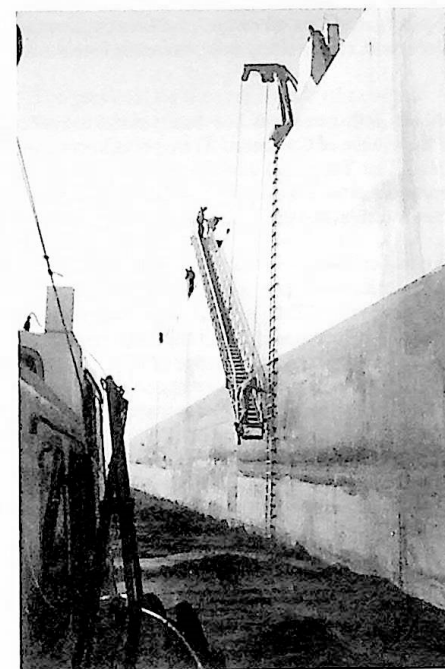
The occupants of the dinghy did not appear to be in any immediate danger and the crew of the pilot vessel informed them that they would return after completing disembarking the pilot from *Maria D*. Dover Strait Coastguard and Ramsgate Harbour Control were advised of the situation.

*Preceder* was initially unable to relocate the dinghy on her return journey but it was eventually found drifting in thick fog one mile east of Kingsgate and towed back to a position off Broadstairs Pier where the occupants rowed ashore.

Courtesy Trinity House Gazette

## HOW IT SHOULD BE!

The accommodation ladder/pilot ladder arrangement is one of the most difficult aspects of embarkation/disembarkation, and sadly, some two decades on, many high-sided ships still fall far short of perfection. The 120,000 ton Norwegian tanker illustrated, shows clearly the correct rigging of the combination, and the rare but most welcome attendance of ship's crew at both the head and lower platform of the accommodation ladder.



At both International and National level, the IMPA and UKPA (Marine) Technical sub-Committees are seeking improvements to high-sided boarding arrangements, and 1987 is seeing progress to that end.

C. M. Irving

## THIRTY DAYS HATH DEFENDER

Experience shows that pilots are too concerned with their charges to remember their own interests. Failure to report an incident to the Insurers within the time limit can lead to disqualification of claim or, at best, a heap of extra trouble for all concerned.

## PILOT CRAFT CREW TRAINING

John Brown Tech sub-Committee

In 1974, the Steering Committee on Pilotage (SCOP) stated in their report: "We were concerned that there should be satisfactory standards for pilotage craft. In general, it is felt that it is unsatisfactory to leave this responsibility to local Pilotage Authorities." In response to this part of the SCOP report, the Department of Trade set up a 'working party', in October 1977, composed of representatives from APAUK, UKPA, TGWU(MPB) and GCBS. In November 1979, the working party, after nine meetings, made recommendations to the Department on the survey and construction of pilot boats, safety equipment, manning levels and the training of pilot boat crews.

Since acceptance of the working party's recommendations, little progress has been made towards implementation; however, in the light of recommendation of the House of Commons Transport Committee on Marine Pilotage in 1986, it is now being considered again. The Technical sub-Committee, under the Chairmanship of C M Irving (Tees), has suggested some amendment to the original training syllabus; the following suggested syllabus incorporates the sub-Committee's amendments, which were passed to the Pilotage Commission for its consideration.

### Suggested Syllabus

#### 1 Practical launch handling

The handling and manoeuvring of launches will include steering by compass; the embarking and disembarking of pilots, in varying weather conditions, on and off vessels; a practical knowledge of "Pilot Ladder and Hoist Regulations"; familiarity with local search and rescue procedures; the recovery of persons and objects from the water, with a practical knowledge of the relevant safety equipment; towing and assistance to other craft; the use of emergency steering systems.

#### 2 Local Knowledge/chartwork

Familiarity with charts covering the Pilotage district and in particular all shoals and dangers; direction and velocity of tidal streams and the application of tidal data in calculating rise of tide above Datum at any particular time.

#### 3 Practical use of Radar

Switching on, tuning and setting up of radar equipment specifically fitted to local pilotage craft, complementary to the Inland Waterways/Pilotage short course.

#### 4 Signalling

Competence in the recognition of the more important single/two-letter signals.

#### 5 Steering and sailing rules

A sound knowledge of the rules and regulations for the prevention of collision at sea, with a particular reference to the steering and sailing rules, lights, distress and sound signals, to be used by the various types of craft under practical conditions.

#### 6 First Aid

First Aid training, with particular attention to the use of various types of resuscitation equipment and the protection and treatment against hypothermia.

#### 7 Engineering Knowledge

A knowledge of all engine alarms, fire-fighting systems and changeover arrangement for fire/bilge pumps.

(Continued foot of next page)

## AGREEMENT ON DRAFT TREATY TO IMPROVE THE SECURITY OF SHIPS

An international convention to suppress unlawful acts against the security of ships is expected to be adopted soon under the auspices of the International Maritime Organization.

The draft of such a convention was agreed at the end of the second session of an *ad hoc* Preparatory Committee of IMO held in Rome from 18-22 May. The Preparatory Committee also agreed on a draft supplementary protocol on unlawful acts against fixed platforms located on the continental shelf.

The proposal for the preparation of a convention on the subject was submitted to IMO in November 1986 by three Member States — Austria, Egypt and Italy. Their joint proposal was unanimously approved by the IMO Council.

The Rome meeting of the Preparatory Committee was preceded by an initial meeting in London in March this year.

The draft convention agreed by the Preparatory Committee at the Rome meeting will be submitted to the Council for consideration at its 58th session in June. The Council will then take a decision on further action, including the possibility of IMO convening a diplomatic conference to adopt the convention and the supplementary protocol.

IMO has, for a number of years, expressed concern about the safety of shipping from attacks. In 1985 the IMO Assembly adopted a resolution calling upon the Organization's Maritime Safety Committee to develop, on a priority basis, measures to ensure the safety of passengers and crews on board ships.

These measures were adopted by the MSC in 1986 and circulated to Member Governments with a view to strengthening port and onboard security.

The measures themselves are intended for application to passenger ships engaged on international voyages of 24 hours or more and the port facilities which serve them. Certain of the measures may also be applicable to other ships or port facilities.

The measures state that Governments should identify a designated authority to ensure the development, implementation and maintenance of ship and port facility security plans. They then give advice on how these plans should be developed.

The preparation of a convention is intended to supplement and strengthen the preventive measures developed by the Maritime Safety Committee. In particular, the draft includes provision for the absolute and unconditional application of the principle either to punish or to extradite persons who commit or who are alleged to have committed offences specified in the convention or in the related protocol.

An engineer, if carried, additionally should have a marine diesel engine acquaintance certificate, issued by manufacturers of the relevant engines.

#### 8 Certification

In order to qualify for the examination of Pilotage Craft Coxswain the candidate must be in possession of the following: (a) Restricted VHF radio certificate; (b) St John's Ambulance First Aid certificate; (c) Basic sea survival course cert.; (d) Two-day fire-fighting course certificate.

## Obituary

## GUY CHARNLEY

We learn with great regret of the death earlier this year of Trinity House Pilot, Captain Guy Charley, for ten years a sub-Commissioner of Pilotage and a member of a great family of seafarers. Archie MacDonald sends a cutting from the Barrow-in-Furness Evening Mail which we reproduce with grateful acknowledgement.

One of Barrow's best-known master mariners, lifeboatmen and port pilots, Capt. Guy Charnley, has died. He was aged 89.

Captain Charnley, of Coombe House, Walney and formerly of Rampside, was the last link with the port's oar-powered lifeboats and sailing cutters and made his first trip with the lifeboat at the age of 17.

And he was one of seven members of the Charley family in the lifeboat on a night in December, 1914, during a dramatic, but abortive attempt to rescue the crew of a tanker aground on Walney engulfed by fire after an explosion.

Captain Charnley served his apprenticeship as a pilot with his father, uncles and cousins and in 1917 was torpedoed in the Mediterranean while on his first deepsea voyage.

Before the ship foundered he was able to save one of the ship's apprentices — his cousin, the late Captain Frank Carnley.

After the war he sailed the world and qualified as a master mariner and captain, returning to Barrow in 1938 to become Trinity House pilot for the port, holding both sea and dock pilot's licences and also becoming a Vickers pilot.

During his time at Barrow he handled every type of vessel from aircraft carriers to submarines, from passenger liners to small coasters.

Evening Mail sailing correspondent, Mr Alan Lockett said: "Captain Charnley will be remembered by all who knew him as a gentleman of the old school, a brave and gallant seaman and lifeboatman."

His picture, along with other members of the Charnley family who have manned Barrow lifeboats for over 100 years hangs in the boat house on Roa Island.



Photo: A. Lockett

## RIN CONFERENCE

The Royal Institute of Navigation's 1987 major conference — NAV 87: Data Dissemination and Display — Electronics in Industry (Heathrow Penta Hotel 29 September - 1 October 1987) was opened by the Rt Hon Sir Geoffrey Pattie MP, who said:

"The technology revolution, which is a significant feature of life in the 1980s, is having a profound effect internationally on the science of navigation on land, sea and in the air.

"Right from the earliest of times, man has depended on maps and charts — in practical terms they have not changed since the dawn of time when they were produced on stone and used to show the routes to good hunting or fishing grounds. Modern technology, however, has opened up a whole new means of displaying not only the information that they show currently but of vital ancillary information too; and — perhaps even more importantly — of disseminating constantly updated information as a significant contribution to safety and increased cost-efficiency.

"NAV 87: Data Dissemination and Display — Electronics in Navigation provides a timely forum for all involved internationally on land, sea or in the air, be they user or manufacturer, civil or military, to discuss the problems involved in bringing such new concepts into operation globally."

NAV 87 attracted speakers from Canada, France, the Federal Republic of Germany, The Netherlands, Sweden, UK, USA and USSR.

Amongst the exhibitors, Marine Data Ltd showed their new compact dial repeater MD12. Purpose designed for use in smaller high speed craft, it is used with an MD38 interface unit which provides two 400 hz 1:1 synchro outputs to MD12 repeaters and DC sine/cosine output for autopilot, etc. The unit has deviation correctors gives an overall accuracy at any cardinal point of + or — 0.5 deg. The main advantage of the MD12 repeater system is that there is no compass card, and therefore no damping or overshoot problems when making high speed turns.

Marine Data has also developed a new Off Course Alarm, which incorporates a digital course-set display and power failure alarm. The OCA correction panel has five variable correctors and the digital display has a facility to enable viewing of each correction value entered. The unit has six off-course width settings and audible and visual alarm. The makers claim this type of equipment is a valued asset to ship navigational safety.

**Polaris International Mapping Services Ltd**, based in Ross-on-Wye, Herefordshire, England, provides a digitising and mapping service to a broad spectrum of commercial users. Their digitisers have a resolution of 1000 lines per inch and an accuracy of +/- 0.005" and are connected to their on-line computer. This enables them to perform realtime QC via Graphics Monitors and to produce digitised data either on tape, or disc, or as computer listings.

**Sperry Marine Inc**, a subsidiary of Newport News Shipbuilding, claimed a revolutionary range of Rasterscan radars with ARPAs. The approach is so unique that it warrants a new product name — RASCAR.

Each RASCAR display is controlled through a touch screen, enabling the operator to select and control the myriad functions of IMO/SOLAS based radars and ARPAs with ease, accuracy and confidence. This represents a major step forward over conventional "knobology".

## HAVING A TIDAL BALL

Vanpipe Ltd, of Burslem in Stoke on Trent, were recently awarded a contract worth £43,000 for the design, manufacture, installation and maintenance of a 'tidal ball' assembly, which is claimed to be the first feature of its type in Europe.

The assembly comprises a 1500mm diameter ball made in two halves, together with a 7 metres long stainless steel mast. Associated running gear with operating and monitoring equipment were also provided, which included a hydraulic ram used to achieve vertical up and down movement of the ball on its mast.

Installation of the equipment recently provided some interesting Saturday morning entertainment for several hundred spectators who witnessed the high level helicopter lifting operations that were necessary to install the tidal ball in its permanent location. This was some 80 metres above ground level on top of the Belvedere Tower, which is the focal point of the new Chelsea Harbour development on the Thames. Precision flying operations involved, luckily were in good weather conditions. Two lifts were necessary, with the first involving a 5 metre long hydraulic ram which had to be threaded through three separate mountings in the tower apex and then safely stowed. The second lift involved the mast and ball assembly, some 7 metres long and weighing 1.2 tons. While being supported by the helicopter, the mast had to be clamped and locked into position by Vanpipe engineers who, although taking full protective measures, worked in extremely exposed and potentially dangerous conditions.

The whole operation was successfully carried out exactly as planned. The helicopter pilots described the operation as the most interesting, although difficult, task they had ever undertaken, and one which stretched the fuel resources of their Sikorsky S76 helicopter to the limit.

The tidal ball, which will be visible for many miles, will indicate the condition of the Thames tide which has a vertical movement of some 5 metres at that point. It is expected that the ball will travel some 75 miles up and down the mast over the next 15 years, which is the duration for which Vanpipe will be responsible for maintenance of the system. The installation is designed to withstand winds up to 90mph and includes facilities for heating to ensure operation even in sub-zero temperatures.



*Helicopter lift held while the new tidal ball is fixed onto the apex of the Belvedere Tower where it will act as a tidal indicator at the new Chelsea Harbour development.*

## UNITED KINGDOM PILOTS' TECHNICAL COMMITTEE REPORT ON A ONE DAY CONFERENCE HELD IN LONDON ON 10th JULY 1987

### "TECHNOLOGY AND MANNING IN THE 1990s"

At the request of the chairman of the UKPTC and the Section Committee of the UKPA(M) I attended the above conference. I was the only pilot present and, as is becoming usual on these occasions, the practising mariner was barely represented.

A detailed study of the pre-printed papers revealed that the whole conference was to be devoted to consideration of, and discussion on, a report entitled, *Technology and Manning for Safe Ship Operation in the 1990s*. I quote the pre-print "The Technology and Manning (T & M) Report documents a comprehensive study of UK Merchant Ship manning and training for ships in the next decade. The data collection included study voyages by trained researchers in a comprehensive range of modern vessels and visits to other countries to discuss their manning and training programmes.

It was carried out with the co-operation of shipowners and seafarers and their organisations. It also involved structured interviews with suppliers of ships and marine systems. In all, more than 130 organisations were consulted."

My immediate thought was that to the best of my knowledge the UKPA(M) has not been consulted, although pilots are seriously affected by changes that involve reduced manning.

The function of a pilots' representative at conferences such as this falls into two parts. Firstly to observe and report on changes that might affect our colleagues and secondly to attempt to influence the course those changes might take.

The whole tenor of the papers seemed to indicate a realistic though possibly dangerous extension of the present trend to replace men by machines and use the remaining manpower in a totally flexible role *ie* doing away with the traditional divisions between deck, engine, radio and catering departments. This might have much to commend it, although the major limitations seem to be that the savings only affect a part of a vessel's costs and that any such action will simply be copied more cheaply by our cut price competitors.

From the pilotage safety point of view, the current problem that gives most cause for concern seems to be, that, however successful our efforts are in improving standards on British ships there is nothing to prevent British charterers employing sub-standard tonnage to replace the ships made more expensive by provision of adequate equipment and manpower.

The conference was to be opened by Lord Brabazon of Tara (Parliamentary Under Secretary of State for Transport). The first paper was to be given by Captain D Bell D Tp who led the research project.

As protocol dictates that a Minister should remain for at least one paper after his speech it seemed that the most impact (if one is not totally cynical and assume that Ministers never listen to anyone) would be achieved by a question directed to Captain Bell recognising the success of the Dept of Transport in improving standards on British Ships and asking what powers they had to control the ill-equipped and undermanned foreigner. The answer was that they had no such power. (This may not be literally true but provided the ship has some sort of safety certification is effectively so). It is to be hoped the Minister took the point.

The successive papers described the research and its impact on the future of British shipping if implemented. Not surprisingly the shipowners (represented by Denholms on the platform and Shell and others on the floor) were arguing for rapid implementation. The sole union speaker (NUMAST) urged a realistic and cautious approach.

**PROPOSED PROGRAMME FOR THE  
IXth CONGRESS OF THE INTERNATIONAL  
MARITIME PILOTS' ASSOCIATION**

TO BE HELD AT THE REGENT HOTEL,  
MELBOURNE, AUSTRALIA FROM  
SUNDAY 7TH FEBRUARY TO  
SATURDAY 13TH FEBRUARY 1988.

**OFFICIAL TRAVEL AGENTS**

Meon Group Travel, Meon House, College Street, Petersfield, Hampshire GU32 3JN  
Tel: (0730) 66561 Telex: 86105 CONFER G. Fax: (0730) 68865

**SUNDAY 7TH FEBRUARY**

**5.30 p.m.**

Registration and Welcome Reception, Regent Hotel. Welcome and address by Minister of Transport for the State of Victoria.

**MONDAY 8TH FEBRUARY**

**9.15 a.m.**

Arrival of Governor-General of the Commonwealth of Australia and Vice-Regal party. Introduction of Keynote-Speakers, IMPA Executive and Organising Committee.

**9.30 a.m.**

**OPENING CEREMONY** — Grand Ballroom, Regent Hotel.

Organizing Chairman introduces Governor-General and welcomes guests. Governor-General opens Congress.

Organizing Chairman responds and introduces IMPA International.

Organizing Chairman responds and introduces Guest Speaker Captain Peter Richardson who will speak on the voyage of the Tall Ships to Australia.

*(Continued from previous page)*

There were the usual manufacturers representatives and although numerous good ideas were advanced the over-riding impression was still that the future of the British Merchant Navy depended on decisive Government action to ensure that the competition is fair and to "prime the pump" to achieve the changes that could make us once again a force in world shipping.

*UKPTC 11/7/87*

*R Cashin*

**REPORT.** Technology and Manning for Safe Ship Operation in the 1990s.

Volume 1. Management Summary (inc. conclusions and recommendations).  
£4.50 inc. surface mail.

Volume 2. Main Report. (excluding conclusions and recommendations).  
£30.00 inc. surface mail.

**COPIES FROM:** KELVIN HUGHES CHARTS AND MARITIME SUPPLIES,  
19/23 FEATHERSTONE STREET,  
LONDON,  
EC1Y 8SL.

**10.30 a.m.**

Coffee Break.

**11.15 a.m.**

Vice-Regal party departs.

**11.15 a.m.**

Keynote address — Mr. C. P. Srivistava,  
Secretary-General, International Maritime  
Organisation.

**1.00 p.m.**

Lunch

**2.00 p.m.**

General Assembly — Agenda

1. Apologies — To receive apologies for  
absence.

2. Address by President of IMPA.

3. Biennial Reprt — Report by Secretary-  
General.

4. Additional Items.

(a) To receive any further business submitted  
by Member Countries under Article  
15(c)(i) always provided any such submis-  
sion shall be received by the Secretary-  
General in writing not less than 10 weeks  
before the date of the General Meeting.

(b) To receive items from the International  
Technical Committee meeting held on 5th-  
6th February.

5. Order of Agenda — To consider the order of  
the items on the Agenda.

6. Minutes of the VIIIth General Meeting —  
To confirm the Minutes of the VIIIth General  
Meeting held in Paris on 4th to 8th August,  
1986.

7. Matters arising from the Previous  
Minutes —

To consider any matters arising from the  
Minutes of the VIIth General Meeting which  
are not already on the Agenda for the  
Meeting.

8. Appointment of two Delegates as  
Auditors —

To appoint two Delegates (not being members  
of the Executive) for the purpose of auditing  
the accounts for 1986 and 1987 who shall  
remain in the office in attendance at the Pan-  
ama Congress for the purpose of auditing the  
accounts for 1988 and 1989.

9. International Maritime Organization  
(IMO) —

To receive reports from the President, on the  
work of IMO.

**5.00 p.m.**

Close session.

**5.30 p.m. —**

**7.00 p.m.**

STATE RECEPTION — Parliament House.  
EVENING FREE.

**TUESDAY 9TH FEBRUARY**

**7.00 a.m. —**

**8.00 a.m.**

Breakfast

**9.00 a.m.**

Keynote address — Sir Christopher Staughton —  
Judge of Queens Bench Division of the High Court  
of Justice U.K. 'Aspects of the Law relating to  
Pilotage.'

**10.00 a.m.**

Coffee Break.

**10.30 a.m.**

General Assembly resumes — Agenda.

10. International Chamber of Shipping (ICS) —  
To receive report on the work of ICS.

11. International Association of Ports and Har-  
bours (IAPH) to receive a report on the work of  
IAPH.

12. International Standards Organization (ISO)

—

To receive a report on the work of ISO.

13. International Association of Lighthouse  
Authorities (IALA) — To receive a report on  
the work of IALA.

14. International Federation of Shipmasters  
Association (IFSMA).

**12.00 noon**

Lunch — Guest Speaker — Mr. E. D. Lloyd  
Q.C.

**2.00 p.m.**

Address — 'Helicopter Transfer'

General Assembly resumes — Agenda

15. Required Boarding arrangements for Pilots.

16. Vessel traffic systems.

17. Bridge Visibility.

**3.00 p.m.**

Coffee Break.

**3.30 p.m.**

Concurrent Workshops.

**5.00 p.m.**

Close Session.

**7.30 p.m.**

DINNER — Station Pier, Port Melbourne.



**WEDNESDAY 10TH FEBRUARY**

9.00 a. m. to

5.00 p.m.

TOUR — Depart for day tour to Queenscliff, including visits to Bellarine Peninsula, Pilot Station, Geelong for Gourmet Luncheon.

7.30 p.m.

OFFICIAL BANQUET — Regent Hotel, commencing with pre-dinner drinks in Garden Terrace, Prime Minister invited to attend.

**THURSDAY 11TH FEBRUARY**

7.00 a.m. —

8.00 a.m.

Breakfast.

9.00 a.m.

Keynote Speaker — Professor Tani, Dr. Eng, former President of Tokyo Mercantile Marine University, Japan. The Effect on Pilots of the Technological Innovations in the Maritime World'.

10.00 a.m.

Coffee Break.

10.30 a.m.

General Assembly Resumes — Agenda

18. Manning Levels and Navigation Developments.

19. Pilot boat Manning and Retrieval (Rescue) of Pilots. Development of Retrieval System for Man Overboard.

20. Bridge Height in Container Vessels.

22. Pilot Training, Bridge Simulators and Model Basins.

23. Collision Regulations.

24. Deep Sea Pilotage.

25. Marine Vocabulary.

12.00 noon

Lunch.

2.00 p.m.

Keynote Speaker — Prof. A. J. Thieblot. Ph.D. University of Maryland. 'Pilotage Costs and their impact on Sea Transportation and Port usage'.

General Assembly Resumes — Agenda

26. Conditions of Service.

27. Guidelines.

3.00 p.m.

Coffee Break.

3.30 p.m.

Guest speaker — 'Advanced Electronic Surveying and Charting Systems'.

5.00 p.m.

Close of session.

7.00 p.m.

'Australian Night' — Emu Bottom, Sunbury.

**FRIDAY 12TH FEBRUARY**

7.00 a.m. —

8.00 a.m.

Breakfast.

9.15 a.m.

Keynote Speaker — Mr. Bill Bolitho, Chairman of Australian National Maritime Association.

'Future of Shipping in Australia'

9.45 a.m.

Coffee Break.

10.30 a.m.

Workshop in relation to Ship Builders/Owners. 3 Concurrent sessions. 'Helicopter Transfer of Pilots'.

12.00 noon

Lunch.

2.00 p.m.

General Assembly Resumes — Agenda

28. Presentation to IMO.

29. Balance Sheets and Accounts — To receive from the Honorary Treasurer the financial reports for the years 1986 and 1987.

30. Amendments to IMPA Articles.

31. Subscriptions for 1987 and 1988 —

To fix the amount of subscription and the basis of levy in compliance with Article 15(c)(iv).

32. Xth General Meeting of IMPA — To receive a report by the Panama Delegation on the arrangements for the IMPA General Meeting in Panama, in 1990.

33. XIth General Meeting of IMPA — To receive a report by the Spanish Delegation on the arrangements for the IMPA General Meeting in Spain in 1992.

34. XIIth General Meeting of IMPA — To invite Member countries to suggest a venue for the 1994 General Meeting.

35. Vote of thanks to Host Country.

4.00 p.m.

CLOSING CEREMONY — Chairman to sum up the conference. Governor of Victoria to Close Congress.

7.30 p.m.

Final Farewell Party — Government House/ National Gallery. Dinner, Dancing.

**SATURDAY 13TH-16TH FEB**

Post Conference Satellite Meeting — Gold Coast, Queensland.

## POST CONFERENCE SATELLITE MEETING GOLD COAST, QUEENSLAND

**SATURDAY 13TH FEBRUARY**

Party of approximately 400 arrives ex Melbourne, together with others who had not been able to attend the Melbourne Congress.

EVENING — Cocktail party followed by Cabaret/Dinner.

**SUNDAY 14TH FEBRUARY**

Technical programme.

'Helicopters and their application in marine pilot transfers'

— Aspects

— Commercial — Regulatory

— Logistic — Operational

**MONDAY 15TH FEBRUARY**

Meeting and business session.

Subjects — The Great Barrier Reef, Marine Park.

— Design and Development of Automatic telemetric transmitting.

— Tide Gauges.

— Design and Development of wharf fendering both inshore and offshore.

**TUESDAY 16TH FEBRUARY**

Meeting or own arrangements.

Tour and Social programme of Great Barrier Reef, deep sea fishing and highlights of the Gold Coast will be incorporated.

## MEDAL FOR A DEED OF PROFESSIONAL MERIT PERFORMED AT SEA

IN RECOGNITION of the remarkable skill which is so constantly displayed at sea the Council of the Royal Society of Arts, which administers the Thomas Gray Memorial Trust, again offers the Society's Silver Medal to a member of the British Merchant Navy for a deed which, in the opinion of experienced mariners to be appointed as judges by the Council, is of outstanding professional merit.

The period to be covered by the offer will be the year ending 30th September, 1987 and deeds of character worthy to be considered for this offer may be brought to the notice of the Council by any person or organization not later than 31st December, 1987. They will not, however, be considered by the judges, unless they have been endorsed by a recognized authority or responsible person able to testify to the deed to be adjudged.

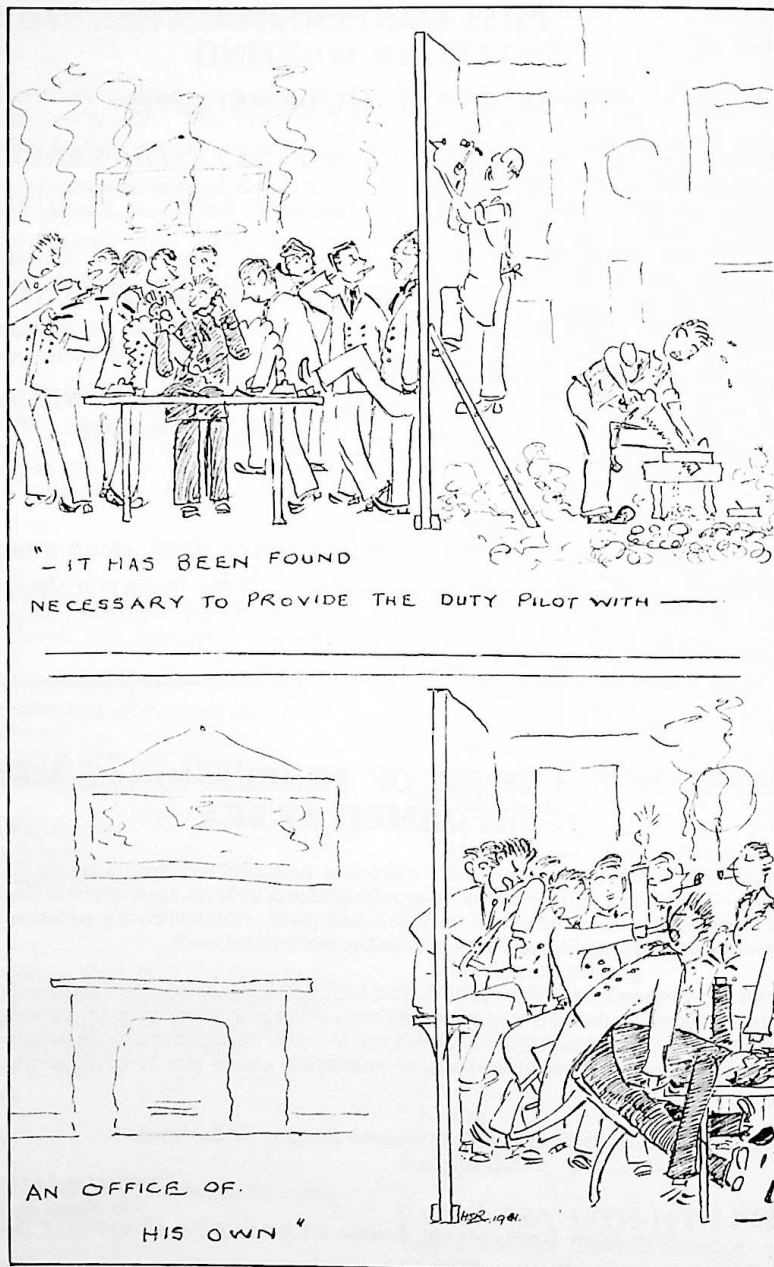
The Council reserves the right to withhold the above award at its discretion.

*Christopher Lucas, Secretary  
The Royal Society of Arts*

*John Adam Street, Adelphi, London WC2N 6EZ Tel: 01-930 5115 Telex: 892351*

*May 1987*

Drawn by the late Harry Rogers — 1941. What might he have drawn were he alive today?



## EUROPEAN MARITIME PILOTS' ASSOCIATION

The 23rd General Meeting of EMPA was held in Helsinki (Finland) on the 27th, 28th and 29th of May 1987. The conference was attended by delegates and observers from 13 European maritime nations representing some 6,500 pilots. The President of IMPA, Captain J Varney from New Zealand, was a guest at the meeting.

The main theme of the meeting was on the technical developments both practical and theoretical that are increasingly intruding into the pilotage profession. The officers of the Association reported on their extensive contribution to the EEC study of "Cost 301"

The outcome of this project with regard to various subjects will be further studied in the IALA — VTS Committee in which EMPA is actively participating. This should lead to a proposal for IMO guidelines for the qualifications of VTS operators.

Presentations to promote ship handling simulators were given by Captain Jean Graff of Port Revel, France, and Captain G Mol of Marin, Netherlands. In an extensive debate over the three days, the conclusion of the delegates was that training by simulator is not and never will be a substitute for practical experience. It was considered that simulation techniques may be complimentary and useful to updating knowledge and that scale-model simulation could have a positive input.

Warning was given that considerable studies were currently taking place in an endeavour to establish systems to control ships from on shore. The meeting confirmed their conviction that the best interest of shipping, both for safety and efficiency, requires control to remain on the bridge.

Experience has shown that in areas where pilots are involved in the VTS, operations are better organized. Although it was considered of vital importance that the pilot's position is increased in the developing VTS systems, throughout Europe. It was considered of paramount importance that the pilot's presence onboard was maintained for the foreseeable future.

A report was given by each nation on the current national pilotage situation, and the delegates noted the obvious difference between the pending change over to "privatisation" in the Netherlands in direct contrast with the emphasis on the change to compulsory employment in the United Kingdom. The effects are to be monitored closely.

EMPA reconfirmed interest in Deepsea Pilotage affairs and will promote the Associations' recommendations on qualifications and compulsory pilotage with attention being drawn to the Channel Tunnel Project.

Information on the work of the permanent sub-committee was reported covering earnings and conditions, training, legal aspects of the profession, together with associated liabilities.

The Association's President, Captain S Galleano (Italy) retired at the termination of the meeting and was superseded by Captain R Hofstee (Netherlands).

Gratitude was expressed to the Finnish host Luotsiliitto and its President Martti Paakkinen who had provided such a warm and courteous welcome, and the provision of a generous and interesting ladies' programme. Appreciation was expressed to the Port of Helsinki Authority, Harbour Director Eljas Muurinen, Assistant Harbour Master Iikka Stenberg, Harbour Master Juha Lainio and Security Manager Kari Wallin for arrangements that included a sightseeing tour at sea.

The Deputy Mayor of the City of Helsinki received EMPA delegates and guests in the City Hall on the 27th of May and the National Oil Company "Neste" arranged a tour and reception on the icebreaker *Sisu*. Appreciation was further expressed to National Board of Navigation, Marine Inspector Mr Magnus Slotte and the Master, Captain Jaakko Pohjola.

The next EMPA General Meeting will be hosted by the Republic of Ireland in 1989.

## 15th IMO ASSEMBLY

The Assembly of the International Maritime Organization, the United Nations agency concerned with maritime safety and the prevention of pollution from ships, held its 15th session at the Organization's London Headquarters from 9-20th November.

The Assembly is the Organization's governing body and normally meets once every two years. Among its tasks were to approve the IMO budget and work programme for the 1988-89 biennium; consider for adoption recommendations prepared by subsidiary committees during the previous two years; and the election of the members of the IMO Council for the next biennium. The Council acts as IMO's governing body in between sessions of the Assembly.

Among the technical matters discussed was a request by the United Kingdom concerning measures resulting from the capsizing of the ferry *Herald of Free Enterprise* in March this year. The United Kingdom proposed to the Assembly that a meeting of IMO's Maritime Safety Committee, scheduled for April of next year, be extended by two days to permit the adoption of new legislation concerning ferry safety.

The other subjects considered by the Assembly included the following:

**Work programme and budget for 1988-89:** the budget proposed by the Council for the biennium amounts to US\$30,045,700. In real terms, the proposed budget represents a slightly negative growth rate, despite the fact that three major diplomatic conferences are planned for 1988-89.

The first of these conferences will take place in Rome in March 1988 to consider two proposed international treaties on the suppression of unlawful acts against the safety of maritime navigation.

Another conference is planned for April 1989 to consider for adoption a draft convention on salvage, while the third will be held to consider a series of amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, and the International Convention on Load Lines, 1966. The date of this conference has provisionally been set for the autumn of 1988.

**Election of the IMO Council members:** the Council consists of 32 Members who are elected under a system designed to ensure that major shipowning, trading and other countries are properly represented. Eight Member States are elected under category (a), which consists of States with the 'largest interest in providing international shipping services.' Category (b) also consists of eight States 'with the largest interest in international seaborne trade.' Category (c) consists of 16 States 'not elected under the first two categories which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world.'

**Amendments to the International Regulations for Preventing Collisions at Sea 1972:** the proposed amendments have been submitted by the Maritime Safety Committee. They include measures to improve the safety of vessels whose manoeuvrability is constrained by their draught; measures to prevent the unnecessary use of inshore traffic zones by through traffic; and changes to Annexes dealing with the positioning and technical details of lights and shapes and distress signals.

The Assembly also considered the date on which the draft amendments will enter into force under the 'tacit acceptance' procedure.

**Resolutions:** among the draft resolutions considered by the Assembly the following were prepared by the Maritime Safety Committee:

1. Use of pilotage services in the Torres Strait and Great Barrier Reef area.
2. Performance standards for ship earth stations capable of two-way communications.
3. Implementation of the NAVTEX system as a component of the world-wide navigational warning service.
4. Basic principles to be observed in keeping an engineering watch on board fishing vessels.
5. Minimum requirements for certification of chief engineer officers and second engineer officers of fishing vessels powered by main propulsion machinery of 750 kW propulsion power or more.
6. Guidelines on training for the purpose of launching lifeboats and rescue boats from ships making headway through the water.
7. Avoidance by submerged submarines of fishing vessels and their fishing gear.
8. Navigation through the entrances to the Baltic Sea.
9. Carriage of radar operating in the frequency band 9,300-9,500 MHz.
10. Performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling.
11. Performance standards for shipborne MF radio installations capable of voice communication and digital selective calling.
12. Performance standards for survival craft radar transponders for use in search and rescue operations.
13. Performance standards for float-free satellite emergency position-indicating radio beacons operating on 406 MHz.
14. Revised guidelines for marine portable fire extinguishers.
15. Amendments to the procedures for the control of ships.
16. Symbols related to life-saving appliances and arrangements.
17. General principles for ship reporting systems and ship reporting requirements.
18. Review and evaluation of the global maritime distress and safety system (GMDSS).
19. Search and rescue homing capability.
20. Performance standards for float-free VHF emergency position-indicating radio beacons.
21. Performance standards for survival craft two-way VHF radiotelephone apparatus.
22. Performance standards for shipborne MF/HF radio installations capable of voice communication, narrow-band direct printing and digital selective calling.
23. Measures to prevent infringement of safety zones around offshore installations or structures.
24. Radar beacons and transponders.
25. IMO ship identification number scheme.
26. Provision and display of manoeuvring information on board ships.

The Marine Environment Protection Committee and the Facilitation Committee have prepared a draft resolution on arrangements for the entry and clearance of marine pollution response resources during emergency situations.

## Coastlines

### Winsome 'Wensum'

The Chairman of the Yarmouth Pilot Boat Committee, Malcolm Logie, describes, with justifiable pride their recent commissioning, early in September. Called *The Wensum*, it joins its identical sisters, *The Bure* and *The Yare*.

Twelve year's experience has proved these to be excellent boats, performing over four thousand acts per year in all weathers with little out-of-service time.

Built at Yarmouth by Goodchild Marine on a strengthened *Aquabell GRP* 33ft hull, these boats incorporate six watertight compartments each with a pump that can be operated from either inside or outside the wheelhouse. They are powered by twin Perkins six-cylinder turbo-charged engines, giving 26 knots on trial but governed down to some 22 knots for service running.

They have twin steering positions (for better side view when shipping and landing); twin searchlights; *Marcconi* multi-channel VHF; spare portable radio in locker; helm indicator; *Kodan* radar with daylight viewing screen (a great boon); stainless steel fuel tanks with external shut-off valves; anchor and cable; seats for four; manual fire pump; side engine room vents with modified internal water deflectors; bilge alarms for each of the compartments, including a flashing light on the cabin top; life-raft and inflatable boat, with automatic releases; engine-room fire and smoke alarms; halon flooding system for engine-room; 24-volt electrics with



lights for every compartment and wander-leads; jump-leads for cross use of the two battery banks in emergency; three sky-lights, one over each wheel seat and an opening light in the centre; oil heater with vents for windscreen and wheelhouse; echo sounder; medical and safety equipment; navigation lights carried on a lowerable stainless steel mast for clearance alongside the modern overhanging deck ferries; *etcetera!*

The only teething problems were with fracturing exhaust manifolds and a disappointing hydraulic crane with coxswain controls on the foredeck for overside recovery. Although supposedly "marinised" the crane never worked properly and, after the motors seized, it was rejected.

Clearly, Yarmouth pilots are well pleased with the vessel and, at its keen price, they have voted it a "Best Buy". Malcolm's final comment is that, as the three boats and the station are all fully paid for, the new Harbour Authority will start on a very sound financial footing.

### Floater Jackets

Some pilots have been experiencing problems in purchasing the Canadia Floater Jackets. Malcolm Logie writes that they can be obtained from

Pauline Hill

30 Long Lane

Bradwell

YARMOUTH, Norfolk

and adds that the current prices are

Model 100 £61,

Model 120 £72 — as 100 but longer, and better buoyancy,

Model A010 £84.

### Golf, Lincs

The results of the recent Marine Pilots Golfing Society Annual Tournament, held at Woodhall Spa, Lincs. during three days in September 1987 were:

**Pilots Cup** (Medal Round) won by **Peter Upton** (Tees)

**Hawkstone Cup** (Individual Stableford) won by **Jim Lloyd** (Manchester)

**Wilmslow Cup** (4 ball, better ball) won by **Jim Lloyd** (Manchester) & **Bob Moses** (Liverpool)

Our 1988 fixture will be played at Patshull Park Golf & Country Club, again in September.

1987 also saw the inauguration of the England v Scotland One Day Challenge Match, played at Foxton Hall, Northumberland. This proved very successful, and a re-match is to be arranged around Easter 1988, again at Foxton Hall.

*Jim Parvis (Tyne Pilot)*  
Honorary Secretary

# United Kingdom Pilots' Association (Marine)

## Local Secretaries

District	Name	Address
Aberdeen	William Clark	Aberdeen Harbour Pilots, North Pier, Footdee, Aberdeen, Scotland AB2 1DQ
Arundel	RT Hoad	2 Southfields Road, Littlehampton, West Sussex, BN17 6AF
Barrow & Heysham	M Purvis	Trinity House Pilot Office, Port of Heysham, Heysham, Lancs LA3 2UL
Belfast	N C E McKinney	8 Alt-Min Avenue, Belfast BT8 4NJ
Berwick	B. Watson	34 Osborne Road, Tweedmouth, Berwick upon Tweed
Blyth	M K Purvis	4 St Ronan's Drive, Seaton Sluice, Whitley Bay, Tyne & Wear NE26 4JQ
Boston	K. Cederholm	Peachy House, Church Road, Freiston, Lincs.
Bridgewater	P H Lee	1 Grove Road, Burnham-on-Sea, Somerset TA8 2HF
Bristol	T. Russell	35 Grange Park, Westbury on Trym, Bristol BS9 4BU
Brixham	R J Curtis	Ria-Tor, 86 Sommer Court Way, Brixham, Devon
Clyde	A Hepburn	5 Hawthorne Place, Trumpethill, Gourock, Scotland
Coleraine	W Daizell	Harbour Office, The Quay, Coleraine, Co. Londonderry BT52 1BJ
Dundee	P. C. Taylor	62 Elie Avenue, Broughty Ferry, Dundee DD5 3SJ
Essex Rivers	J. A. Thatcher	30 Greenfinch End, Briar Grove, Colchester, Essex CO4 3FG
Europilots	A. Butcher	49 West Street, Warwick CV34 6AB
Exeter	B L Rowsell	17 Camperdown Terrace, Exmouth, Devon TQ5 0RB
Falmouth	Mrs V W Telling	14 Arwenack Street, Falmouth, Cornwall
Fife (Forth)	G Knox	Milden Cottage, Great North Road, Kelly, Fife
Fleetwood	R D Pratt	16 Thirlmere Avenue, Fleetwood, Lancashire
Fowey	Mr Hingeston-Randolph	Moorlands Farm, Treesmill, Tywardreath, Par, Cornwall
Glooucester	B H Richards	91 Jubilee Drive, Thornbury, North Bristol, Avon BS12 2YJ
Goole	P Hughes	5 Park Close, Airmyn, Goole, Yorkshire DN14 8LX
Grangemouth (Forth)	K P Bowers	4 Broomknowe Drive, Kincardine-on-Forth, Alloa, Clackmannanshire FK10 4QL
Hartlepool	B G Spaldin	15 The Crest, Warwick Drive, Hartlepool, Cleveland
Holyhead	A R Herbert	"Arfryn", Llaneilian, Amlwch, Anglesey LL68 9LY
Humber-side	Paul R Whitfield	5 Coulam Place, Humberston, Grimsby, S Humber-side DN36 4TU
Inverness	W J S Burr	14 Cuthbert Road, Culcabock, Inverness IV2 3RU
Ipswich	D A Ingham	Ipswich Pilotage Office, Dock Head, Ship-launch Road, Ipswich, Suffolk IP3 0DP
Kings Lynn	J W Steward	"Fir Trees", Lime Kiln Road, Gayton, Kings Lynn, Norfolk PE32 1QT
Lancaster	H Gardner	Greystones, 128 Morecambe Road, Lancaster LA1 5HY
Leith (Forth)	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 C Battrick	7 Broadfield Road, Folkestone, Kent CT20 2JT
London Sea Pilots West	M J G McDonald	Turks Hill, Taylors Lane, Higham, Nr. Rochester, Kent
London River	P H Carden	Trinity House Pilotage Service, Alexandra House, Royal Pier Road, Gravesend, Kent
London Medway	S M Hunter	"De Winton", Oak Lane, Minster, Isle of Sheppey, Kent
London (Harwich)		
Sea Pilots North	R M Dick	24 Seafield Road, Harwich, Essex
Londonderry	C J McCann	Shrove, Greencastle, County Donegal, Ireland
Lowestoft	W Craig	57 Royal Avenue, Lowestoft, Suffolk NR32 4HJ
Manchester	J Astles	Flat 2, Scott House, Ruthin, Clwyd LL15 2NP
Milford Haven	J M Leney	1 Grassholm Close, Westhill, Milford Haven, Dyfed
Montrose	J Gill	69 Invergray Park, St Cyrus, Kincardine, Scotland DD10 0BU
Mostyn	J Southwood	Green End, Beacon Lane, Heswall, Wirral, Cheshire L60 0DD
Orkney	W Cowie	The Borders, Bignold Park Road, Kirkwall, Orkney KW15 1PT
Peterhead	D J MacKinnon	1 Acacia Grove, Peterhead, Aberdeenshire
Plymouth	M Trot	The Pilot Office, 2 The Barbican, Plymouth PL1 2LR
Poole	P W Colville	7 Gorse Road, Corfe Mullen, Wimborne, Poole, Dorset
Port Talbot	J Parry	6 Hazel Close, Danygraig, Porthcawl, Glamorganshire CF36 5RG
Seaham	J E Foreman	9 North Road, Seaham, Co. Durham SR7 7AA
Shetland (see Sullom Voe)		
Shoreham	R. A. Ball	Trinity House Pilotage Service, Port of Shoreham, Watch House, Beach Road, Portslade by Sea, Sussex BN4 1WD
Southampton	B M J Sparkes	Pilot Office, Berth 37, Eastern Docks, Southampton SO1 1AG
S E Wales	M L Doyle	"The Hills", 2 Wentwood View, Church Road, Caldicot, Gwent NP6 4QQ
Sullom Voe		
(Shetland)	B J L Cheevers	"Green Taing" Muckle Roe, Brae, Shetland
Sunderland	I. Swann	c/o Sunderland Pilot Office, Old North Pier, Rocker, Sunderland Tyne & Wear SR6 0PN
Swansea	G K Geen	2 Cedric Close, Sketty, Swansea
Tees (Middlesborough)	J H Wright	Okefinokce, 31 Oldford Crescent, Acklam, Middlesborough, Cleveland TS5 7EH
Telgoumouth	J C Whittaker	Stone Lodge, Newdon Road, Bishopsteignton, Nr. Teignmouth TQ14 9PR
Trent	C J Hunt	2 Spinney Walk, Anlaby Park, Hull HU4 6XG
Tyne	J R Phillips	6 Mowbray Road, North Shields, Tyne & Wear NE29 7NA
Weymouth	R. M. Runyard	24 Franchise Street, Weymouth, Dorset DT4 8JS
Whitehaven & Maryport	C I Grant	22 Sunscapes Ave., Cocker-mouth CA13 9DY
Wisbech	D Locke	Adderley House, Burrett Road, Walsoken, Wisbech, Cambs
Yarmouth	R L Wright	Gt. Yarmouth Pilot Service, Pilot Station, Riverside Road, Gorleston-on-Sea NR31 6PZ