



THE PILOT

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

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MARITIME OIL PAINTING FOR LORD STRATHCONA

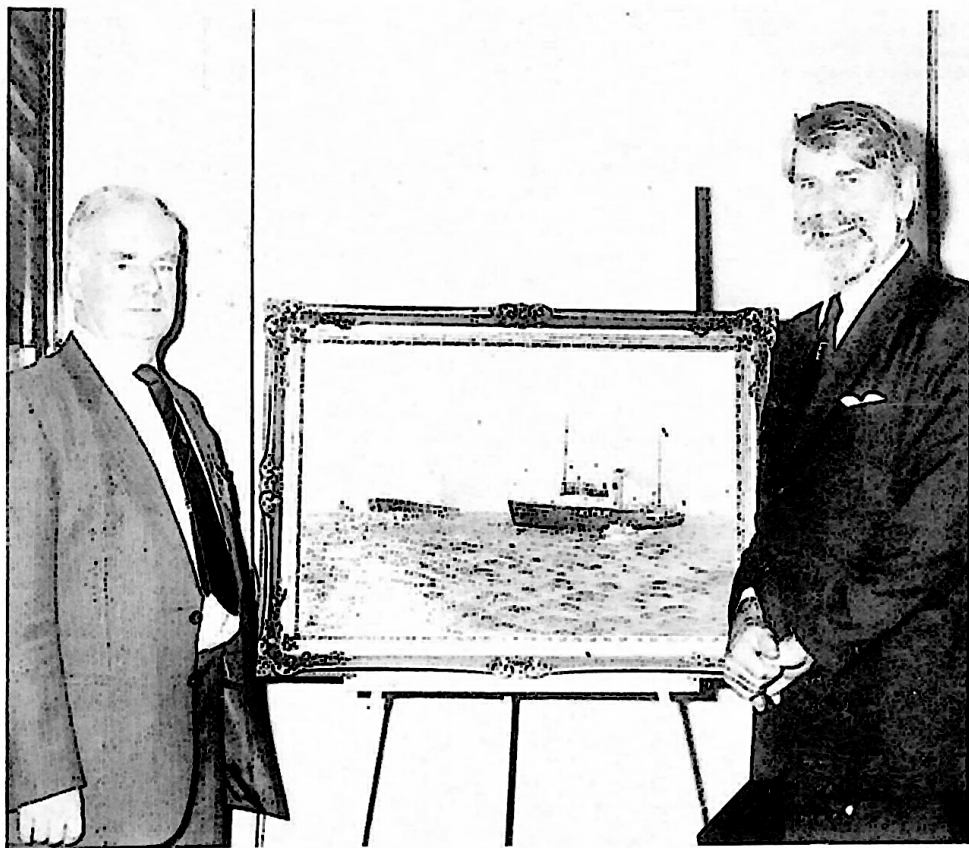


Photo: Haldane and Jablonski

The Chairman presenting an original oil painting by R Carmichael to the President in appreciation of his sustained efforts on behalf of Pilots.

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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ANNUAL CONFERENCE 1987

Held at the Strand Palace Hotel, London 18th-19th November

SUMMARY OF PROCEEDINGS

Conference opened with prayers, led by Section Committee member Mr D Davis.

Opening Address by Honorary President Lord Strathcona and Mount Royal. He praised all pilots, mentioned all Section Committee, and singled out Clive Wilkin and Mike Hooper for special mention. His remarks included the following points:

- ... Pilotage Act (1987) is iniquitous ...
- ... Most monumental change since Pilots organised themselves 100 years ago ...
- ... The Act is a great deal better than the White Paper, thanks to UKPA (M) ...
- ... Arbitration procedures should be fair, and used by pilots ...
- ... Pilots are necessary and highly regarded ...

Chairman's Annual Report

The Chairman enlarged on 'lump sum' payments in severance scheme. If a pilot is over 60 it will not attract Capital Gains Tax. Pilots under 60 and over 55 should accept the year's salary over three years, to avoid CGT. However, the tax status of interest earned by the part that is lodged with the Pilotage Committee is not clear.

Copies of the document entitled 'Guidelines for the Future Employment of Pilots by Port Authorities together with an Annex 'Transfer Arrangements for Pilots', had been received late on the evening of 16th November, and were distributed to Conference. They contain the known 'Guidance Notes for the Arbitration Panel' which now have the status of 'Guidelines'.

The Chairman's Annual Report was accepted without debate.

Pilots' National Pension Fund Report

Already circulated (and reprinted in this issue) but the following points were added:

(1) PNPf had agreed the following increases in pensions this year, to take effect from 1st January, 1988:

(a)	Current Pensioners	5.7%
(b)	Current Widows	11.3%
(c)	Any Future Widow	7.4%

There is a legal obligation to increase by 2.5%, which has been done, as well as the above. The extra expenditure amounts to £1.2 million.

(2) **Collapse of Stockmarket.** Advice from Actuary is that market value has been reduced by 25%-30%, but it makes no difference to the Fund's valuation or ability to function.

(3) **New Arrangements.** A new draft will be laid before Parliament to be effective from 1st February, 1988 — this will fundamentally change policy making. There will be a PNPf Trust Company with equal membership of Ports and Pilots, either four of each, or possible five of each. All decisions will have to attract both an overall majority and a majority within each half of the membership.

Debate on PNPf Annual Report; contributions from Tees, Humber, Liverpool, London, Forth, Isle of Wight, Manchester and PNCP. Some points made were:

(1) The shopping list for future use of pension is — underpinning of pension aspirations, indexation of pensions to be improved from present 2½%pa to 5%, buying out doubled-up years, and doing something about pilots who have to retire at 60.

(2) Strong demand that a pensioner should be appointed to the Trust Company. It was pointed out that, with reorganisation, pensions would out-number serving pilots. This was resisted by Harry Frith, with strong support from John Connolly. Trust Company members should not specifically represent any interest group, but should be best for the job. It may be that a retired member will be on the board but only coincidentally. Pointed out that if membership required PNCP to continue that would be all right, and pensioners are represented on that Committee. It would, however, be at the expense of the membership. (Note: there are 20 members on PNCP — considered by everybody to be too many.)

The PNPf Report was accepted by Conference after long debate. When asked to accept it there were no votes cast against it.

Resolutions

1. The Section Committee, being convinced that the use of a strong national organisation within the Transport and General Workers' Union is essential to co-ordinate, maintain and enhance the pilotage profession, invites Conference to confirm this conviction by mandating the Section Committee to do all in their power to assist local pilots in furtherance of this objective.

Proposed by B I Evans (*Milford Haven*)
Seconded by N McKinney (*Belfast*)

Debate contributions were made by Humber, Isle of Wight, London, Liverpool, S E Wales and Sunderland. Strong feeling was that we need a national organisation for many years to come. Pilots were urged not to allow long-term objectivity to be the victim of short-term subjectivity. Humber action was seen as a short-term event.

Passed unanimously.

2. This Conference instructs the Section Committee of the United Kingdom Pilots' Association (Marine) to appoint an Industrial Negotiations Manager to the organisation. The person appointed to be experienced in contract law, both for the employed and self-employed pilot, conversant with all aspects of employment liability, working conditions, Health and Safety at Work, and with the needs of the pilotage profession within the 1987 Pilotage Act.

Proposed by J D Godden (*London*)
Seconded by D I McMillan (*London*)

Debate contributions were made by Humber, Liverpool, Manchester and London. Liverpool tried to amend the resolution, seconded by Humber.

The amendment was defeated, and immediately the proposer and seconder withdrew the resolution.

3. That this Conference, recognising that the National Agreement 1980 identified the industry-agreed financial value of pilots in a reorganised service, and further recognising that the implementation of the Pilotage Act 1987 will result in a greater reorganisation than envisaged in 1980, urges all members to submit a claim for a remuneration package of not less than the up-dated levels prescribed in the 1980 Agreement).

Proposed by A Boddy (*London*)

Seconded by R Glover (*Liverpool*)

Conference was asked to bear in mind that, since 1980, average earnings have risen by 90%.

Contributions to debate by London and Port Talbot.

Passed unanimously.

4. That the members of the PNPf Board of Management give a categorical statement that distribution of PNPf funds scheduled to be available for distribution to pilots deemed to qualify for early retirement from the 'appointed day' will not be so distributed in advance of the appointed day.

Proposed by K Bowers (*Grangemouth*)

Seconded by W Kitching (*Leith*)

This resolution was hotly debated with detailed statements from Harry Frith (Chairman, PNPf), John Connolly (PNPf Manager) and A Vaughan (PNPf Manager).

Contributions to debate from London Sea Pilots West, S E Wales, Tees, Medway and London Sea Pilots North.

Harry Frith said — Section Committee opposed the resolution. He was sorry that membership was considering issuing an instruction to PNPf. To ask for a categorical statement is insulting. Fears that £15 million would be used up at an early stage was unfounded. £15 million was locked away. If further funds were needed they would be found. Slump in Stock Market will not alter the surplus in the Fund. The Actuary is more interested in dividend fluctuation than day to day share values.

Points from debate included: London could be last settlement — many men to go. Where would extra money come from if £15 million exhausted. What is the 'Early Early' Scheme that was being talked about in the hall. Answer from H Frith — it is to be the basic scheme made available to proven surplus pilots before the appointed day. Such men would have to be identified by the existing Pilotage Authority and agreed to by its successor, C H A. Four Authorities have applied for Early Early Scheme: they are Liverpool, Clyde, Bristol and Manchester.

There was debate about the severance scheme being used up. However, Frith, Connolly and Vaughan gave repeated assurances that there would be sufficient funds to cover all severance requirements. PNPf would look very closely at applications for the Early Early Scheme.

Resolution was put to Conference and defeated — only six voting for it.

A long debate took place on (1) Compensation, (2) Lump Sum Payment, (3) Guidelines for Future Employment of Pilots.

Contributions from Medway, Evans (Section Committee), Ipswich, London, Liverpool, Great Yarmouth, Forth, Sunderland, S E Wales and Swansea.

Points from debate:

Compensation is a national scheme. 1984 must be used as a benchmark, and indexed by RPI to calculate "year's pay".

Anybody declared surplus under the age of 50 (could be at Liverpool) is not covered.

Guidelines for future employment are not an agreement but a 'final document'.

Arbitration panel will be independent Chairman and a representative from Ports and Pilots. Any member of the Section Committee would be acceptable and may be changed from time to time.

Position of a pilot who is released by a Port that does not have a surplus — all costs will be met by the Port from whence the transferee comes.

Ports are reluctant to agree any extension to three months between appointed the day and the time when a surplus pilot is paid.

Pilots are confident that paragraph 9 of the "Transfer Arrangements for Pilots" paper will cover this difficulty.

The role of the TGWU was explained. There is a difference between a contract of service "between an employer and an employee, when there is no Union involvement, and a "collective agreement" which will be between Union and CHAs — it will be made clear that collective agreements will continue to have TGWU/UKPA(M) involvement.

Asked what will happen if there is no agreement with CHA before the appointed day J Connolly said arbitration would have been reached before that.

Reports from Districts Pertaining to Reorganisation

Reports received from Humber, Isle of Wight, Tees, Forth, Swansea, London, Liverpool, Manchester, Great Yarmouth, Powey, Falmouth, Penzance, Plymouth, Londonderry, Sunderland and Shoreham.

Details of these reports are known through the UKPA(M) abstract distributed by vice-Chairman, M Hooper.

Pilotage Commission Report

Number on Commission reduced from ten to five. Despite objections from UKPA(M), Department has insisted that there should be only one pilot — I Evans, now the only Pilot Commissioner.

UKPA(M) Insurance

Group Accident Insurance — Premium increased to £16 per quarter. Claim risen from 17 in 1985/86 to 80 in 1986/87.

Legal Expenses Scheme Two new cases this year; many others continuing. Employer responsibilities not yet appeared, but expected soon with change of status.

Group Permanent Health 13 new claims this year, costing an extra £85,000 per annum. Weekly benefit is £115. No change in benefit or premium (£21 per quarter).

Treasurer's Report

Audited accounts tabled, and displayed in Information Room.

Subscriptions to be increased to £30 per quarter; this is £28.35 net of political levy.

Treasurer had budgeted for £3,500 surplus in year to November 1988.

Deep Sea Pilots' Report

There are 50 British licences — they seem to be doing well and unaffected by the new Pilotage Act.

PNCP

Large committee (20 members) expected to continue until appointed day when, if it is to continue, it will be reduced to the same number and geographical division as the Section Committee (8 members).

Technical Sub-Committee

Seven members, working well with Marine Superintendent of Ministry of Transport. There have been three major incidents with pilotage ladders. Remember that if owner or master are convicted of offences about ladders or hoists, the penalty is up to £2,000 fine and/or two years' gaol.

Stress Factor Document

Presented by vice-Chairman, M Hooper. We now have three very good studies to refer to, and these, together with Health and Safety at Work Act, have been drawn together by our Safety Adviser to form a reference package for use in negotiations with Ports. The three reports are: Human Factors Study, Yossi Berger Study, and Study of the Work of Dutch Government Maritime Pilots.

Document accepted without dissent as UKPA(M) policy.

EMPA

Paper accepted — see reprint in this issue.

IMPA

Paper accepted — see this issue.

Note that next IMPA Conference is in Melbourne: 7th-12th February, 1988.

UKPA(M) Rule Change

Section Committee membership reduced to eight: each member elected for two years, and half face re-election each year.

Election of Honorary President

Lord Strathcona and Mount Royal elected with acclamation.

Election of Section Committee

Following the election, the Section Committee is as follows:

Area 1	M Hooper, D Davis
Area 2	T Boddy
Area 3	C Wilkin, J Burn
Area 4	W Gardiner
Area 5	G Topp
Area 6	I Evans

It is agreed that the Chairman, vice-Chairman and Treasurer will continue in office.

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CHAIRMAN'S ANNUAL REPORT

1987 must be the most eventful year in the history of British pilotage. I am indeed grateful to the Section Committee for the help and hard work they have put in during this difficult year and particularly grateful to all the back-up facilities that membership of the TGWU has given to the pilots.

Immediately after conference last year, we engaged the services on a full time basis of Charles Barker, Watney and Powell, a firm of parliamentary consultants, to keep a watching brief and to advise the Association on how to achieve maximum input while the Pilotage Bill was passing through Parliament. They also advised us on which Members of the House of Lords and House of Commons we should approach. They also ensured that all amendments reached the influential members who were concerned and taking an active part with the Pilotage Bill. On their advice, we engaged the services of the Parliamentary Draughtsman, Sharp, Pritchard & Company to ensure that our amendments were legally acceptable.

Members will recall that the Section Committee decided to hold a special Delegates' Conference on May 15th where a detailed summary was given to 96 pilots of the events which took place during the passage of the Bill. A summary of this conference was circulated to all Local Secretaries so I need only briefly describe the procedures of the Pilotage Bill passing through the House.

The Queen's Speech on 11th November, the White Paper on Marine Pilotage Legislation Proposals and the Pilotage Bill published on the 13th November 1986, set in motion the parliamentary procedures with the Pilotage Bill starting its passage through Parliament in the House of Lords. (It is interesting to note that the Pilotage Bill did not follow the normal procedure for the House of Lords but was debated in the Moses Room by a reduced number of Lords representing each party and cross benches.)

The Association are indeed fortunate to have had our Honorary President, Lord Strathcona who advised and supported us through the whole of the 27½ hours of debate, where over 100 amendments were submitted on our behalf. Lord Underhill, Labour peer, argued the pilots' case admirably and took a great interest in our affairs on behalf of the Opposition.

The Bill passed to the House of Commons on the 12th March for the First Reading, a mere formality. The Second Reading took place on 30th March and here I must say that the Association is indeed indebted to Malcolm Thornton MP, an ex-Liverpool pilot, for the eloquent way in which the Pilots' case was put before Parliament.

The Committee Stage and the Third Reading and Report took place on the 4th April where the Pilots tabled a further 16 amendments. All told, the debate in the House of Commons took eight hours making a total of some 35½ hours of debate in both Houses. On this occasion the Pilots were supported by most of the

Appointment of Auditors

Messrs Guy Mayers appointed.

Conference was closed with the Chairman thanking all retiring members of the Section Committee for their work. Seven have left this year because of the reduction to eight. He also remembered everybody who had helped the Pilots' cause over the past year, and mentioned the fact that many pilots would have probably taken severance before the next Conference.

A vote of thanks to the Chairman was proposed and acclaimed.

BMJS

MPs at this sitting, which of course is a clear indication of the lobbying effect of individual pilots on their Members of Parliament up and down the country. However, notwithstanding this apparent support, when Malcolm Thornton pressed for a Division, Members of Parliament appeared from all directions and the pilots lost 82 to 121 and the Bill was passed back to the Lords for them to agree the Commons Amendments on the 7th May and, as you all know, the Bill received the Royal Assent on the 15th May and became The Pilotage Act 1987.

I am convinced that all the efforts and the cost involved in an attempt to modify this legislation were justified and the bill left both houses better legislation for pilots than when it was presented.

In the Appendix to this report, I attach a summary of what was achieved by legislation and by agreement.

Compensation Scheme and Lump Sum

During the conference we will be debating the Compensation Scheme. Papers on this compensation scheme have already been circulated to Local Secretaries together with the Lump Sum papers. We strongly advise members who handle their Income Tax themselves to study the Deloitte Haskin & Sell papers carefully and also to make them available to their professional tax advisers.

PNPF

The reconstitution of the Board of Management.

I realise that several Pilot Stations requested that a retired pilot should be on the new reconstituted Board of Management. This matter was fully discussed by the Section Committee who decided against having a retired member at this stage. This again will be fully debated under the PNPF.

The PNPF is to become the PNPF Trust Company Limited. The Memorandum and Articles of Association of the PNPF Trust Company Limited have been examined by members of the Section Committee and we have had the opportunity to go through this Memorandum clause by clause with Mr Andrew White the solicitor to the PNPF whose company has drawn up the agreement. Several amendments were made and we are presently waiting for a further draft of the Agreement. This again will be open for questions during conference.

GUIDELINES FOR THE FUTURE EMPLOYMENT OF PILOTS BY PILOTAGE AUTHORITIES

Probably the most important issue arising from our talks with the Department/BPA/ABP are the Guidelines for the Future Employment of Pilots by Pilotage Authorities. At the time of writing this report the final guidelines were not available. However, this document deals with transfer arrangements, earnings, pensions, compensation, the resolution of disputes and arrangements for pilots awaiting transfer.

PILOTAGE COMMISSION

The Pilotage Commission is to be reduced from 10 members to five in view of the fact that the Commission's workload under the 1983 Pilotage Act is much lower. The Association has been asked for comments on the proposed re-appointment of one Pilot member on the Commission. However, the Section Committee take the view that the Pilots always had a larger delegation than the other members of the Commission and have requested that the Pilot membership remains unaltered until the final demise of the Commission.

SECTION COMMITTEE

When the UKPA merged to become the UKPA (Marine), it was agreed that the section committee would reduce itself from the present 14 members to eight. This will take place at this Conference.

This year, however eventful with the passage of the Pilotage Bill, the Association has been involved in several local requests for information and help and we have been able to call on the TGWU Legal Department for advice.

In the case of the Humber, Goole and Trent, the pilots there withdrew their services to shipping on 9th October to hold a meeting to discuss amalgamation of the three Services, Humber, Goole and Trent, and the appropriate income levels. This withdrawal of the services from shipping was brought about by deadlock in negotiations with ABP. The meeting was attended by approximately 200 members with Pilot Observers from Manchester, Liverpool, Southampton and South East Wales.

It would seem that most ports are now in some form of negotiation with their local CHAs and I am pleased to report that members are keeping the Association informed of what progress is being made in their Districts. What is most obvious is that, notwithstanding, the object of the Green Paper and the Pilotage Bill was presented on the premise to cut the cost of pilotage administration which was considered by the ship owners and Government to be unnecessarily high. There was never any talk throughout the passage of the Bill to cut Pilots' earnings, only the number of pilots. We were, therefore, entitled to think that, with some adjustments, pilotage earnings would remain similar to the recommended level of the Letch earnings suitably dynamised. This does not appear to be so. In the majority of cases that have been reported to the Association CHAs are attempting to down-grade the profession both in earnings and status. I can only hope that this is a sparring period we are going through, otherwise there must surely be serious trouble ahead for us all.

During the year Miss Philippa Julien left the service of the Association and we employed a Mrs Anna Jeffreys. Unfortunately Mrs Jeffreys could not accept the isolation of the post and the London travelling and we now have a Miss Davina Connor as full-time Secretary.

Finally, I would like to place on record my thanks to the vice-Chairman, Mike Hooper, to Ian Evans and Harry Frith and, in particular, John Connolly for their help during the year.

APPENDIX I

Secretary of State's Statement of 23 May 1986 on a Pilots' Compensation Scheme

My right hon. Friend, the then Secretary of State for Transport, confirmed on 24 March, in answer to a question from my hon. Friend the Member for Bristol, East (Mr Sayeed), that the Government intend to bring forward as soon as possible legislative proposals for the reform of pilotage administration. Those proposals will include provision for a compensation scheme, to be funded by the industry, for those licensed pilots whose services are not required by the harbour authorities once they have taken over responsibility for pilotage.

Although attempts to obtain agreement among the parties concerned on the terms of compensation payments have previously been unsuccessful, it was considered right to make one further attempt, and at my right hon. Friend's request Mr James Davidson, the chairman of the Pilotage Commission, held discussions with representatives of the pilots, the shipowners and the harbour authorities about the terms of a compensation and linked early retirement scheme. He has also held discussions with the Pilots' National Pension Fund whose board of management has agreed to make available £15 million from the fund's surplus towards the cost of early retirement.

Mr Davidson has now reported that he has been able to secure the agreement in principle of the United Kingdom Pilots Association (Marine) and of the British Ports Association to terms which he has drawn up, however, the General Council of British Shipping has not been prepared to agree them.

Under the terms proposed by Mr Davidson, any pilots over the age of 50 whose services were not required would receive a lump sum payment equivalent to one year's recommended level of earnings set for 1984 for his district under the former Letch agreement, increased by RPI until the scheme takes effect. Payments in districts not formerly covered by the Letch agreement would be related to the equivalent earnings for 1984, subject to the same increases. For pilots over the age of 60, the sum would be reduced by one-fifth for each year by which the pilot exceeded the age of 60. I understand that the rules of capital gains tax will apply to the lump sum payments.

As regards pension arrangements, Mr Davidson has reported that although the board of management of the PNPf had taken no decision as to the precise benefits to be applied to individuals, they had prepared a scheme under which surplus pilots aged 55 and over would be able to retire with an immediate pension determined on the basis that:

- (i) *the abatement factor on the pensions of those retiring early applied under the normal PNPf rules would be removed;*
- (ii) *credits of ½ per year to cover the years to age 60 and for those due to retire at 65 or over, double credits to age 65 would be added;*
- (iii) *pre-membership service credits of ½ per cent per month would be added in respect of expected service from age 60 to 65 (with maximum of 30 per cent);*
- (iv) *the maximum additional credits under (ii) and (iii) above would be 15/60 per man and the Inland Revenue limit on the size of the pension would of course apply.*

Any pilots aged between 50 and 55 who are surplus to requirements would receive similar benefits save that the abatement factor referred to in (i) above of ½ per cent per month would apply. Mr Davidson has advised me that in his view the sum allocated by the PNPf would be adequate to meet the early retirement on this basis of such pilots as are surplus when the new legislation takes effect, and also any further surplus over the ensuing three years.

I know that some may regard the lump sum and pension terms set out above as generous, and it is indeed unusual for such payments to be made to people who are classified as self-employed. However, in view of the fundamental change which our proposed legislation will cause to the circumstances and expectations of many pilots. I accept that there is an obligation to ensure that they are fairly treated, and it is my intention that the statutory scheme to be introduced in association with the new legislation will provide for compensation on the basis which the representatives of the pilots and of the harbour authorities have now agreed.

I am grateful to Mr Davidson for his efforts in bringing forward these proposals.

ADVISE INSURERS WITHIN 30 DAYS

APPENDIX II

SUMMARY OF ACHIEVEMENTS IN 1987

BY AGREEMENT

1. **Shakedown Period — 3 years**
Compensation and enhanced early retirement scheme available during this period.
2. **'Deemed to have been employed'**
Vitaly important for employed pilots.
3. **Transfer arrangements**
 - * prevent redundancies
 - * costs payable
 - * Central register at Pilotage Commission
 - * Payment for three months after the appointed day
4. **PNPF Board**
50/50 membership with Ports. Policies by direct negotiation UKPA/Ports. Alternating Chairman.
5. **Pilotage Charges, Clause 10**
Cross subsidy with other port changes permissible, thus effectively negating GCBS rights of objection in employed status.
6. **Continuing pilots**
General acceptance of age as criteria, but not exclusively so.

STATUTORY

1. **Clause 2(2)**
Hazardous cargoes
2. **Clause 3(3)**
Priority for existing licence holders for 4 years
3. **Clause 3(4)**
2nd priority for time served apprentices and Manchester helmsmen.
4. **Clause 3(5)(d)**
Qualified so that authorisation of the self-employed cannot be revoked by virtue of 3(5)(c), that is, too many authorised for the traffic levels.
5. **Clause 3(6)**
Written notice with reasons for suspension or revocation extended to include 3(5)(b) as well as 3(5)(a).
6. **Clause 3(7)**
Written notice for revocation under 3(5)(c) and (d).

7. **Clause 4(2)**
Employment, if pilots so wish.
8. **Schedule 1, para 4**
Continuation of the PNPf.
9. **Clause 4(5)**
Funding of PNPf
10. **Arbitration Panel — earnings and conditions for employed pilots**

The Arbitration Panel should in making their determination have regard, as appropriate, to the following considerations where disputes relate to levels of earnings. Other matters may also be taken into account as appropriate where disputes relate to other issues.
 - i. The previous earnings of pilots in the port, taking account both of 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 including 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.
 - vii. Any national guidelines agreed between representatives of the harbour authorities and of the pilots regarding the employment of pilots by the harbour authorities.
11. **Clause 6**
Pilot boats — regulations to be brought forward under the 1979 Merchant Shipping Act — Section 21.
12. **Clause 7**
Pilotage Directions — regard will have to be had to Clause 2(2), *ie* hazardous cargoes.
13. **Clause 11**
Inclusion of Clause 28 (Compensation).

THIRTY DAYS!

GROUP PERSONAL ACCIDENT INSURANCE SCHEME

Report by Mr I S Marshall

I would like to begin by wishing you all a very "Good Morning" on this second day of your Conference and to commence our review with reference to your Group Personal Accident Insurance Scheme.

As you know, the quarterly premium had to be increased to £16.50 at the start of October following payment of two further claims for permanent total disablement. The first payment of £45,000 was to Mr Edward Levine (London-Sea Pilots North) who sustained multiple injuries when his car was crushed by a lorry in December 1985. The second claim arose from an entirely unexpected quarter and involved Mr William R M MacFarlane of Liverpool. In June of last year Mr MacFarlane was on holiday in Scotland when he damaged his left leg while manhandling his car trailer — it was however only in May of this year that the serious consequences of this accident for the member's career became clear, as he could no longer climb pilot ladders. Mr MacFarlane lost his pilot's licence in July and subsequently received settlement for £45,000 for his disability.

If we turn now to the current year, the number of accidents reported to date has increased from 17 to 20 — no less than 80% of these accidents were job related and 50% involved boarding and landing or comparable situations when accessing vessels or wharves. As half of all the reported accidents concerned members over 55 years of age, we might be tempted to conclude that experience is not always a substitute for agility or perhaps simply that older members are more aware of the need to report accidents — either way, it is to Mr Douglas M Wilton, a 63 year old Cardiff pilot, that congratulations should go for his presence of mind and physical fitness. At 7.45am on 9th October, Mr Wilton arrived at Dowds Wharf on the River Usk to take the *MV Ballygarvey* to sea at 8am. As he put his foot on the boarding ladder, it seemed to turn and he was dropped between the ship and the quay into the flood tide. He managed to grab one of the support columns of the jetty, but no one aboard the vessel seemed to be aware of his plight and his shouts for help could not be heard due to the noise of a mobile crane working on the dock above him. After 20 minutes in the water Mr Wilton managed to spot and make his way to a steel ladder and pull himself on to the wharf whereupon the crane driver saw him and came to his assistance and sent for an ambulance. Fortunately, Mr Wilton did not break any bones and was able to resume pilotage duty four weeks later.

The majority of accidents whilst boarding or aboard ship did of course give rise to painful physical injuries such as sprained ankles, bruised knees, twisted backs and jarred necks but I am pleased to report that the members involved all appear to have made good recoveries. During the earlier part of the year, we were particularly concerned for Mr G Hegarty of Londonderry who fractured his kneecap in three places due to falling on a rock — we were therefore extremely pleased to learn from him recently that he had been able to resume pilotage duty after a 5 month absence. More recently we have been advised of a further accident involving another South East Wales Pilot Mr E J Glover who sustained a broken finger and a broken wrist due to the collapse of a temporary gangway within Newport Docks and we understand Mr Glover is not likely to be fit for pilotage duty for several months.

GROUP LEGAL EXPENSES INSURANCE SCHEME

This is perhaps an appropriate juncture to pass on to consideration of the Association's Group Legal Expenses Scheme, as clearly there are occasions when a member is injured due to the fault or negligence of another party. The most recent case in point is the accident involving DM Wilton which has just been submit-

ted to insurers — in this case it is difficult to see how the shipowner can ultimately avoid responsibility as the boarding ladder was not only insecure but unattended and no safety net was in place. We understand this accident will also be the subject of a DTI investigation.

Another case involving lack of care by a shipowner occurred in June this year when Mr D McLean of London-Sea Pilots West fell aboard a West German tanker vessel due to oil having been left on the deck. Mr McLean's legs were badly bruised and his case is in the hands of solicitors.

A number of cases are continuing from earlier years and during 1987 it is interesting to note that an award has been obtained for F S White (Europilots) from a Danish court relating to the assault he suffered in Denmark in 1985. This is the first action of this type under the Scheme.

We have yet to see an action by a pilot against his employer under the Legal Expenses Scheme, but the Scheme does include cover for this contingency where a pilot is injured in the course of his employment. It would appear that such claims are most likely to occur in situations where the employer is responsible for transportation — whether by vehicle or by pilot cutter at sea — and for the provision of safety equipment and a safe system of work. It should therefore be clear to all of you that there are many areas into which an employer's responsibility would be unlikely to extend.

Before leaving the subject of Legal Expenses Insurance, may I also mention that the DAS Family Legal Policy remains available to Association members on preferential terms — the cost of £34 per year has been increased to £40, which represents a 50% discount on the normal premium of £80.

GROUP PERMANENT HEALTH INSURANCE SCHEME

Moving on now to another area which is not the legal responsibility of the employer — namely, the provision of income during long term disablement. As you know, the Association's Group Permanent Health Insurance Scheme provides this facility. It is unfortunately a facility which is much needed and we have seen a further 13 new claims become due for payment during the last year. We calculate these new claims will cost underwriters almost £85,000 per year in addition to all the claims from earlier years which are still in course of payment. Apart from the two accident victims already mentioned, all of these new claims arose from illness with a preponderance — some 45% — involving hypertension, depression and anxiety neurosis. As might be expected, other sources of disablement include various types of arthritis, heart and liver conditions and one victim of multiple sclerosis. The geographical distribution of claimants is widespread — from Aberdeen in the North to the Isle of Wight in the South, but London Sea Pilots South have been particularly badly affected with no less than five new claimants this year all suffering from different illnesses. The outlook for the next 12 months appears very similar with a further five potential new claimants in various Districts already being known to us.

The standard level of weekly benefit under the Scheme was fixed at £115.50 per week at the beginning of last year. Taken in conjunction with early retirement pension as is usually the case, our recent experience seems to confirm that the present benefit level is about right for the majority of members and we therefore recommend no change at this time. On this basis, the current standard quarterly premium will remain unaltered at £21 per member.

Finally, Gentlemen, I would like to revert briefly to the relevance of the Association's Schemes if some or all of you become employees rather than remaining self-employed.

(Continued foot of next page)

THE PILOTS' NATIONAL PENSION FUND REPORT, OCTOBER 1987

The 1986 Annual Report and Accounts of the PNPf have been circulated to all Districts and includes developments in 1987 up to the Pilotage Bill receiving Royal Assent in May, 1987.

As anticipated in the Annual Report, the PNPf was consulted by the Department on the terms of the draft Order reconstituting the PNPf (Annex A), and were also asked to take into account the views of the beneficiaries of the Fund who are not serving pilots. To achieve this PNPf had to request an extension of the time allowed for consultation, which was agreed by the Department of Transport. The results of the PNPf enquiries are attached (Annex B).

An additional meeting of the Board of Management was convened for the 14th October to progress the above matter and to finalise the terms and arrangements for the Early Retirement Scheme. The opportunity was taken at this meeting to consider the annual review of pensions, and agreement was reached on a 5% increase with a minimum payment of £240. This exceeds the 2½% guaranteed increase and will be part financed by allocation from surplus. The £240 minimum increase will apply equally to male and female beneficiaries.

An application by UKPA(M) to implement past Conference resolutions on underpinning pensionable earnings was also discussed by the Board. The proposition continues to be opposed by GCBS, who further argued that the purpose of the provisional valuation was to establish the financial position of the PNPf before the change to PNPf Trust Co Ltd, and that if any allocations from surplus were made the GCBS claim for a reduction in their contributions must be considered. It was finally agreed to review the previous reports by the Actuary on this matter and for it to be discussed at a future meeting.

The PNPf were invited to comment on the draft terms of the Pilots' Compensation Scheme and a copy of their observations is attached (Annex C).

If you are injured at work, then as an employee you may have a claim against your employer — in such a case you can use the DAS Telephone Helpline to discuss your legal position and then utilise the Legal Expenses Scheme to obtain legal representation if you wish to proceed. It remains however a matter of legal liability not of an automatic right to compensation on a particular scale. If you have a good memory, you will recall this was precisely why your Association first introduced a Group Personal Accident Scheme for its members. Paradoxical as it may sound, even if an accident is not your fault, it may not be possible to prove it is someone else's fault. There are accidents which result from severe weather conditions or from a moment's inattention. There are accidents away from work which can affect your professional career in just as drastic and final a manner, as we have seen from two cases here today. The rationale behind the Association's Schemes remains therefore as strong and valid as ever.

There is of course nothing to prevent your employer assisting in paying your Scheme premiums to maintain your cover. This in itself would help you collectively to maintain control over the provision of such benefits to a known national standard. It may also be an important consideration for many of you that the Association's Schemes are not destroyed by fragmentation.

Mr Chairman — in conclusion, may I thank you for the courtesy extended to me here today and through you I would like to express sincere thanks to all your Local Secretaries for their help in the smooth operation of your Schemes.

The 1986 table of Average Net Earnings for pension calculations for UK Pilotage Districts is attached at Annex D.

This is the last report to the UKPA(M) Conference from the pilots' representatives on the PNPf Board of Management as we have known it since the Fund was established in 1971, and I would record appreciation to all my colleagues, both past and present, for their co-operation and contributions to our affairs. We have faced grave problems and difficulties in that time and established a sound pension fund against all the odds — not least the success in, uniquely, securing Inland Revenue approval under the terms of the 1980 Finance Act.

Whilst we may have differed at times on matters of judgement, there have never been any "political" or "sectional" problems between us despite being appointed from three different sources — UKPA, Trinity House, and TGWU. That unity of purpose has no doubt contributed to our influence and I trust it will continue to apply amongst our pension representatives in the future, whatever their different backgrounds or priorities.

I am sure my colleagues would also wish me to commend to Conference the significant contribution made to our pension affairs by The PNPf administration.

H FRITH
October 1987

STATUTORY INSTRUMENTS

1987 No.
PILOTAGE

The Pilotage Act 1987 (Pilots' National Pension Fund) Order 1987

Made
Laid before Parliament
Coming into force

The Secretary of State for Transport, in exercise of the powers conferred upon him by paragraph 4(1) of Schedule 1 to the Pilotage Act 1987(a), and all other powers enabling him in that behalf, hereby makes the following Order:-

1. *This Order may be cited as the Pilotage Act 1987 (Pilots' National Pension Fund) Order 1987.*
2. *The Byelaws (b) of the Pilots' National Pension Fund (a pilots' benefit fund established under byelaws made by the Trinity House of Deptford Strond under paragraph (i) of section 15(1) of the Pilotage Act 1983(c)) shall operate subject to the provisions of this Order.*
3. *All functions of the Board of Management and the Trustees under the existing Byelaws and Rules of the Pilots' National Pension Fund are hereby transferred to PNPf Trust Company Limited and accordingly*

- (a) *the Byelaws and Rules of the Pilots' National Pension Fund shall have effect as if references to the Board of Management and to the Trustees were references to The PNPf Trust Company Limited and as if reference to individual trustees and members of the Board of Management were references to directors of that company;*

- (b) *those Byelaws shall be amended as set out in the Schedule to this Order;*
- (c) *all assets of the Pilots' National Pension Fund are hereby vested in The PNPFF Trust Company Limited as sole trustee upon the same trusts as the former trustees of that Fund held the assets and shall be held by it in the name of The PNPFF Trust Company Limited or of any nominee or nominees;*
- (d) *all property rights and liabilities of the Trustees and Board of Management shall be vested in The PNPFF Trust Company Limited.*

4. *The PNPFF Trust Company Limited shall have the power to revoke or amend the Byelaws or any other provision governing the Pilots' National Pension Fund by a resolution of the board of directors of The PNPFF Trust Company Limited.*

*Schedule
Amendments to the Byelaws*

Byelaws 14, 15, 16A, 18, 19, 20, 21, 22, 23, 24(1), (2) and (3), 26(a) and (c) and 27(i), (2) and (3) are hereby revoked.

This Order provides that the Byelaws (and Rules made under the Byelaws) of the Pilots' National Pension Fund shall operate as if all references in them both the Board of Management and to the Trustees were references to PNPFF Trust Company Limited (a company owned equally by the United Kingdom Pilots' Association (Marine) and by nominees of the British Ports Association and Associated British Ports Plc), and accordingly vents the assets of the Fund in that company.

The PNPFF Trust Company Limited is given power to amend or revoke the Byelaws and any other provision governing the Fund.

*EXPLANATORY NOTE
(This note is not part of the Order)*

Paragraph 4(1) of Schedule 1 to the Pilotage Act 1987 continues in existence pilots benefit funds established under section 15(1)(i) of the Pilotage Act 1983 notwithstanding the repeal of that section, and permits modifications to be made to byelaws establishing such funds by Order. Section 15(1)(i) was repealed as from 1987 — see The Pilotage Act 1987 (Commencement No. 2) Order 1997 (SI 1987/).

ANNEX B

15th October, 1987

JLL/SPC

M. W. Jackson, Esq.,
Assistant Secretary,
Department of Transport,
Sunley House,
90 High Holborn,
LONDON WC1V 6LP

Dear Michael,

THE PILOTAGE ACT 1987
(PILOTS' NATIONAL PENSION FUND) ORDER 1987

On behalf of the Board of Management, may I thank you once again for agreeing to extend the period for comment upon the Pilotage Act 1987 (Pilots' National Pension Fund) Order 1987 in order to give the PNPFF's pensioners and widows reasonable time in which to respond to the proposals for the new constitution of the Board of Management.

We received responses from 227 beneficiaries, out of a total number currently receiving pensions of 1,026 and of these, 84 expressed concern that the composition of the Board would not include a retired member acting as a representative of pensioners. The other 143 responses received indicated that beneficiaries either accepted the new constitution or made comments upon other aspects of the Fund or simply expressed their thanks for the Board's past treatment of their affairs.

In view of the ages of many of the beneficiaries, the Board considered that the overall response was satisfactory.

The Board members received yesterday a copy of Mr. Wilkin's letter to you, dated 5th October, 1987 and appreciated the comments made therein.

The Board members have no other comments to make upon the draft Order but hope that the report of the views of the Fund's present pensioners and widows will be helpful to the Department.

Yours sincerely,

JAN L. LEMON (MRS.)
Secretary

ANNEX C

THE PILOTS' NATIONAL PENSION FUND
8, GREAT JAMES STREET, LONDON WC1N 3DA
Telephone: 01-405 8974

22nd September, 1987

M. W. Jackson, Esq.,
Assistant Secretary,
Marine Directorate 2,
Department of Transport,
Sunley House,
90/93 High Holborn,
LONDON WC1V 6LP

Dear Michael,

PILOTAGE ACT 1987 — PILOTS' COMPENSATION SCHEME

Thank you for your letter of 8th September to Harry Frith and for a copy of the draft of the Pilots' Compensation Scheme.

The Board considered the paper at their meeting on 9th September and the members have asked for their observations to be referred to you.

Generally, the eligibility terms of the Early Retirement Scheme will correspond with the provisions of the Compensation Scheme except in certain aspects and these are shown below. The relevant points were discussed with representatives of the UKPA(M), BPA and ABP at a meeting held yesterday.

1. **Para. 1.c.**
As mentioned in previous correspondence, licensed pilots who hold deep sea pilotage certificates and who are surplus to requirements will be eligible to receive enhanced early retirement benefits.
2. **Para. 1.d.ii.**
Pilots who are in receipt of halfpay will be eligible.
3. **Para. 1.d.iii.**
Pilots who are under the age of 50 will not be eligible but this may be subject to review in due course.
4. **Para. 1.d.iv.**
Pilots who were not contributing to the PNPf on 13th November, 1986 will not be eligible for enhanced early retirement benefits.
5. **Para. 1.d.v.**
Pilots who are licensed for any district to which PNPf Rule 5(3)(iii) applies, will not be eligible. (A copy of Rule 5(3)(iii) is attached).
6. **Para. 1.d.vi.**
Pilots who are licensed for more than one district will receive enhanced early retirement benefits in respect of one licence only. This will apply particularly to the London/Ipswich Districts of Trinity House but, as far as the Fund is concerned, Ipswich and the London Districts (apart from Essex Rivers) are now to be treated as a single District for pensionable earnings purposes.

As far as compensation is concerned, the Board suggest tht the payment made should be based on the District giving the most favourable result and not the District for which a pilot was first licensed.
7. **Para. 3.**
The PNPf still have under consideration the pensionable position of pilots who take early retirement and then return to the industry. This matter was discussed with the ports' and pilots' organisations yesterday.

I hope these comments will be helpful.

Yours sincerely,

JAN L. LEMON (MRS.) Secretary

ANNEX D

PILOTAGE AUTHORITIES

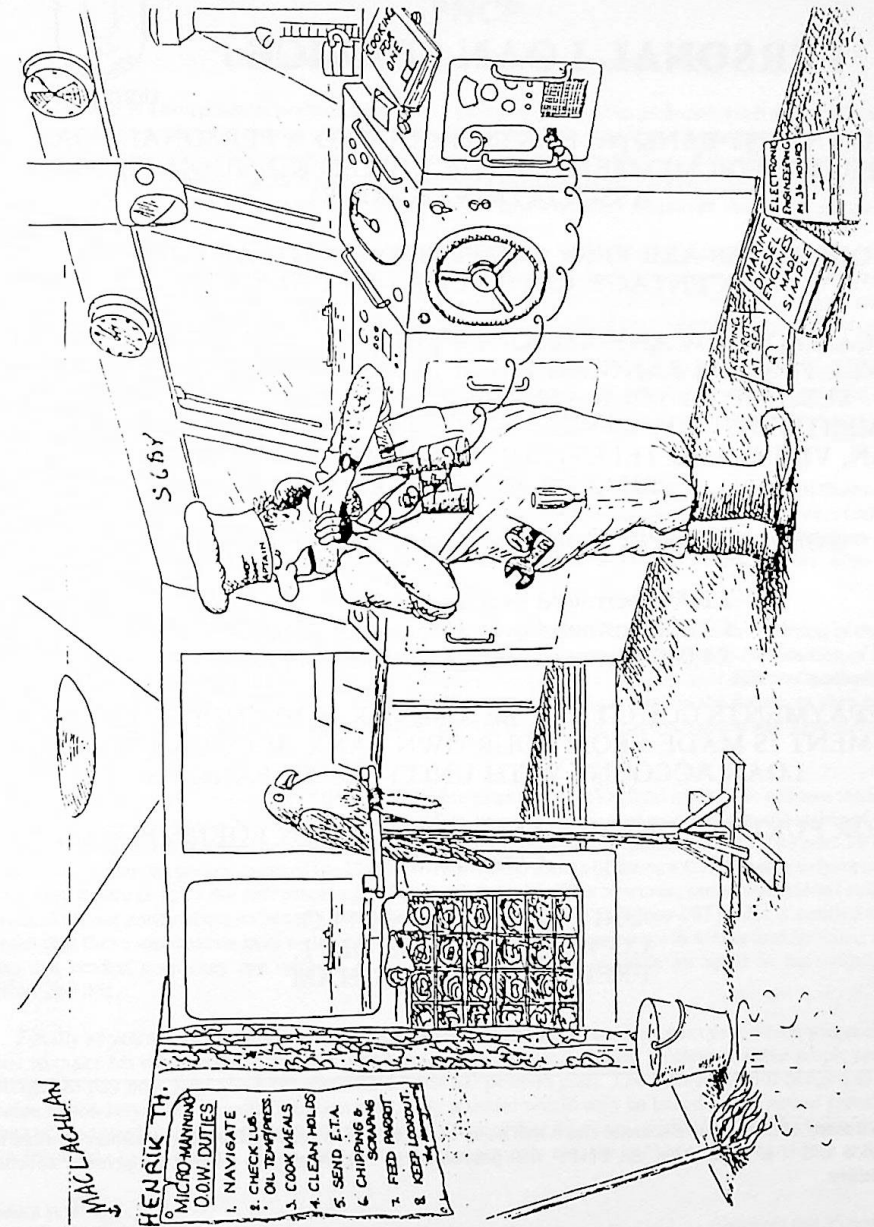
AVERAGE NET EARNINGS

Name of Authority	Dec. 1981	Dec. 1982	Dec. 1983	June 1984	Dec. 1984	Dec. 1985	Dec. 1986
England & Wales							
Blyth	14252	15172	14979		(11548)	(14056)	16508
Boston & Spalding		12719	14789		17272	(20137)	22153
Bristol	12159	12922	13758		14393	(15174)	16220
Gloucester	9345	9448	(9397)		(9182)	(8936)	9510
Hartlepool	9373	10398	12235		12880	(13103)	13923
Humber	12961	14859	16910		18704	(20444)	23538
Humber — Goole	9692	10904	12196		13643	(15309)	17576
Humber — Trent	12082	14745	16402		19458	(19275)	20066
King's Lynn	952	10268	10558		11184	(12727)	15625
Lancaster	2732	4334	6154		10608	11606	(11280)
Liverpool	12673	13647	14635		15294	16446	17817
Manchester	11305	12692	12848		(12584)	(12270)	13587
Milford	15854	16824	17450		17835	(18318)	18834
Port Talbot	14722	16021	18611		(17723)	(19504)	21359
South East Wales	11035	12059	13068		13345	(14511)	16156
Sunderland	12369	13559	15069		(13757)	(13452)	(12321)
Swansea	13603	15124	17491		18308	(19348)	21005
Tees	15279	16868	17972		18996	(19020)	19374
Newcastle — Seaham	11161	12217	(11732)		(9719)	(10541)	(11878)
Tyne	11485	11745	(11589)		(10708)	(10501)	11798
Wisbech	10614	13533	15105		(14922)	(14723)	(14326)
Scotland							
Aberdeen	10573	11574	13125		15175	(18140)	19786
Clyde	12325	16858	18839	20130	(20108)	(17034)	(17499)
Dundee	10512	11454	12102		13461	(14768)	16304
Forth	15382	16783	17616		18574	20034	21838
Inverness	10835	11204	11837		12555	12965	—
Peterhead	17793	24246	25361		27306	(24564)	(22759)
Northern Ireland							
Belfast	10940	12479	14387		17126	(18608)	20206
Londonderry	7598	7983	8614		9684	(10282)	11443

DON'T DELAY TILL "TOO-LATE" DAY

Name of District	Dec. 1980	Dec. 1981	Dec. 1982	Dec. 1983	Dec. 1984	Dec. 1985	Dec. 1986
London							
London (5 Districts)	13271	14719	16010	16558	17892	19722	21610
London — Essex Rivers ...	11596	13102	15865	17440	20948	21642	22651
Barrow	21471	23490	(23191)	(19617)	25586	30842	36444
Beaumeris and Caernarvon	2681	2899	3194	(2510)	(3002)	3269	3748
Bridgwater	4431	5078	5806	6106	8388	9210	10053
Bridport	388	544	572	738	852	1032	(767)
Brixham	4340	5479	6165	(6132)	(5703)	(5585)	(5843)
Carlisle (Silloth)	6786	7493	8259	8764	(8612)	8949	10757
Dartmouth	3833	4156	4714	5163	5633	(5548)	(5358)
Dec	7502	8594	9413	10691	11494	12275	12757
Exeter	6330	7285	9796	13584	17168	19608	21396
Falmouth — River Pilots	3165	3277	19477	21648	(21565)	(19702)	(17066)
Falmouth — Sea Pilots ...	19744	20873					
Fleetwood	12655	14041	16664	17732	(16518)	(14466)	(11800)
Fowey — Fowey Harbour	11105	11878	11637	11643	13330	16302	19443
Fowey — Charlestown	2169	2423	2145	2094	2553	3045	3654
Fowey — Par	11580	12134	12200	(11730)	(11880)	12039	13356
Holyhead	10351	12103	12563	(11210)	(7742)	(6162)	(6539)
Ipswich	11584	12565	14911	15355	16368	(14410)	17099
Isle of Wight	14806	15083	15454	16527	20034	22200	25168
Isle of Wight — Cowes ...	1793	1984	2225	2168	2525	2612	(2568)
Lowestoft	12406	14168	17138	17474	(17410)	18567	22254
Neath	7194	6995	8500	14384	25370	37043	44486
Newhaven	11212	11921	12173	14154	15502	16190	(15582)
Padstow	293	1186	(1174)	(877)	(305)	(278)	(298)
Penzance and Newlyn	5158	(4720)	(4261)	(4413)	(4964)	(4918)	(5029)
Plymouth	14028	14322	14130	13347	16693	18844	22051
Poole	10443	11217	11860	12055	12367	12716	13250
Portmadoc					55	55	
Preston	9680	(9155)	(5628)	(2163)	(44)	(24)	(—)
Rye						7804	(6497)
Scilly	707	1081	(931)	(758)	(514)	(739)	(929)
Shoreham	14386	15579	15973	16024	(15288)	(14868)	(14708)
Taw and Torridge	5831	6966	7110	7440	(7439)	7790	8323
Teignmouth	9585	13333	15882	16023	(15457)	(15657)	16241
Watchet	7222	7455	(7393)	(5786)	(5797)	(4848)	(4972)
Wells	—	—	—	2441	4823	8097	(9155)
Weymouth	4894	5186	6319	6556	7227	(6071)	(5162)
Whitehaven and Maryport	12506	16077	18095	18373	(16479)	(13822)	(12126)
Yarmouth	7664	8761	10502	11740	15152	16929	18534

The cartoon opposite is reproduced by kind permission of *The Mission to Seamen*.



“Management wants to reduce the crew from two to one — how do you fancy going solo?”

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become a member of their own scheme and it will be up to the PNPf to sell itself to all new pilots recruited to the service and it is hoped that the PNPf will pursue every opportunity to market its pension scheme in the future.

M H Kitchen
 Hon Secretary

PNCP

Conference Address 19th November 1987

The PNCP is a non political body dealing purely with pensions and as such can reach the parts others cannot reach. In these times of change our view is that this committee should remain in its present form and size until the appointed day, when it should then be reduced to a size comparable to that of the section committee. There are many problems that face both those who wish to retire and those who wish to remain and we hope that members will make full use of their local PNCP representatives whenever they need advice.

For those thinking of retiring early, and for those over 55 who intend to stay, one of the most important considerations is the future income that they will have to live on. The pilot who retires under the early retirement scheme will have his enhanced pension, plus the investment return on his lump sum, plus a guaranteed not less than 2½% annual increment to his pension to live on for the rest of his retirement. The pilot who remains will, possibly, have a reduced income, leading to a reduced pension entitlement when he does retire. It could well be that the pilot of 55 who retires now will be financially better off than the pilot of 55 who remains until he is 65 when they both reach that age, and is something that each individual pilot will have to think of when he considers his own future. The pilot under 55 will also have the abatement factor to take into consideration.

For those who do wish to retire the PNCP has asked the PNPf to look into the possibility of their running a pre-retirement course. This will, it is hoped, be a short residential course and take in all aspects of retirement from investment, through social security, to how to cope with the extra time that the new pensioners will find in their hands. This I am informed is at present being looked at by the Board and we hope will be favourably considered.

For those who wish or have to remain, one of the main considerations has to be the position of the Pilots' National Pension Fund Trust Company Ltd and the Fund with particular regard to the position of the non-employed (self-employed) pilot and the pilot who is employed by his CHA and their different methods of contribution to the fund. The PNCP has asked the PNPf to express their view on the future, as they see it, for these two fundamentally different classes of pilot, and the relationship that each group will have with existing and future pensioners.

Also for those who remain, one of the main objectives of any pension fund must be to achieve the intended revenue maximum, a benefit of two-thirds final salary pension during that member's membership of its fund. This aim, with an entry age of between 30 and 35 into our profession, is impossible for those post-1971 pilots who have, under the present rules of the PNPf, to retire at 60. Some of the new CHAs seem to have indicated that they desire to raise the retirement age of their pilots to 65. This however, under the present rules of the fund, does not entitle them to benefit from the doubling-up years that the pre-1971 pilot is entitled to. It is a point that those who remain may well wish us to address. It is also a point worth noting that doubling up years are not funded until they are earned, although the actuary will provide an uplift in his calculation to allow for this.

Finally as you are all probably aware, new rules come into force from July next year which will enable anyone to make his own personal pension arrangements. However it should be clear that the employer is only obliged to pay post-July 1988 benefits into a personal pension plan. The PNPf are not obliged to pay the value of pre-July 1988 benefits into that plan. Any transfer would only be based on the actual service to the date of the transfer and would not take account of the doubling up years etc that a pilot who remained in the PNPf would be entitled to. These new pension arrangements also mean that no port can force any pilot to

(Continued foot of previous page)

EMPA REPORT

The 23rd General Meeting of EMPA was held in Helsinki, Finland, between the 27th and 29th May 1987. The United Kingdom were represented by C Wilkin (Chairman, UKPA (Marine), R Glover (Liverpool), and A Butcher (Europilots) was invited to join the delegation for the duration of the meeting. M Hooper was present in the role of EMPA vice-President.

A summary of the points covered at the meeting and included in the official press release is attached to this report.

EMPA officers have taken a considerable part in the important working groups of the "Cost 301" Programme, (a research project in the field of shore-based marine radar), the final report being published in June of this year. This report is available in the UKPA(M) office for perusal if required. However it must be noted that EMPA are not satisfied on the policy for recruitment and training of VTS personnel as it is defined. A brief extract from the "Executive Report" is attached.

VTS is still very much an on-going subject. The 6th VTS Symposium will be in Gothenburg between 17th and 18th May 1988, where a paper will be presented by EMPA President, R Hofstee. In the meantime, the IALA VTS Committee carries on its work, dividing into working groups, one of which covers "Qualifications and Training", and in which the EMPA Secretary, G DeBlende, is participating.

EMPA officers will also be attending the Bridge Design Symposium in Oslo between 20th and 22nd October, and also keeping associated with any developments in the field of "simulation" that EMPA policy dictates should be restricted to assisting training. The 4th International Conference on maritime simulation in Trondheim, Norway, in June, was attended by the President and the Chairman of the Technical Committee.

The main purpose of EMPA must be as an important pressure group influencing Port Authorities and Governments, culminating in improved standards being adopted by IMO. To this end, EMPA will be supporting the IMPA position on Pilot Ladder Safety, copies of which will be produced by the secretaries and distributed to members to promote.

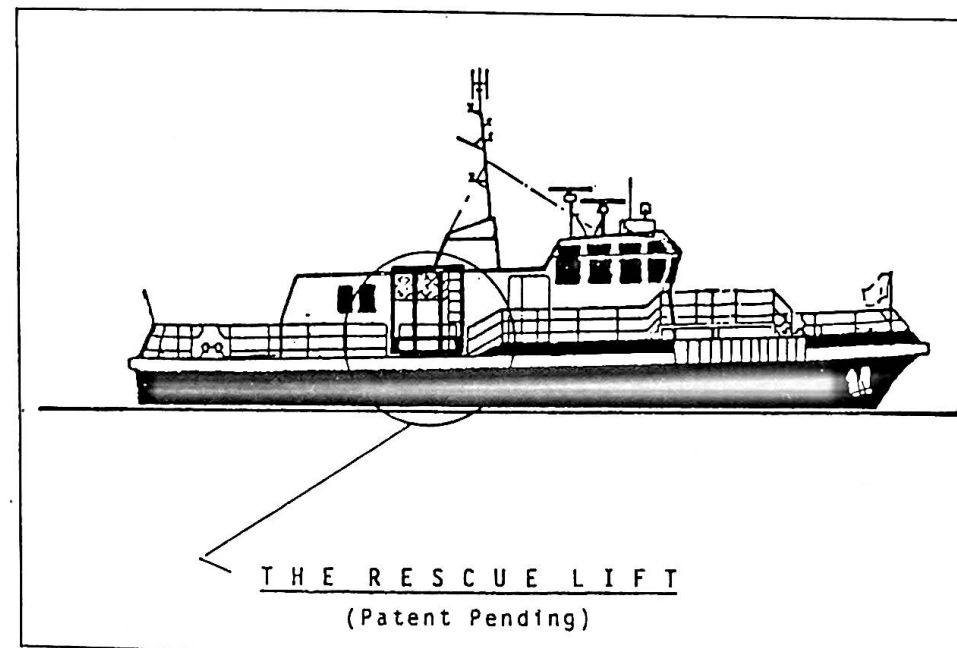
The "confidential" EMPA earnings for 1987 are attached and the contrast between the major maritime European nations and the United Kingdom should be noted.

EMPA have noted a newly formed body, the European Association of Harbourmasters, of which Mr A Smith of the British Ports Association is the Secretary. I must be anticipated that such a body will have views on pilotage.

An outline description of a new rescue system, approved by the German pilots, is attached for information.

The 1989 General Meeting will be held in Dublin.

*M H C Hooper
EMPA vice-President*



PRELIMINARY INFORMATION ON A NEW RESCUE SYSTEM FOR PILOT BOATS

The Pilot Cutter "DEUTSCHE BUCHT" operates out of Heligoland covering the German Bight. The vessel is custom built for this rough weather area and consequently has a high freeboard.

This begs the question, "Will it be possible for the two crewmen to rescue a pilot who has fallen overboard?"

The answer is, "YES, IT WILL."

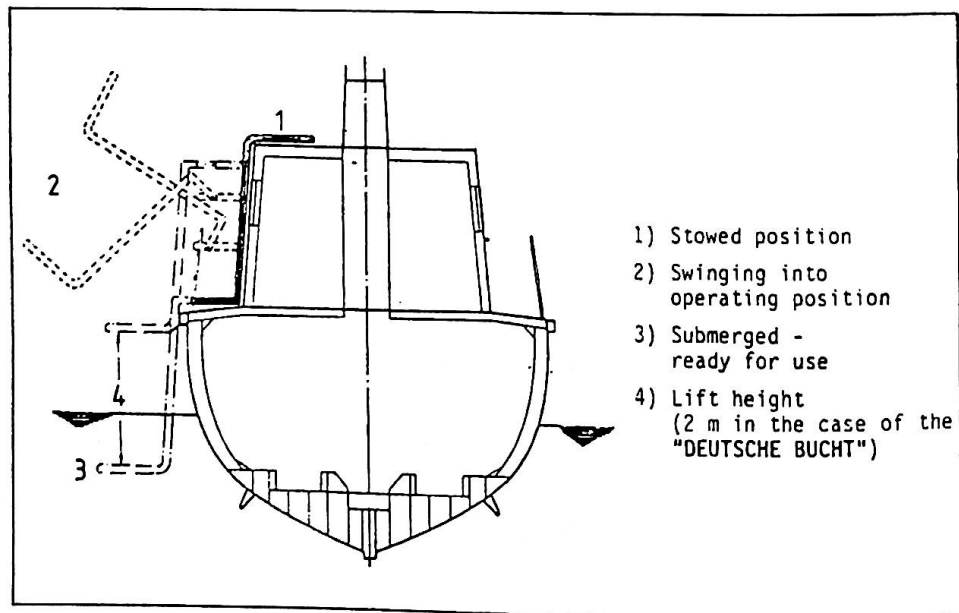
To find out how — see our **FEATURES OF THE RESCUE LIFT**

1. Designed for one man operation, the RESCUE LIFT is ready for launching within 20 seconds, simply by pushbutton from the wheelhouse.

2. Basically the RESCUE LIFT consists of two angled legs between which a safety net is spread. When in operation the boat is manoeuvred in to a position where the casualty is floating above the submerged cradle of the RESCUE LIFT. Once this has been achieved the casualty is brought aboard by hoisting the RESCUE LIFT.
3. In the stowed position it only needs 10cms. (or even less on smaller boats) of the width of your boat's walkway, and it is well away from the vessel's side. Damage from going alongside is impossible.
4. In action it is positioned where a m.o.b. should be, i.e.

Amidships, which is well away from the propellers and the hard chine at either end and also in the position of least movement when pitching. In other words, in the safest place possible when dealing with recovery.
5. The RESCUE LIFT can be powered by any winch system, whichever is the most suitable for your boat, be it electric, hydraulic or even hand operated. No complicated control systems are involved, only lowering and heaving are needed.
6. Maintenance of the RESCUE LIFT is not necessary as all parts are stainless steel with "Teflon" bushes.
7. Each RESCUE LIFT will be individually tailored in order to achieve optimum performance from the dimensions and outlay of your vessel.

This brief preliminary description of our RESCUE LIFT is issued purely to inform you of its existence. Should you require further information on its operation, results of sea trials, Authorities approval *etc* please contact: RAINER MESTER.



- 1) Stowed position
- 2) Swinging into operating position
- 3) Submerged - ready for use
- 4) Lift height (2 m in the case of the "DEUTSCHE BUCHT")

COST 301 FINAL REPORT

SHORE-BASED MARINE NAVIGATION AID SYSTEMS

EXECUTIVE REPORT

4.3.4 Personnel

4.3.4.1 Policy on Recruitment

Since there are large variations in the functions, the complexity of implementation features and the levels of activity from one VTS to another, the required standards of qualification of VTS operators will themselves vary. The options on the policy on recruitment and training requirements will depend on which of two assumptions is more applicable:

- a) *Where the external functions of a VTS, and the implementation features for internal functions, require specific nautical knowledge. In this case the option will be:*

To recruit at Master Mariner level, and to focus the associated training programmes on procedures and equipment handling. Career development would require careful consideration.

- b) *Where the external functions of a VTS, and the implementation features for internal functions, requires only a general nautical knowledge of the VTS operator. The option in this case is:*

To recruit at an appropriate level, mainly from personnel with a communications' orientated background, such as in the case of Air Traffic Control. The associated training programmes would have to be systematically defined to raise levels of skill and knowledge from those on entry to those required to perform the defined tasks to appropriate standards. The extent to which career development would have to be considered would depend on the amount of investment in the training required.

4.3.4.2 Organisation of Training

With regard to the organisation of training, there are two major options with a range of intermediate options. These major options are:

- a) *To set up a central training facility, where the bulk of training is carried out*
- b) *To carry out training 'on the job', where the prospective operator is to be employed. Such training should, nevertheless, be carried out within a common framework containing procedures and standards.*

(Continued from p146)

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.

Press Release

EUROPEAN MARITIME PILOTS' ASSOCIATION 23rd GENERAL MEETING IN FINLAND

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 3 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 the simulation techniques may be complementary 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 onshore. 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 pilots' 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 changeover 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 Association's recommendations on qualifications and compulsory pilotage with attention being drawn to the Channel Tunnel Project.

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

The Association President, Captain S Galleano (Italy) retired at the termination of the meeting and was succeeded 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, as well as 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.

(Continued foot of previous page)

IMPA REPORT 1987

IMPA has issued 28 Notices to Member Organisations since the last UKPA(M) Conference. The subject matters range from IMO Agenda, reports from International Marine Conferences to requests for technical information from members. The UKPA(M) has the Notices on file and circulates copies as appropriate.

The Association was invited to attend a conference designed to improve the safety of navigation in the Gulf of Suez. Our representative, Albert de Vries, assisted in formulating recommendations on the need for a Pilot Service, for an Electronic Position Fixing system, for the functions of a VTS and for the updating of the Hydrographic Survey. He particularly commented upon the need for the various bodies in the area to co-operate as inter-departmental liaison is essential.

Our President, Jim Varney, attended the recent Conference of the International Association of Ports and Harbours (IAPH) where we have observer status on the 'Marine Safety' and 'Ship Trends' committees. We regard this contact as important, as anything which affects the running of ports must have an effect on the local Pilot Service. During a session concerned with deep vessels in confined channels, IMPA pointed out that, while scientists were making general statements on channel widths and underkeel clearance, it was the pilots who had to put the theory into practice and that more use should be made of their expertise. This received good support. Captain Varney also found it necessary to refute derogatory allegations made by a US port operator about certain American pilots.

The Royal Institute of Naval Architects Organised a conference entitled *Ship Manoeuvrability, Prediction & Achievement* and invited a contribution from IMPA. Thirty papers were presented and are now bound into two volumes available for study at IMPA HQ. I presented the paper *A Shiphandler's View* and am very pleased that I adopted a non-technical approach as it emerged that most of the other papers attempted to deal with prediction and achievement of manoeuvrability in a mathematical manner. In the presentation, I stated that I could not contribute to the technicalities of predicting manoeuvrability at the design state (the main theme of the Conference) but offered some simple ways in which Naval Architects could assist pilots to achieve a placid and uneventful professional life. I stressed that shiphandling in confined waters is more of an art than a science and is best learned by practice and asked them to design us a sea kindly vessel, easily steered by an unpractised helmsman, which maintains a straight course but is easily turned and controlled (of course this is a hydrodynamic contradiction). I particularly asked them to try to accept that pilotage is an exercise of judgement and that we need a good overall view, never less than the IMO Bridge Visibility Criteria.

We have received and circulated requests for information on fendering, narrow channels, retrieval systems, buoy moorings and on the m/v *Glacier P Moreno* from which an Argentine pilot fell and suffered severe injury.

Through the expertise and persistence of our former president, Maurice Guicharrouse, we have succeeded in having important amendments incorporated into the IMO *Pocket Guide to Survival in Cold Water*. The UKPA(M) might wish to consider circulation to each station when they are available.

As I reported last year, we presented a proposal to IMO which would strengthen the effectiveness of the SOLAS Pilot Ladder Regulations and I can now advise you that a review of SOLAS V 17 was added to the IMO work programme. The sub-Committee on Lifesaving, Search and Rescue (LSR) considered the matter in July and my report (IMPA 336) contains the full recommendations. It might be useful to consider our objectives and the outcome. We suggested that:-

- 1) the requirement that 'the steps shall rest firmly against the ship's side' should be strengthened. The IMO Working Group emphasizes this to Naval Architects at the design stage.
- 2) the 9 metre freeboard should be indicated by a symbolic 'pilot flag'. The WG felt that this should be optional.
- 3) the deck area at the head of the ladder should be marked 'Access point, keep clear'. As the boarding point may change, the WG have acknowledged the need by using the phrase 'safe, convenient and UNOBSTRUCTED passage . . . between the head of the ladder . . . and the ship's deck.
- 4) we should also have safe passage to and from the Bridge. This was accepted in principle and the amendment adds that 'the responsible Officer . . . shall also ensure safe conduct of the pilot to and from the navigating bridge'. The UK member referred favourably to the IMPA Poster and, as a result, a requirement for the supervising Officer to be in communication with the Bridge is also included.
- 5) the IMO minimum diameter for manropes is too small and that tests by the Japan Pilots' Association indicate 28mm as a suitable size. This was agreed.
- 6) a more effective method be devised to ensure application of the present 'non-mandatory' provisions for vessels with over 9m freeboard in Resolution A426 and A275. The WG proposes to make these provisions mandatory.

The IMPA Poster formed part of the IMO Report.

It now remains to manoeuvre or negotiate the recommendations through the Maritime Safety Committee and into a Convention. I have asked our Members to attempt to influence their Government's delegation in favour of the proposals as opposition was vociferous from certain quarters. I am pleased to affirm that the UK Government delegation supports the proposal and Captain Struthers was most helpful in the Working Group. Of course, the UK Statutory Instrument already includes many of these suggestions.

This support by the UK at IMO for pilots' reasonable aspirations has been greatly assisted by the rapport which occurs between the Department of Transport and the UKPA(M) Technical Committee. I observe that British pilots are well served by this co-operation and mutual respect.

By the time that the UKPA(M) Conference is held, I will have attended and, I hope, reported upon a Conference on Bridge Design (the pilots' workplace). Great emphasis will be placed upon one-man operation and the pilot's role. At the meeting of the International Chamber of Shipping I will canvas support for an important proposal by the Japan Pilots' Association. This suggests that the symbols on ARPA displays should be unified. At present the same symbol is used by different manufacturers to indicate both safe and dangerous targets.

Gerald Coates
October 1987

Counsel for Prosecution: ". . . and it is quite clear that the defendant was as drunk as a Judge".
Judge: "Mr Pickersniff, I would prefer to hear the more acceptable version, drunk as a Lord".
Counsel for P: "Er, Quite so m'Lud".

AMENDMENTS TO RULES

in accordance with UKPA(M) Rule 20, the following amendments to Rules have been proposed by the Section Committee and approved by Conference.

Rule 10(b) to read:-

At every Annual Conference, the **three** Members who shall have been longest in office without re-election and any Member who has ceased to be a pilot on active Service shall retire from the Section Committee except that retirements in **1988** shall be decided by lot. Thereafter as between two or more members who have been in office an equal length of time the Member or Members to retire shall, in default of agreement between them, be determined by lot. A retiring Member or a Member vacating the position of Chairman or vice-Chairman shall be eligible for re-election if still in active service. He shall however indicate his intention to stand at least ten weeks before any Annual Conference.

The effect of these changes will be to give ordinary Members of the Section Committee a term of office of two years in accordance with TGWU practice. The changes are underlined and references to Regions currently in lines 4, 5 & 6 have been removed.

Additionally, also to follow TGWU practice, it is proposed to change the word 'Branch' to 'District' throughout.

PROCEDURE FOR CANDIDATES 1987

Rule 10(b). **EXISTING MEMBERS** must indicate their intention to stand for re-election at least 10 weeks before the Annual Conference *ie* 9th September.

Rule 10(d). **NEW CANDIDATES** must be nominated in writing to the Secretary, the notice to be signed by the Candidate and two Ordinary Members of his Branch, at least six weeks before Conference *ie* 7th October.

Rule 10(e). Candidates for the offices of **CHAIRMAN** and **VICE-CHAIRMAN** must be members of the Section Committee and must give notice in writing to the Secretary and must be proposed and seconded by two Ordinary Members of the Association, at least six weeks before Conference *ie* 7th October.

Earlier indication of intent would assist the orderly conduct of Association affairs as would a reasonable assurance that a successful candidate can complete his term of office.

LAST DATE FOR NOTIFICATION OF A RULE CHANGE IS 26th AUGUST.

GAC
3.2.87

Country doctor looking in on an elderly patient and finding him eating a well stacked plateful: "I thought I put you on a diet". "Ays, Oi've jist 'ad me diet. Now Oi'm 'avin me **dinner**".

Obituary

JOHN D W COLLISTER

We sadly record the sudden death of Captain John Collister who suffered a heart attack while docking the *MT Bridgeman* in Grangemouth and, despite a short recovery while waiting for an ambulance, he died on the way to the hospital. John was 58.

John started his sea career in 1947 and served as a Cadet in Lyle Shipping of Glasgow for four years. He then served for nine years with Watt Watts before finishing his sea service as Master with Cory Maritime Ltd. In 1967 he joined the Forth Pilotage service thereby following in the footsteps of his father and his two uncles.

John had a keen sense of what was right and what was wrong both in our profession and in society. He not only took office in many organisations but he worked very hard to improve and record the work of these organisations. He was a founder member and Secretary of the Scottish Guild of Pilots and an active Chairman this year. He was also the Secretary of the Forth Pilots' Association and, especially this past few years, did countless hours of work on their behalf. He was a member of the section committee of the UKPA (Marine) for two years prior to his death. John was also the Chairman of the local SDP party.

Marie, John's wife, died earlier this year after a long and difficult illness and our sympathy is extended to the family.

John was a unique person, a thoughtful, caring and gentle man and he will be sorely missed by us all.

Captain J S KNIGHTS

We learn with sadness that death occurred, at the age of 90, of Captain John S Knights. John Knights first went to sea as an apprentice with Andrew Weir & Co in July 1912, at the age of 14, on the four-masted barque *Olivebank*. He then transferred to their steam vessels and was on the *Lucerio* until May 1915 when he was promoted 3rd Mate of the *Jeseric* when only 17, where he stayed for two years and spent the rest of the war on the *Kasama & Karroo*.

After the armistice he joined the *British Isles* as 3rd Mate and was promoted 2nd Mate during the voyage. He joined the Anglo American Oil Co in May 1920 and then served on the *Genesee*, *Saranac*, *Kennebec* and *Potomac* before returning to the *Saranac* again as 1st Mate, and then stayed there to eventually become Master. In those days the *Saranac* was one of the largest tankers afloat. He then spent a short time on the coast before becoming a River Thames Pilot in 1930. He was one of a number of pilots who transferred to the Clyde in 1941 but returned to the Thames in the middle of that year.

He was choice pilot for Blue Star Line & Royal Mail before retiring due to ill health, his last ship being on the night of the floods in 1953. He was always interested in sport having played football when younger and was, at one time, a vice-president of Gravesend FC. He played bowls before taking up golf and was a member of the Mid-Kent Club until he and his wife Vera moved to be near the families of their two sons who are both pilots stationed at Harwich.

PILOTAGE COMMISSION REPORT

The membership of the Commission, with the exception of John Elphick, a retired auditor who was appointed on 29th July 1987, and whose appointment is until 6th November 1989, remains the same as it was this time last year, and is as follows:-

J P Davidson, CBE	(Chairman)
G S C Clarabut, DSO, DSC	(vice Chairman)
R A Channing	(Ports)
J O Elphick	(Independent)
B I Evans	(Pilots)
H Frith	(Pilots)
D G James	(Pilots)
W E Kirkbride	(Shipowner)
P A Lacey	(Ports)
H L Leitch	(Shipowner)
Captain P F Mason, CBE	(Pilotage Authorities)
Captain V A Sutton, MBE	(Ports)

Alasdair Channing and David James were re-appointed on 14th May, but their appointments are only effective until 18th November 1987, the date on which, with the exception of John Elphick and James Davidson — whose appointment also runs until 6th November 1989 — the appointments of all other members cease. It is axiomatic, of course, that Davidson's and Elphick's appointments will cease at an earlier date should the Secretary of State, in the terms of Section 26(1) of the Pilotage Act 1987, decide that the Pilotage Commission will cease to exist before 6th November 1989.

On 25th September the Department wrote to the UKPA(M) seeking to reduce membership of the Commission, to which we responded on 9th October, copy of both letters attached. At the time of writing (3/11/87) the Department had not responded to our letter nor, so far as we know, had any reappointments to extend beyond 18th November.

At present the Commission is primarily engaged in the winding up of the existing pilotage organisation as outlined in Sections 24, 25, 26 and 27 of the Pilotage Act, 1987, and will in due course be involved in the operation of Section 28 — "Pilots' Compensation Scheme".

Since the Autumn of last year the following is a summary of the Commission's activities:-

1. 1987 Provision of Funds Scheme set at ¾% until March 1988.
2. Lists of charges
 - a. October 1986 — Belfast — objection from Belfast pilots to increased pilot boat rates overruled.
 - b. July, 1987 — Boston & Spalding — objection from GCBS partially upheld new list calculated by the Commission and authority instructed to apply it as their calculations inaccurate.
 - c. July, 1987 — London — objection from GCBS to increase in charges overruled.
3. Byelaws

December 1986: Liverpool pilotage certificate fees; GCBS objection. Pilotage Commission advises Secretary of State to overrule and confirm byelaws.

(Continued foot of next page)

TECHNICAL SUB-COMMITTEE

Report to Conference 1987

The Technical sub-Committee has met twice at Transport House since last year's Conference, and remains at a strength of seven, plus representation from the Section Committee, the IMPA Technical Committee (by invitation), and Europilots. The RNLi Research and Development Officer, unlike last year, was able to attend the afternoon session of the September meeting.

Again this year, the Technical sub-Committee has dealt with much correspondence from the Department of Transport, with their Nautical Surveyor, Captain Struthers, consulting pilots on several important matters:

- a) Polypropylene side-ropes for pilot ladders — following recommendation to the Section Committee, the use of polypropylene for pilot ladder side-ropes was approved, and the Department notified. Subsequently the Department has issued a suitable memorandum to Surveyors and, in January 1987, the Technical sub-Committee received copies of letters from the three UK approved manufacturers

July 1987: Belfast ETA byelaws
GCBS objection
Pilotage Commission advises Secretary of State to overrule and confirm byelaws.

September 1987: Milford Haven pilotage certificate fees; GCBS objection.
Pilotage Commission advises Secretary of State to overrule and confirm byelaws for both Milford Haven and Fishguard.

4. Section 21 Declarations presently in force for:-

Tyne	Liverpool	Poole
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Declaration for Gloucester removed at the request of the Authority.

Declarations refused for Belfast, Clyde, Peterhead and Yormouth.

5. Contingency Fund

- (a) No claims made
- (b) Deed of Variation made by Trustees to wind-up the Fund on the Appointed Day for the coming into force of Part 1 of the Pilotage Act, 1987

6. Pilot Boats

Draft training syllabus re-written by Pilotage Commission sub-Committee — now with Department of Transport for consideration.

B I EVANS
3rd NOVEMBER 1987

confirming the availability of the approved ropes, with recognition of the need for the correct braided polyester or bitumen treated nylon plaited seizings.

- b) A L Don type DJM-2 pilot ladder — though granted UK approval in August 1986, the Technical sub-Committee sought further clarification about possible damage to the side-rope lay by the stainless steel clamping bolts. The Department quickly contacted the American manufacturers. Photographic and written assurance were received.
- c) "Injection Moulders" HDP Pilot ladder steps — following no further progress from the manufacturers, the Department has withdrawn its approval — from a pilot ladder step never accepted by the Technical sub-Committee.
- d) The Technical sub-Committee discussed and replied to the Department on
- 1) The 1987 Draft MS (Pilot ladders and Hoists) Regulations, which are a much improved layout to the 1980 Statutory Instrument no 543, also amended to clarify the responsibilities of the owner and the master in providing safe means for pilots to embark and disembark from ships — the only technical change being the requirement ensuring that the securing arrangements are at least as strong as the side-ropes, to reduce the risk of the pilot ladder carrying away.
 - (2) The United States proposed revision of SOLAS 74 Reg V/17, in which several of the proposed changes seemed unnecessary, only leading to further confusion and uncertainty, eg "the steps of the pilot ladder to be a bright orange color in order that the ladder be more visible against dark colored ship hulls."
 - (3) The review of SOLAS 74 Reg V/17 by the IMO sub-Committee on LSR — a working group that met in June 1987. In addition to the considerable input from IMPA, the Department sought comment from the UKPA (Marine) on the paper LSR 19/WP2.

In addition, in correspondence with the Department of Transport throughout the year, the Technical sub-Committee have repeated the problems with the pilot ladder/accommodation ladder rig, the difficulties with reduced crews, and have approved the incorporation of Resolution A275 (viii) — pilot hoists, and Resolution A426 (xi) — accommodation ladders, in the revised Reg V/17 in order to make them mandatory.

Despite UKPA (Marine) Technical matters being sent, no correspondence has been received from the EMPA Technical Committee, and a further effort has been made to establish some rapport.

A high degree of liaison has been maintained throughout the year with the IMPA Technical Committee, and the presence of the Chairman, Gerald Coates, was welcomed at the September meeting. A succession of IMPA Notices has been received, some needing dealing with, on a UK basis:- namely, the Quay Protection questionnaire, the Ship Behaviour in Narrow and Shallow Channels questionnaire, and the JPA proposal on the Unification of ARPA symbols. Contributions for an International colloquium on the teaching of English in Marine Operations, and the forthcoming Bridge Design conference in Oslo were also given from the Technical sub-Committee.

The Technical sub-Committee totally agrees with the Section Committee's wish, that in the interests of our profession, we should be represented at appropriate and worthwhile seminars. Ron Cashin represented UK Pilots at a one day conference in July 1987 on Technology and Manning in the 1990's — being the only pilot present, and finding that as is becoming usual, the practising mariner is barely represented. To date, a one day seminar dealing with Navigation and the Human Factor will be attended by Ian Stirling, in December 1987. Other future seminars are to be dealt with.

UK SAFETY OF NAVIGATION COMMITTEE

6th January 1988

The above committee meeting was attended by two pilots on behalf of the UKPA(M), Peter Russell and myself (Ron Cashin).

The importance of this committee to pilots is that it is the final stage in determining UK policy on all maritime matters prior to submission to IMO after which any change takes many years to implement.

The record of pilots over the years in representing the views of all nautical practitioners has been excellent. It is unfortunate that more active masters cannot be present, but this has the effect that the professional and responsible contributions from pilots are particularly welcome in the Dept of Transport who are responsible for putting the UK view to IMO.

The Technical sub-Committee maintain representation on the important UK SON Committee, The UK Efficient Ship Programme, the Advisory Committee on Maritime Technology, and the Working Group on Electronic (Digital) Charts — to which Peter Russell has prepared a paper, "A Mariner's View of the User Requirements of the Electronic Chart and Electronic Chart Display and Information Systems (ECDIS)". All these committees have been without a meeting this year, to date.

Contact has been continued with Sea Safe All-Weather Wear Ltd who, at the request of the Technical sub-Committee, are looking to modify the lifejacket hood with a possible splash-guard. Following a recent article in the Sunday Times on recovery methods with a modified lifejacket, the Robert Gordon Institute of Technology in Aberdeen has been contacted.

Following a request from the manufacturers, the Crewsaver "Hotbelt" was tested during the winter 86/87 at five pilot-services, and the Technical sub-Committee subsequently submitted an appraisal and suggested improvements. Again, at the request of the manufacturers, Mike Irving went to Plymouth in March and "over the side" tested the "Matesaver" — a device for both retrieving and holding an overside casualty and also, in conjunction with a davit, being used to lift a casualty on deck. Matesaver have since corrected problems with UV degradation of the flexible bend, and notified the Technical sub-Committee.

At the request of the UKPA (Marine) Pilot Boat sub-Committee, the Technical sub-Committee dealt with the Suggested Syllabus for Training of Pilotage Craft Coxswains/Crewmen. John Brown, as a member of both sub-committees, has submitted the Technical sub-Committee's views for inclusion in *The Pilot*.

The Technical sub-Committee welcomed Stuart Welford, the Research and Development Officer RNLI, to the afternoon session of the September meeting. Widely ranging subjects of common interest were discussed, from vibration, noise in confined space, hull impact tests to bollard pull, fendering, osmosis, FRP fast carriageway boats and Selnat usage. Mike Barratt has agreed to act as the linkman between the RNLI and the Technical sub-Committee, and will follow up all important points and present a full report at a later date — a copy of which will be submitted to *The Pilot*.

C M Irving, Chairman, Technical sub-Committee

It should be mentioned here that Commander Paton, who has presented many of the subjects for discussion with great clarity for the last 28 meetings, is leaving the committee and I am sure all the pilots who have known him will wish him well.

The agenda for this meeting involved 37 subjects and some 200 pages of typescript. This report is therefore confined to those subjects which might directly affect UK pilots.

The chairman particularly thanked Peter Russell for his paper on 'Electronic Charts' which has become the definitive UK work on the subject.

The following decisions were reported from the sub-Committee on Safety of Navigation at IMO. (To be submitted to the Maritime Safety Committee and thence to the IMO Assembly.

1. The nautical mile and knot will NOT be replaced by SI units (kilometres etc.)
2. Amendments to Regulations for Preventing Collision at Sea as supported by the UK were all accepted except changes to rule 10D. Note: These will of course be published well before implementation.

The following change to separation zones are now UK policy:

- | | |
|------------------|---------------------------------|
| 1. Chicken Rock | Total removal |
| 2. North Channel | Removal of Inshore Traffic Zone |
| 3. Off Casquets | Amendment of ITZ. |

Dover Strait: The present IMO recommendation that a four meters static underkeel clearance is sufficient is now, after research by the DTp, thought to be inadequate. The wording of the amended recommendation will delete figures and draw mariners' attention to squat at passage speed, uncertainties of charted depths and tide levels and the effects of waves and swell from local and distant storms.

Removal of Offshore Oil Installations: The UK policy is now to support total removal in water less than 55 metres deep but to allow partial removal so as not to interfere with navigation (including submarine navigation) or with deep trawling in waters over 55 metres.

IMPA Paper on ARPA symbols standardisation: It was suggested that IMO must work with the International Electronic Committee but although UKSON supports standardisation in principle they have little hope of early agreement.

R C 12/1/88

Overheard at a recent poorly attended, lecture —
 Speaker: Did you tell the members I was coming to speak this evening?
 Chairman: No, but I'll damn soon find the fool who did.

United Kingdom Pilots' Association (Marine)

Local Secretaries

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Aberdeen	William Clark	Aberdeen Harbour Pilots, North Pier, FootJee, Aberdeen, Scotland AB2 1DQ
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