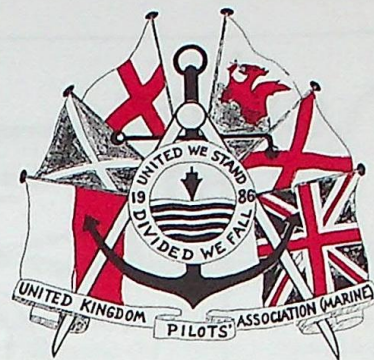


THE PILOT

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

Editorial

The 108th Annual UKPA(M) Conference was held at Chester in December last to celebrate the Centenary of the Manchester Pilots. I am sure I express the view of all present when I congratulate our hosts on a masterpiece of organisation culminating in a thoroughly enjoyable ball at the Moat House Hotel. It was good to see so many present and encouraging to find that, like policemen, some pilots are getting younger! Our thanks go to all the Manchester Pilots for a memorable occasion. Would any pilot who took photographs during the event and is willing to have them published please telephone the editor for their inclusion in the next issue.

The Conference itself was lively even if so many of the subjects under discussion had been debated for decades past, especially Pilotage Exemption Certificates and the *bona fide* Master and Mate problem, which was supposed to have died with the 1913 Act, proving government failed miserably to bury it. What was new was the decision to have a referendum on the IMPA issue. The word referendum strikes fear into the British, yet it was the British political and legal system which first proclaimed government by the people, for the people. If any organisation purports to be in existence on behalf of its members, each and every one, then on an item which definitely relates to every member - such as the membership of IMPA - a referendum seems fair.

Although it is true a precedent has been set, I do not subscribe to the view that it will mean a plethora of referendums on every contentious issue, nor does history confirm such a view internationally. A referendum when all is said and done is a ballot. Ballots, it seems, we have been happy with.

If membership knows the unbiased facts then the question asked in any referendum need present no problem to the individual, whom the Section Committee can implicitly rely on to stand by the result.

It remains for me to wish you a Happy New Year and encourage you to keep supporting *The Pilot*.

John Godden

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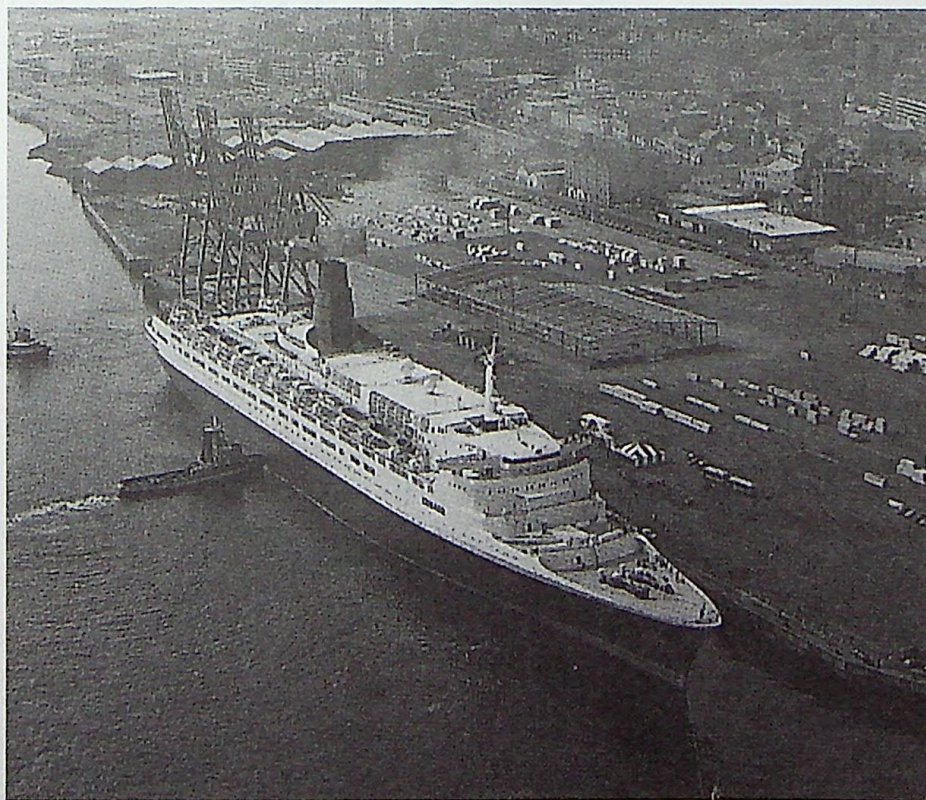
Feature

The River Clyde

To most people the Clyde is synonymous with Glasgow. This is not truly so as Clydeport today encompasses an area of 450 square miles of the River Clyde, its estuary and sea lochs, containing the ports of Glasgow, Greenock, Hunterston and Ardrossan which together provide superb deep water berthage and facilities for

handling all manner of vessels and cargoes.

History ~ Glasgow dates back to at least the 6th century when St Kentigern, the patron saint of the city, lived there for several years and built a small wooden church on the spot where Glasgow Cathedral now stands. Under the care of the



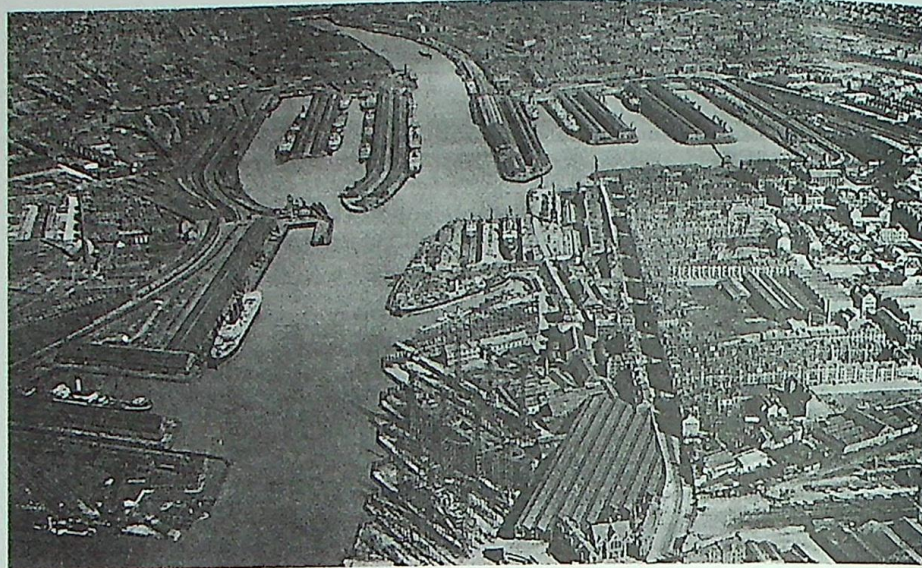
The liner Queen Elizabeth 2 berthing at Greenock Terminal.

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vessels were built. Without the deepening of the river it would have been impossible to launch ships. There was a problem in the need for sharp angling of the launch ways because of the narrowness of the river and great care had to be, and still has to be, taken to bring the newly floated hull to a halt. Bends in the river were used to increase launching lengths and the mouths of the rivers Kelvin and Cart attracted builders, the latter used by John Brown's for the launch of the "Queens".

Yards were located from Rutherglen to Campbeltown, but were mainly in the Glasgow - Port Glasgow/Greenock area. Coal, iron and heavy engineering gave the foundation, boosted by the development of steam navigation and the craftsmanship of the workforce. How many shipyards there were cannot be counted, but in the 1950's there remained approximately 20 between Glasgow and Greenock. Today there are but 3 shipyards - the former Fairfield Yard, now known as Kvaerner Govan and specialising in chemical carriers, but hoping to diversify: GEC Yarrows which builds only naval vessels but is also hoping to diversify and Ferguson's of Port Glasgow, which still concentrates on small specialised vessels - tugs, ferries, supply vessels etc. and has a healthy order book. The former John Brown's at Clydebank is now owned by UIE a French company and builds modules and jackets for the oil and gas industries.



An aerial view embracing Queen's and Prince's Docks and Graving Docks.

Naval Presence - In 1967 a Dockyard Port was established, incorporating the Gare Loch, Loch Long and the Holy Loch. Faslane, in the Gare Loch, is the base for the Polaris and Trident submarine fleets. It has a floating dock and ship-lift facilities. Coullport, in Loch Long, has the missile loading and unloading facility and at Glen Malin, further up the Loch, there is a jetty for the discharge and loading of explosives, which are stored in the surrounding hillsides. The Holy Loch was, until recently, the base for the US Polaris fleet of submarines, complete with floating dock

and depot ship. Due to the increasing range and sophistication of the submarine fleet, this has now been withdrawn, although the Dockyard Port remains. Admiralty pilots are used in these ports.

There are two NATO oil storage facilities, one at Loch Striven and one at Campbeltown, both of which are serviced by Clyde pilots.

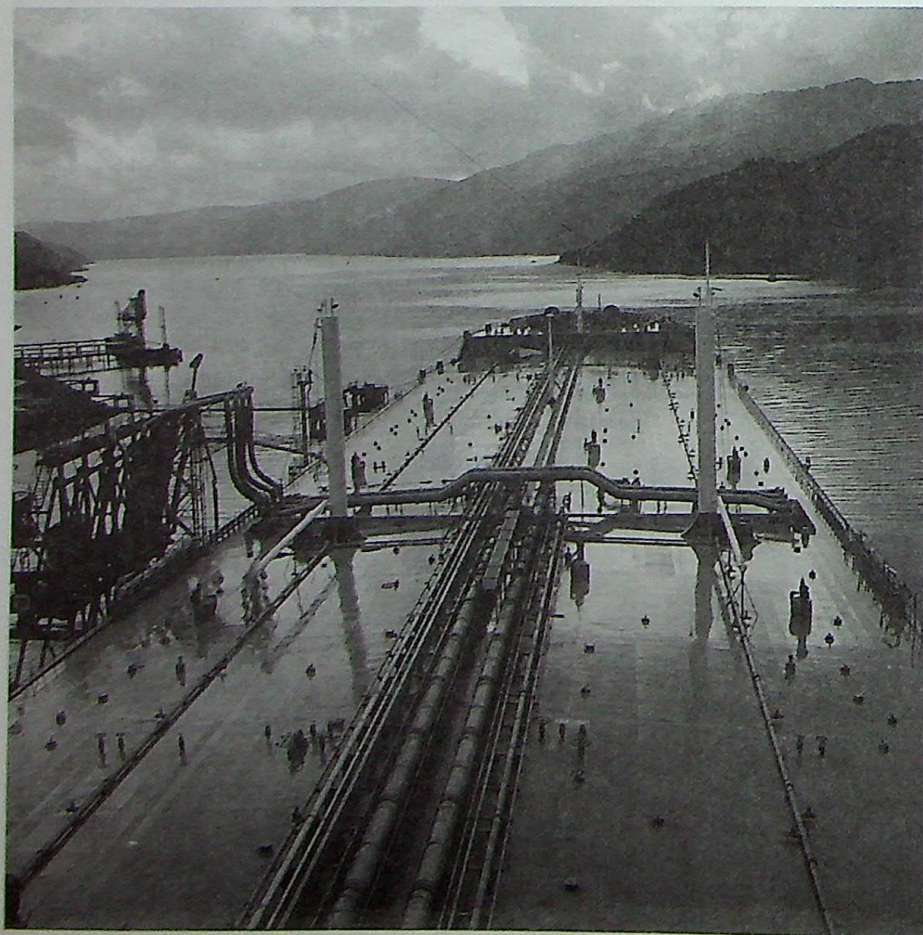
Pilotage - According to the first entries in the "Record of Licensed Clyde Pilots 1826 - (present day)", licenses were first issued on 1st November 1826 by the Clyde Pilot Board. In 1829 there were 29 pilots licensed from Newark Castle to Glasgow. In 1859 the Clyde Navigation Trust was formed, with jurisdiction over this part of the river. Freelance pilots operated west of Newark Castle.

In the early 1900's the Pilot Board jurisdiction was extended to Little Cumbrae Island and upper and lower districts were formed, the dividing line being from Princes Pier, Greenock to Ardmore Point, with the Pilot House being situated on Princes Pier and a Pilot Station established in Glasgow. A scheme of recruitment evolved, candidates required to hold a Master FG Certificate and to be under 35 years of age. Those selected from a short list started at Greenock and moved thereafter to Glasgow, after some 15 years.

Following the 1913 Pilotage Act pilotage became compulsory from Cumbrae Island for all vessels carrying passengers.

In the 1914-18 war the pilot station moved to Gourock, reverting to Princes Pier at the end of that war.

In 1920 the Clyde Pilotage Authority was established and remained until 1988. It consisted of 11 representatives of ship-owners and local councils, 3 pilots and the Pilot Master. Bye-laws were enacted for the efficient operation of the Service. The compulsory pilotage line altered to a line from Gourock to Kilcreggan and in 1923, due to accidents, the pilot station moved to



Aurelian leaving Finnart after discharging 225,000 tons of crude

Gourock, where it remained until 1988.

In 1988 the pilots, who until then had been self-employed, opted for employment under the Clyde Port Authority, now Clydeport plc, the CHA. They operate from home and are called as required. If you have read Conference reports you will be aware of their present position.

During the second world war pilots boarded incoming ships off the Isle of Bute, before approaching the boom defence between Dunoon and Cloch Point. Their number was supplemented by pilots from London and Southampton.

Immediately prior to D-Day over 400 ships were anchored in the Forth of Clyde and adjacent lochs. After D-Day the London and Southampton pilots returned to their stations, where their services were in great demand.

Following the war, the number of pilots slowly increased until 1967, when there were 56. Inevitably, with the advent of containerisation and the subsequent decline of the liner companies, trade disappeared from the river. Membership of the EEC meant that we were on the wrong side of the country, increasing airline traffic spelled the demise of the regular passenger ships, notably Cunard and Canadian Pacific and as the traditional North Atlantic traffic fell, or moved to other ports, pilot numbers fell. It was perhaps fortunate that numbers decreased naturally as trade declined.

The increasing size of tankers helped to ease the problem. Finnart could cope with the largest ones and experienced a boom period, with tankers which were too deep-draughted to enter some of the major ports, lightening there. In 1982 the Universe Kuwait of 325,000 tons and drawing 82 feet berthed there. The 1974 oil crisis saw tankers coming to the Clyde to berth alongside each other while under way. This took place on a run from Ardrossan to the lower end of Loch Fyne and a world record for the time was established when pilot EC Ramsay berthed the Shell tanker *Nica* (879ft) alongside the Norwegian tanker *Berge Istra* (1125ft) with pilot AJ Morrison aboard.

In 1981 trade was particularly poor and the situation was eased somewhat with the secondment of six pilots to Saudi Arabia, where they helped establish the new port of Yanbu, on the Red Sea, some 200 miles North of Jeddah. They remained there until 1984, by which time there had been a revival in traffic. Their return was also offset by a natural decline in the numbers.

In 1988 nine pilots took voluntary early retirement and the remaining 16 transferred to the Clyde Port Authority. Numbers have since been allowed to fall and in August of this year there were only 11. Two have since been authorised and a further two are in training, which will bring the number to a viable 15.

Deep-sea - The Clyde Pilotage Authority were able to examine and license their pilots for Deep-sea Pilotage Certificates, indeed, it was required of all new entrants that they be examined for the license from Cumbrae to the Smalls, including the Bristol Channel. Clyde pilots were appointed as appropriated pilots to the shipyards of Cammel Laird, Vickers-Tyne, Vickers-Barrow and Harland & Wolff, of Belfast. As with the Clyde shipyards, the pilots signed on as Master and took the ships on trials. Deep-sea pilots were supplied until 1988 and pilots are still supplied to vessels coming from outside shipyards to run the Arran measured mile.

Today, pilotage is compulsory from Cumbrae for vessels over 120 metres in length, all vessels carrying passengers and vessels carrying dangerous cargo.

In the upper district it is compulsory for vessels over 60 metres and vessels over 80 metres berthing in the lower district must also take a pilot.

The Record of Licensed Pilots makes interesting reading. According to the local directory for 1832, 9 pilots lived in Gourock, one of them was a grocer and two were vintners (publicans). Section 48 of the 1913 Pilotage Act forbade pilots to keep premises selling intoxicating liquors, tobacco or tea.

Pilots worked into their seventies and several finished up in the Asylum. The most notable of these was committed by his wife in 1903. He was released under Sheriff's instructions in 1904 and resigned in 1906. In 1907 he shot the doctor who had had him committed and was sentenced to seven years penal servitude. He died in 1921.

Over the years the position of Harbour Master has on occasion been held by a former pilot.

From a history of 170 years, anecdotes and characters abound. In 1942, King Haakon of Norway was to launch a ship from Barclay Curle's Yard. Bye-laws require launch flags to be displayed 15 minutes

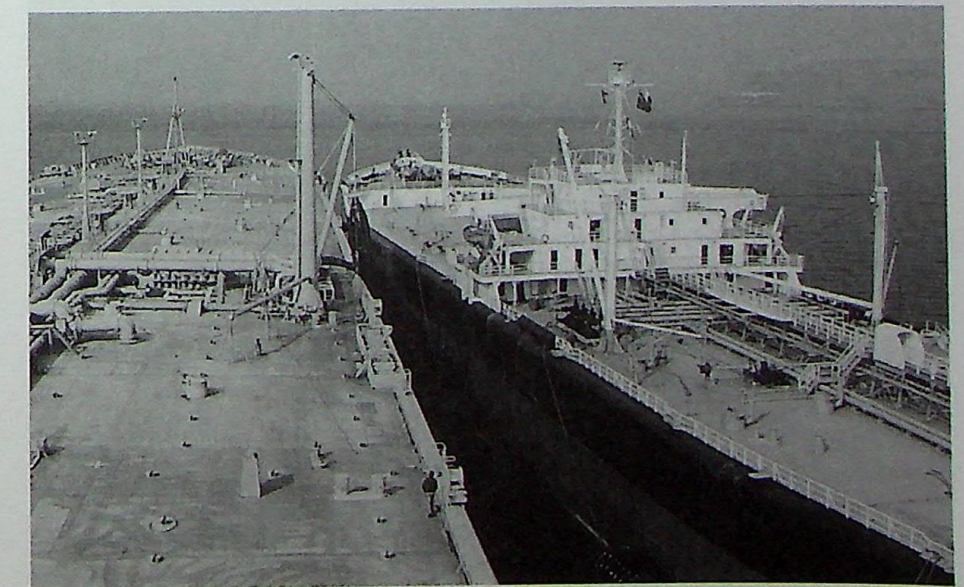
before the launch, from the stern of the ship and from boats in the river, upstream and downstream. It was a very wet and misty day and, in order to avoid having the King get unnecessarily wet, a manager decided to launch the ship 25 minutes early, without advising anyone. A Blue Funnel ship coming up-river, which would have been clear had the schedule been adhered to, collided with the newly launched ship and its pilot was immediately suspended. At the subsequent court case the pilot was completely exonerated.

During the war pilot JC Munro specialised in grounding badly damaged ships for temporary repairs, prior to moving up to Glasgow.

Of all the pilots, Murdoch Mackenzie was one of the most remarkable. When Master with Glen & Co. in 1928 he drew up plans for a combined oil and ore jetty at Hunterston. The plans were rejected at that time. In 1979 the Hunterston Ore Terminal was opened exactly where he had specified. Prior to the war he was appropriated pilot to the Anchor Line and used to take their passenger vessels for cruises up the West Coast. Every year he had certain crofts supplied with white paint to make them more visible as navigation marks. He suffered a back injury and in retirement kept a pilot ladder from his bedroom window, for exercise.

The Clyde today would be unrecognisable to a visitor from some 25 years ago. The shipyards have almost all gone and the Glasgow docks closed but, as always, one must hope for the future. Traffic is increasing, albeit in smaller ships, passenger liners are returning and a new oil berth is being built in Rothesay Dock. There will we hope, still be pilots performing their duties in 2026, 200 years on.

D Campbell, Clyde Pilot
Thanks to EC Ramsay and R Pollok



Shell tanker berthing alongside VLCC Richard Maersk - oil crisis 1974

Chronicles of a Pilot's wife

Dear Mum,

It was smashing to see you over Christmas and even nicer to have an extra pair of hands to help with the washing-up!

I hope you didn't take Jim's mother-in-law jokes too seriously on New Year's Eve. You started to look a little flushed as he trotted out the old "she's parked her broomstick outside" jokes for the umpteenth time. As soon as he hits Dutch Geneva, this rather unpleasant Jekyll & Hyde character surfaces. Would you believe he keeps trying to persuade me to make an appointment to see the doctor about going on HRT? I'm not sure if this is his way of telling me I'm over the hill, or he thinks a few shots of the wonder drug will have me gambolling like a spring lamb. Anyhow, you know he's devoted to you really - he just has a bitter and twisted way of articulating it!

Carla and I have had the place to ourselves this week and it's been bliss; Jim was away at the pilots' conference. By the way, he said your Christmas present to him came in very useful, whether he was referring to the novelty light-up swivel bow tie with matching cuff links, or the lime green Kiss Me Quick boxer shorts - I can't be certain! He tells me they all worked very hard at conference and covered a lot of important and interesting topics. Pull the other one, I know it's all just an excuse for a colossal binge.

It was sweet of you to offer to have Carla so I could go down to the conference dinner, but I'd already imposed upon your time enough and coming so soon after the hectic Christmas socialising period, the thought

of squaring up to yet another turkey dinner made me feel quite nauseous. To be honest, it's nice for we girls to have the place to ourselves for a while.

No phone calls in the early hours, no uniform shirts to wash and iron, no ruined meal-times or moans of "how do you expect me to go to work on that?" when confronted with a healthy plate of salad and no having to lip-read through East Enders because his VHF set is blaring out on the lounge coffee table. Do I sound like a disenchanting pilot's wife? Tough.

Talking of the New Year, we've all made our resolutions for '96. Mine is to win the lottery at least once, Carla's is to catch the eye of the rather dishy (her words not mine, I've never seen the lad) Michael Pickles in Year 8 (he's a Mark Owen lookalike, apparently and before you ask, he sings with 'Take That' - Mark, not Michael and before you ask who 'Take That' are just try and keep up mother. Call yourself a caring grandmother!)

Jim's resolution is to get fit and lose weight. He's been persuaded, press-ganged more like, to join the service's football team and they train at the leisure centre every Thursday night. Actually I think the young pilots who got the team together, were just trying to make up the numbers because honestly, Jim's no Ryan Giggs, more of a Norman Wisdom.

He comes back from training each time, red in the face and aching all over - and then tries to persuade me to rub liniment into his aching muscles. Who does he think he's kidding? I tell him to go take a cold shower.

But we all agree he needs to lose weight

and get fit so that this football business won't be the death of him, although he's forever telling me that what with his pilot's pension and insurance policies for this, that and the other, he's worth more dead than alive, so maybe I ought to encourage extra training (only joking! - sort of). At his last medical the doc told him he was carrying a couple of excess stone around with him which prompted me to crack my favourite joke - how do you get rid of a couple of pounds of ugly fat? - cut off your head! It creases me up but Jim's not amused. Before his next medical he's got to make an attempt at dieting.

This was brought home to him forcefully the other night. Climbing a ladder to board a ship there was an almighty rip and Jim's nether regions were exposed to the elements. Thank goodness he wasn't wearing those Kiss Me Quick boxers! He had to spend the rest of the evening walking backwards and more than a few eyebrows were raised, although I can't see why. A funny lot these sailors.

Sailors' wives are a funny lot as well, as I'm about to find out. A Pilots Wives' coffee morning is going to be launched, with a bunch of us getting together every few weeks at each other's houses to have a good gossip, hopefully a pseudonym for a general bitch about the menfolk! It was Sonia's idea. You must remember her. She was at the New Year's Eve bash - rather glamorous, in a Katie Boyle sort of way. Blonde hair, tombstone teeth, a laugh like a grounding tanker and a backside like a stampeding buffalo. She's married to a wimpish pilot called Kevin. He spent all evening guarding the fruit punch like a milk bottle monitor at primary school, I don't imagine you remember him. What she sees in him I'll never know. Anyhow, the first of these get-togethers is at her house next week, so I'll let you know how we get on. Actually I'm rather looking forward to it in a twisted sort of way. I'm not usually very good at these all-female get-togethers. I'm bound to open my mouth and put my foot in it in some major gaffe way, but I wouldn't be me if I didn't, would I!?

Better go and bake some scones, or something. Will write soon.

Lots of love,

Julie.

REMEMBER

It is in your interest if involved in any accident or injury, however trivial it may seem at the time, to inform your insurers within 30 days.

A Trip to Portugal Part II

—by Roy Dench—

This, of course, was Keith and Kenny's first foreign trip and I think they found it quite exciting. Fortunately the weather was kind with light airs and occasional showers. At 1115 we were approaching the SW traffic lane and by 1230 were clear of the NE lane and felt we could relax a little. All the equipment was working well and we made a good landfall at the Casquets at 1420 followed by Les Hanois Lighthouse at 1635 and the Plateau des Roches Douvres at 1820. Between Plateau des Roches Douvres and Grand Lejon Lighthouse the weather steadily deteriorated with the wind increasing and rain pouring down, making life even more difficult for Tim as he took the wheel on the flying bridge for our approach to Portrieux.

At 2018 we had Grand Lejon Lighthouse on our port beam and were on our final approach to our destination. It was getting dark by now and we had our first experience of approaching a strange port at night. Tim had to con the boat from the flying bridge, but apart from speed and depth gauges and the helm indicator, all the navigating instruments and chart table were down below, so I took up my position down below and called up information to Tim on the intercom. We had a very comprehensive folio of Admiralty charts covering the UK to Gibraltar, but of course most of these charts lacked detailed approaches especially of ports not used by commercial shipping so we were extremely cautious in our night approaches. Our Cruising Association handbook (written by yachtsmen for yachtsmen) with small chartlets of practically every port between the Baltic and the Med proved invaluable on this occasion as on most others.

At the entrance to Portrieux, although it was 2145, we were met by a young man in an inflatable who guided us to our berth and helped us to moor. Although probably the most expensive place we called at, it was certainly one of the best run and even at that time of night an adaptor plug was available so that we could plug into the shore mains supply. On a boat like *Eccentricity* with all its electrical equipment this adaptor plug is almost essential, but it is difficult to be sure of having the correct fitting as not all Continental marinas have the same socket.

We were berthed at 2200 and, ever the optimists, went ashore to see if we could get a meal. What a hope! Everything was closed or closing so we returned to the boat, cooked a meal and turned in.

Looking at the chart, Portrieux looks rather off one's direct route but it had been selected by Tim and Keith as being the only place in the area which offered bunkering facilities and was accessible at any state of the tide, day or night. The next morning we moved to the fuelling berth at 0740 (all times in this record are BST) and took 820 litres of diesel. When Keith went to settle the bill he had a nasty shock. Yachtsmen in France now

pay full garage prices for diesel making a gallon £3 approx as compared to an average of £1 in England. The distance from Lymington to Portrieux is 145 miles so you don't need to be all that good at sums to see that at about 11½ knots it had cost a bit over £4 per mile. We were quite subdued as we let go at 0845 and set off for Brest and another 1,250 miles approximately to Lagos.

We were to find that we could never get away as early as we would have liked mainly because of waiting for the fuelling berths to open at the local time of 0900. It was quite annoying to see all that good daylight going to waste. Telephoning, buying bread and other essentials like ablutions were not usually a problem, but bunkering, especially as we took so much at a time was always our main worry.

Nevertheless this leg from Portrieux to Brest was one of our most pleasant runs. We had good weather, ie. easterly wind force 2 to 3, Baro 1012, steady, good visibility and only a low swell. We enjoyed seeing some of the spectacular NW Brittany coastline and had an exhilarating run through the Chenal du Four with a 4 or 5 knot tide under us, carrying us out into the Rade de Brest. Brest harbour was abeam at 2045. Once again the light was failing and our approach to the Marina was possibly the worst we experienced making us regret the delay in leaving Portrieux. But, adopting the same procedure as before, we made our way to the Marina approach after passing a spurious oil rig to the east of Brest Harbour caused by a combination of an extremely large radar echo from a South Cardinal buoy in line with a galaxy of red lights on the eastern shore. Fortunately the visibility was excellent and, after identifying the Occ.2 Red buoy "Moulin Rouge" we altered 80 degrees to port up a very narrow channel between drying banks and made out the Marina on our port hand. At 2100 we entered the Marina and by 2115 were moored up on the outer Mole just astern of a big Irish ketch. All of us went up to the Marina bar, had a couple of beers and went back aboard to cook a meal and then go to bed. Portrieux to Brest 135 miles approx.

On Thursday 1st Sept. we were up bright and early and at 0645 we left the Mole for the fuel berth and took 717 litres of diesel before

departing at 0800 for the small port of Crouesty situated near the entrance to the Bay of Morbihan. The marina entrance was cleared at 0805 and various courses set to take us down to the Raz du Sein.

We had encountered a moderate Atlantic swell as we came through the Chenal du Four but it soon became apparent that the size of the swell had increased and that its northwesterly direction was going to make steering very difficult on our southerly and southeasterly courses.

At 1120 we passed through Raz du Sein which was very interesting as none of us had been there before and then at 1330 we had the Pointe de Penmarche on our port beam. By this time a very heavy northwesterly swell had set in with the automatic steering quite unable to cope due to the yawing of the boat, which also rendered cooking almost impossible because of our unbalanced stove. Tim managed to produce some highly imaginative and appetising sandwiches in these trying conditions and Kenny could be depended on for tea and coffee.

Tim and Keith in their pre-passage plan had picked Port du Crouesty as our overnight stop because of its ease of access and abundant facilities, but, unfortunately, it faces Northwest and we considered that it would be imprudent to enter in the dark with a very heavy swell in the narrow entrance.

We accordingly altered our plans and headed for Port Haliguen on the eastern side of the Quiberon peninsula which would give us a lee shore and save an hour's steaming. It was a good choice as we arrived at 2000 whilst it was still daylight, moored up and went up the road for a meal. None of us had been there before by boat but by a coincidence Keith and Kenny had stayed there once on a camping holiday. It seemed a nice little place and we would have liked to stay there a bit longer but, as we were hoping to make Lagos on Sunday 11th September, we did not have too much spare time.

It was obvious that the original plan of steaming through the day was not going to work, mainly because of the time we were wasting every morning waiting for the fuelling berths to open which in turn made us late at our next chosen port, arriving at a strange port in the dark with no large scale charts of the approaches and too late to bunker either the boat or ourselves!

We changed our course of action here and decided to put in a couple of night runs to enable us to keep up to schedule. The weather up to now had been rather grey anyhow, so our ideas of motoring along, sitting in bright sunshine on the flying bridge had not materialized.

It was here at Port Haliguen (where the only berth for a boat our size was RESERVED, but we used it anyway) that, in our dash to get ashore, we forgot to turn the engine blowers off, which was the start of battery problems which were to plague



All in a day's work for John Nicholls in the Isles of Scilly.

us for the rest of the trip. Fortunately the engines started on the emergency battery.

We left Port Haliguen the next morning at 0820 after having taken 562 litres of diesel. The wind was light NNW, Barometer 1028, heavy swell on our starboard quarter and, after an uneventful passage entered the Marina at Les Sables d'Olonne at 1700. It was here at Sables d'Olonne that a bit of tetchiness occurred between the crew as how best to berth due to stream and wind. But this rapidly dissipated apres mooring over a couple of Scotches! Considering that we four started the trip unaware of what we would be like to live with in close quarters, we finished our fortnight's trip as remarkably good friends.

We had to run our small diesel generator to keep our batteries charged as an adaptor for the shore supply was unavailable. And if anybody reading this ever goes to Les Sables d'Olonne in a small boat, take my advice and do not moor on a pontoon near the river outlet. The smell is truly appalling. Nonetheless, we had a nice run ashore for a shower, a good meal and a quick phone call home.

At 0720 next morning, Saturday 3rd September, we departed after having battery trouble and difficulty starting the engines. At the time we put it down to being on the reception berth for a long time at low revs the previous day, but later in the trip Keith and Kenny discovered that one of the wheelhouse window wipers was shorting. After this was disconnected we had no more real trouble.

The run to La Rochelle was unremarkable and after passing the Ile de Re at 0920 we berthed in the Marina there at 1200. At 1300 we took 605 litres of diesel and, putting our new plan into action, left at 1430 for a night run to Bayonne. La Rochelle seemed an attractive place and we were sorry not to have more time there. It was there that we met an elderly couple running an enormous Moody yacht on their own. I think it was about 55 feet long. They explained that at sea, once sail was set, they had no problems and that berthing and unberthing was no problem as the boat had a bowthruster!

We had one of our more pleasant runs down the coast to Bayonne with good weather all the way. Lobster pots were a nuisance in the dark, but my main memory is of the scent of the pine forests near Arcachon. One sour note was introduced at about 1800 when we discovered that our GPS satellite navigator was faulty. This really was rather a blow as it put us back on basic chartwork, there being no Decca system in operation in that area. It isn't really a problem for experienced people like Tim and I, but it can be hard work on a lively small craft.

To be concluded in the next issue.

Technical Sub-Committee

1. Maybe it has been as a result of the very good weather we have had this past year or is it possibly because at long last the safety measures the pilots' technical committees have been advocating for years and the safety equipment being supplied to pilots and pilot boats is paying off but I am pleased to say that I do not have the loss of pilots' lives to report to you this year, as a reminder of the constant need for care both before and during transfer. Now, however, is not the time for complacency either by you or by our technical committees.

2. Poor shipboard equipment, lack of training, bad design, over confidence and false economies face us all as we go about our daily duties. The technical committee is constantly examining new equipment and giving advice and trying to maintain the high standards required by the relevant pilot ladder and pilot boat regulations against continual threat, but each one of you is in the front line. You have a personal responsibility to yourself and your family not to take unnecessary risks and a duty of care to your colleagues to ensure you are familiar and able to use the lifesaving equipment fitted to your pilot boats.

3. You are also now able to help your colleagues voluntarily by using RISAP the reporting and information system among pilots to warn those in the next port of possible hazards they may expect but how many of you do? Yes I know, when the job is finished and you are once again on the golf course, it is easy to let the matter go and in any case you think - "is it beneficial for that essential good master/pilot relationship?" Well of course like it or not I think we are going to find that special relationship to be somewhat strained in the future by the statutory requirements of The Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous and Polluting Goods) Regulations 1995 which came in to force on the 31 October 1995 and which are explained in Merchant Shipping Notice M1630. Burdened with even more paperwork the masters I have met in the last few days have not been happy to answer yet another check list. Hopefully masters will eventually realise that as a result of a pilot's report they may be able to have that poor radar replaced or that defect fixed which possibly their owners had been reluctant or slow to do. As long as there is dialogue between the two about the reports the pilot will not become just another spy on board.

4. The UKPA(M)'s Technical Committee has met twice during the year since the last Conference. The committee numbers seven members with even representation between employed and self-employed pilots from the ports of Dover, The Forth, The Humber, Liverpool, London, Southampton and the

Tees. In addition the Section Committee retains an active link through Michael Battrick, whose contribution and support is valued. The Europilots are represented by Ben Masey who is also the committee's representative at the UK's Safety of Navigation Committee. We are also extremely fortunate to have the support and advice of Stuart Welford, Research and Development Officer of the RNLI.

5. The Fortieth meeting of the Committee was held on 27th April at Transport House under the Chairmanship of Mike Irving who after many years of valuable service to pilots with his quiet, enthusiastic and diplomatic leadership was to take early retirement to take up windsurfing seriously! Also retiring was Ian Stirling from Southampton another valuable member with considerable experience who has, I believe, become a consultant.

6. Following that meeting the Chairmanship passed to Peter Russell the former Vice Chairman for a good number of years and John Brown from the Forth agreed to take on the role of Vice Chairman. Gareth Rees joined the committee from Southampton and John Wright joined from the Tees. The full new team met for the first time at the Forty-first meeting of the committee which was held on the 9th November.

7. Following a number of queries and complaints at the 1994 Conference about some of the coats manufactured by SeaSafe All-Weather Wear Ltd (now renamed SeaSafe Marine Clothing Ltd), Mike Irving reported that the complaints and queries had been followed up. He had visited SeaSafe's offices in Chatham Historical Dockyard and had received assurances that the committee's concern about the material being used and the need for an inspection and testing service and illustrative poster would be resolved. The testing and servicing of coats and associated equipment is now being carried out by the company at Chatham.

8. Concerns were expressed at the committee about the non-replacement of pilot lifejackets by some CHAs who after acting upon the UKPA(M)'s recommendations, then saw no further need to purchase further equipment at regular intervals. The Committee in recognising that the degree of wear and tear of protective clothing varies considerably from pilot service to pilot service and in agreeing that the critical factor in the giving of a replacement time-scale was both the life of the lifejacket lung and any length of guarantee given to the material or specific features such as retro-reflective strips, came down in favour of recommending that such equipment should be replaced at periods of not more than 3 years and should be coupled with an

appropriate interim inspection and testing service. Notice of this recommendation was printed in No 242 of *The Pilot*.

9. As a result of the complaints concerning waterproofing, inspection seemed to indicate the problem may well have been one of condensation and therefore two new trial coats were made by SeaSafe Marine Clothing of the latest Milair hydrophilic material lined with Exeat Performance Fabric designed specifically to breathe. These coats have been on trial with the committee since the meeting in April and have proved to be far more comfortable to wear through the hot summer but as yet have not been severely tested in heavy rain or the cold of winter. Fitted with all the additional options the coats have been used in man overboard drills and cleaned successfully and easily after contact with heavy grease.

10. The only problem we have had is as a result of contact with hot embers from the funnel which burnt a hole in one of the coats. As a result of that I asked the manufacturers if we could conduct a fire test on the material and was alarmed to find how easily it burnt although the initial reaction was to melt the material in a rapidly appearing hole. Molten nylon of course can cause severe burns and would do so around the neck and cuffs where the skin is in direct contact with the coat. Realising that in some ports most of the work involves tankers, it was suggested that a fire resistant material might be offered as an optional extra. First indications are that the extra cost would be about £12 per coat.

11. Our recommendations on pilots' protective clothing and those of the European Maritime Pilots' Association deal mainly with a piece of kit that will save a pilot's life should he fall into the water during transfer between ship and pilot boat. The committee is very satisfied with the response of pilots to those recommendations and to the CHAs who have in the main supplied equipment which meets those requirements or is in some cases superior. Proper use of the equipment has already saved life. The last thing we would want to do is to destroy any confidence an individual may have in that equipment or give the CHAs an excuse for not purchasing future coats. The coat and equipment we have now is good and does the job we require of it. Proofing against fire and static electricity for those who require it, are matters which we have not addressed in the past but they are now on our agenda and to that effect correspondence has begun with the MSA and industry.

12. We do not always get it right and I must confess that shortly after I took over the committee part of the instructions on the two SeaSafe Marine trial coats was brought to my attention which because I was at the time under pressure to complete a report for

the editor of *The Pilot*, caused me to immediately issue a warning in the October edition No 243, about the need to completely deflate the lifejacket before using gas inflation to avoid bursting the jacket. I should have gone back through the files where I would have found a letter from SeaSafe explaining that such a warning is a requirement of British Standards 3595 1981 to which the coat was submitted. Fortunately I contacted SeaSafe who were able to issue a Stop Press in the same edition assuring pilots that there was no danger of the lung bursting when partially inflated by mouth and that in fact it had taken seven gas inflators to burst a new lung. It said also that the matter will be fully debated at Conference and that we can do if you still have any doubts you would like answered by David Coe at the end of this report.

13. The committee is of course not in the business of promoting one particular company although it must be said that SeaSafe have over the years really been the only company until now who have listened to what we are saying and been prepared to adapt to our requirements and for that we are grateful. To test the water following my appointment as the new chairman of the committee in April, I wrote to all the UK protective clothing manufacturers I could identify to introduce myself, to send them the EMPA recommendations on protective clothing and enquire whether they were in the market. The response was extremely disappointing, no other manufacturers it seemed were prepared to meet our requirements of building everything in. Most offered what they like to call pilot coats but none were specifically so designed, none were fitted with a lung and therefore they needed to be worn with a lifejacket.

14. Sadly but understandably according to their experiences a number of pilots and pilotage authorities have made what the majority of the committee would consider to be the retrograde step of going back to such a combination with its inherent weaknesses but Liverpool have recently purchased a number of coats from a company called Dan Fellowes of Plymouth which do meet our recommendations and a third company Mainstream (Marine) from Walsall write to say they are currently designing a pilot coat.

15. The committee retains good contact with the MSA at Southampton and through the UK Safety of Navigation Committee. Items currently the subject of consultation are queries from us about static electricity in protective clothing, draft Merchant Shipping Notices concerning the pilot's role in the Merchant Shipping (Port State Control) regulations 1995 and an appeal from the RN for exemption to the pilot ladder regulations to allow repairs to broken ladder treads using a specially designed wooden tread and glue.

16. The debate continues about the advantages and disadvantages of the fitting or retrofitting of sophisticated stern man overboard recovery platforms which ensure a horizontal lift or whether the best solution is one of speed and the vertical lift using a beam recovery system. The committee remain of the common belief that generally speaking, recovery around the stern of a pilot boat could prove most hazardous for the casualty, particularly in bad weather and if the boat's engines are used to maintain position. This view was also held by the RNLI who design their lifeboats for fast midship recover. However, at the last survey more than 50% of pilot boats in the UK were shown to have stern recovery equipment. While it is seen and recognised that pilot boat crews are now receiving good training with that equipment and have achieved fast and efficient times for recovery, such training using real people and not dummies, can only be carried out in good weather to avoid injury to the casualty. The committee would welcome therefore any documentation of actual heavy weather stern recoveries that have been achieved and would suggest that those operating stern recovery boats, take some time to stop their boats in heavy weather to become familiar with the attitude they adopt to wind and weather with the platform in the lowered position.

17. It has also been observed that in fine summer weather the person operating the Matesaver pole to speed the recovery time has neither attached the pole or himself to the traveller. The committee are of the opinion that on a dirty night in foul weather and with a heavy sea running, only regular training and proficiency in use of the traveller will save the casualty and ensure that the person on deck remains on deck and does not also become a casualty. Remember it could be the deckhand who has gone over the side and you as one of the passenger pilots who finds yourself out on deck struggling with the matesaver to recover him. Training for pilots as well as boats crew is in the committee's view essential.

18. This year the committee has further strengthened its liaison with the RNLI and has now been invited to send a member to sit in and contribute to the RNLI - Technical Advisory Group meetings. Pilot boat and lifeboat operation have much in common, high speed, construction, bad weather and 24 hour capability etc. We can learn a great deal from the RNLI and with the considerable experience of Mike Irving who has been attending the meetings to date we have a great deal to contribute.

19. Following the successful trials of the Sea-Marshal Rescue Systems last year on the Tees, systems have now been installed at a number of pilot stations.

20. Representation continues on the

Nautical Institute's Papers and Technical Committee and we are pleased to report that a monograph on the technical aspects of pilotage safety by Mike Irving is to be published by the Institute in January 1996. 21. Looking at training and simulators a visit was made by the chairman to the Manned Model Course and Simulator at Warsash. A comprehensive critique was then produced which was in part we believe helpful to the college. The committee are also looking with interest at the experiences and success being achieved in training and planning by The Danish Maritime for future large ship movements in the port of Dover. 22. Finally, all appears to have been quiet on the EMPA Technical Committee since Mike Irving attended the General Meeting in Göteborg in June, at which we were delighted to report in the No 243 issue of *The Pilot*, he received the EMPA Silver Medal in recognition of his many years of work in improving the safety of pilots.

Peter J D Russell FNI, Chairman

Peter Russell

Peter Russell the Chairman of our Technical and Training Sub-Committee is off sick, recovering from what can only be termed 'good and bad news'.

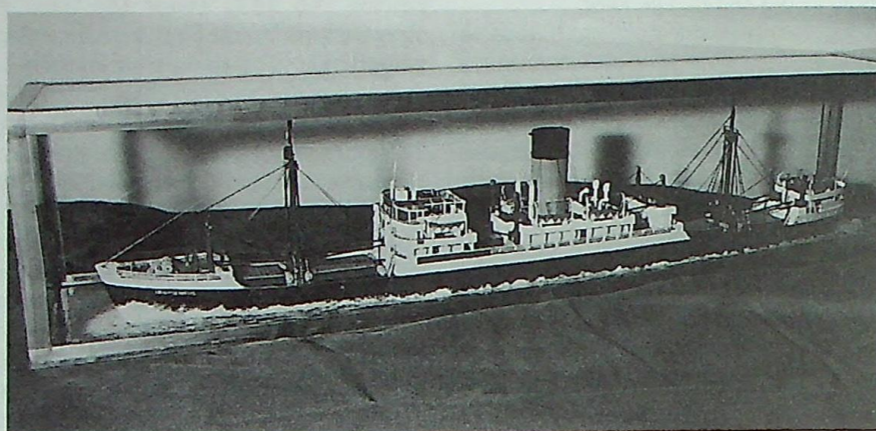
The bad news was that after noticing he felt breathless when disembarking from a ship, Sally, his wife, nagged and nagged at him to see his doctor. Finally an exasperated Peter made an appointment after many dark comments about "ducking stools" being a good idea! The doctor suggested he see a local specialist, the waiting list, however, could be six months.

But Peter is a member of the Health Scheme BCWA, so he saw the consultant in a couple of days, who referred him to Guy's Hospital. Subsequent to his angiogram examination the consultant recommended an immediate operation, so immediate that another patient waiting in the operating theatre was whisked away for Peter to take his place, still fully conscious!

The good news now is that the double bypass heart operation was a success and Peter is out of intensive care and doing well. His main heart valve was 99% blocked.

The good news in this instance far outweighs the bad, but the lessons learned are obvious. Peter had no pain, no warning, and anyway who does not get breathless after a nine metre climb? Every pilot should be able to insist on a full medical annually or arrange for it personally. Even with St Thomas's Dreadnought unit so readily available it would seem that a fringe benefit of membership of a reputable health scheme should perhaps be high on the list for any Pilot District negotiating with their CHA. Peter's next ship could have been his last, as it was, Sally's nagging saved him.

SHIP MODELS



If any pilot is interested in a model of their favourite or most memorable ship they could do worse than to contact Gerry Long of Skelmersdale, Lancs, who makes such models for a hobby. The photograph is of my model, the *mv Idomeneus* of 1926, on which I spent fourteen months of my young life around the Australian coast, and which was on display at Conference. The glass case is 22 inches long, but smaller models are available. Gerry does not do this for a living and orders taken are done in strict rotation, so allow at least six months for delivery. For further information telephone Gerry on: 01695 721117 or contact the editor.

John Godden

THE SHAPE OF THINGS TO COME?

New low cost compact differential GPS system from Mantsbrite

New on the market is a low cost, Compact Differential GPS System from Mantsbrite Limited, who is the sole UK importer of MLR Electronique's range of Valsat GPS and electronic navigational equipment.

The Compact Differential GPS System has been developed by MLR to attract professional users who require accurate positioning and navigation within 2-5 metres. This is particularly applicable to port authorities and port users who may require accurate vessel positioning for docking, buoy laying, vessel tracking etc., The whole integrated system is compact and light-weight and is capable of receiving signals from eight satellites, computing in real time the pseudo range correction for them and then transmitting by radio signals the DGPS correction to the user GPS.

There are two main parts to the Compact Differential GPS System, the Valsat O2L REF reference station with an integrated modulator which supplies DGPS corrections to a radio transmitter. The DGPS user system comprises a Valsat O2L PRO GPS and DEMDIF, the differential demodulator which receives its input from an appropriate radio receiver.

The Valsat O2L REF computes the pseudo range of corrections for the eight satellites and feeds this information via its integral modulator to a suitable radio transmitter. The user station receives this signal, demodulates this information with the DEMDIF and feeds the correction to the Valsat O2L PRO eight channel GPS

receiver. This receiver assesses the differential correction and applies this to the GPS position received thus obtaining a typical accuracy of 2-5 metres and a speed over ground typically accurate to 0.1Kt.

Both the Valsat O2L REF and the Valsat O2L PRO use the advanced eight genuine parallel channel GPS engine with carrier phase tracking developed by MLR. The software and the integrated modulator are a special feature of the Valsat O2L REF whilst the special software developed for the Valsat O2L PRO can convert the Lat/Long display to Decca Lane or Loran C coordinates and can integrate DGPS corrections for horizontal position accuracy.

The Valsat O2L REF can provide DGPS corrections to modulate a transmitter on any suitable radio frequency and its standard message follows the RTCM format with a baud rate of 100 bits per second for fast, accurate updating of position corrections. For confidential usage the corrections can be encrypted.

The Compact Differential GPS System meets the demanding requirements of the professional user for accurate positioning and navigation applications on land and at sea. The many applicants include surveying, dredging, diving, port authorities, agriculture etc.

Valsat is available from Mantsbrite Limited of 19F Spital Street, Maldon, Essex. Telephone 44 (0) 1621 853003

Press release

BOOK REVIEWS

Dear Sir,

Many thanks for the good review of my book 'No Tides to Stem'. You most certainly will receive the future volumes to review hopefully in the not too far distant future.

One little request, in the next issue of *The Pilot* could you please put in that the book can be obtained by writing direct to DA Clulow at my address enclosing a cheque for £9.75 payable to me and that postage and packing is free within the UK.

Yours very sincerely,

Derek A Clulow,
'Bowman', Lever Causeway, Storeton,
Wirral, Cheshire L63 6HT.

The Illustrated Diary of a Thames Pilot

by John Foot

In my 30 year association with pilotage I cannot remember reading more than one book written by a pilot. Suddenly within two years I am able to review my third. John Foot, a very recently retired Port of London pilot, joins our literary fold, this time not with an historically based treatise

MARINE PILOTS ANNUAL GOLF MEETING

The 1995 Annual Event took place at the Bank House Hotel Golf & Country Club, Worcester 4-6 September with 42 pilots participating.

The Trophy winners were:

(L to R): John Cahill (Manchester) - Nearest to pin, Dave Fortnum (Humber) - Manchester Salver & Hawkstone Cup, Bill Fairbairn (Tees) - Pilots Cup & Best Gross, Tom Purvis (Tyne) & Roy Warrington (Liverpool) Wilmslow Cup (doubles).



on pilotage within his port but an entertaining look back at his seagoing career which ended on the 6th December last after 28 years piloting the River Thames.

His early years, to me, were pure nostalgia. His year at the School of Navigation, Warsash, some two years after my own, had me rooting around in my early photographs and his Silver Line apprenticeship made me wonder if he had sailed with old friends of mine. Only when he joined P&O did I become a stranger, Blue Funnel considered all in the P&O to be in the

employ of the devil incarnate!

The Illustrated Diary gives everyone a clue as to one of John's hobbies. As with golf, cricket, tennis, squash and badminton, John does everything with panache and great ability. An established local artist with many exhibitions and a BBC contract to his name, John Foot has produced something different, of interest to all, with reminiscences of an era fast passing.

Published by Navigator Books, ISDN 0-902830-51-1, at £9.99 The Illustrated Diary of a Thames Pilot deserves success.

Sea Safe Marine Clothing Ltd.

ADVERTISEMENT

Tragic accidents have occurred a number of times to pilots when boarding and landing from vessels. A pilot's job is a highly dangerous activity with the risk of falling overboard when in exposed situations and often in adverse weather conditions, with this, considerable attention has been paid over the years from both the pilot authorities and from relevant statutory authorities.

Back in the sixties it was recognised that the requirement was for practical safety clothing, capable of withstanding the rigours of use in a professional environment, with this in mind a channel pilot produced what was to become the first ever SeaSafe, now in the nineties and after a few alterations here and there, SeaSafe Marine Clothing still produce the high quality safety clothing known around Port Authorities and Pilot stations worldwide.

Produced from their factory on the Isle of Wight are the various models of 100% waterproof coats that have either oral or fully automatic inflation built into them. You no longer need to wear a coat and lifejacket separately, all SeaSafe jackets are as one.

A few puffs of air into the oral tube will keep you buoyant in the water until you have time to top up the inflator to full inflation, a fully inflated coat will exceed 35lbs of buoyancy, on the automatic inflation model you have the same features as an oral coat but with the advantage that the coat will self inflate on contact with water (a cover protects the mechanism from accidentally firing in rain or spray, you would have to be immersed in the water for it to inflate) so if the wearer fell into the water and was knocked unconscious, the coat would inflate itself then turn the wearer onto their back and adopt the optimum floatation position with the head and neck well clear of the waterline.

All coats are relatively lightweight so the user can carry on with their work normally without any problem and you wouldn't know that you would be wearing a lifejacket as the beauty of each coat is the comfort felt when wearing one.

With a large variety of optional extras to choose from, including rescue strop, strobe or steady emergency lights, marine grade retroreflective tape, embroidery/company badges/logos, removable bodywarmer, pocket sized EPIRB and overtrousers or hi-fits to name just a few, you would have a personally purpose-built lifejacket. Each coat is manufactured in a breathable fabric which comes with a guarantee on its waterproofing qualities.

Coats that require the zip in and zip out removable bodywarmer will feature the "double layer system" which incorporates a breathable drop liner in place of the original lightweight lining found with this optional extra. This allows moisture to pass through the lining away from the body and prevents any build up of perspiration, keeping the user fresh even under extreme conditions.

Although these coats were designed specifically for pilots, they have found favour in many other marine environments in vastly different occupations, in fact anybody working near or on the water who likes to or needs to wear their lifejacket all day can still have freedom of movement associated with a casual foulweather garment.

The range of clothing that is available has now increased quite considerably, apart from the popular lifejacket/coat combination that has been manufactured for the past 30 years, SeaSafe also manufacture a wide range of clothing from leisure and workwear to corporate and promotional clothing using modern and traditional styles and fabrics. SeaSafe will also design and make garments for organisational clients who require specific design features.

Further information regarding the SeaSafe range of clothing is available from:

SeaSafe Marine Clothing Ltd, Mariners House, The Historic Dockyard, Chatham, Kent ME4 4TE or you can contact us on telephone number 01634 831661 or fax number 01634 719605.

PENSION NEWS

Report to UKPA(M) Annual Conference 1995

PENSIONS ACT 1995

Following the Maxwell affair the government set up the Pensions Law Review Committee otherwise known as the Goode Committee, named after its Chairman Professor Goode. The Committee produced its report in September 1993 and this was followed by a Government White Paper Security, Equality, Choice - The Future for Pensions in June 1994. After a period of consultation the Pensions Bill was introduced into Parliament, starting in the Lords, in December 1994 and the Pensions Act 1995 received Royal Assent in July.

The majority of the provisions in the Pensions Act will take effect in April 1997 but as the Act itself is really a framework, many regulations will be needed to clarify its operation. The pensions industry is currently involved in consultations on the main areas, which now follow.

BENEFITS AND CONTRIBUTIONS

The most significant and discussed section is the introduction of Minimum Funding Requirements (MFR) to ensure that a salary-related scheme is always solvent; this means it has sufficient assets to cover its liabilities of securing pensions in payments and providing cash equivalents for the benefits of all other active and deferred members.

In meeting the MFR the trustees must: obtain actuarial valuations and certificates of solvency at regular intervals; ensure sufficient contributions are made to meet MFR; remedy any serious under-funding (where assets are less than 90% of liabilities) within a specified time.

Additionally the trustees must draw up a payment schedule showing the dates and rates of contributions payable.

It is currently proposed that contribution payments are to be made within 14 days after the tax month to which they relate. Unpaid contributions are treated as a debt on the employer who is liable to a fine for the late payment of employee contributions that have been deducted from pay.

TRUSTEES

Powers and duties

The regulations are more relevant to single employer schemes than to multi-employer, industry-wide funds similar to the PNPf and further consideration will be given to the requirements of these schemes.

Firstly, professional advisers will be appointed by trustees and not by the employer.

Secondly, the trustees will determine the contributions level to the extent necessary to meet the MFR if the employer and the trustees cannot agree.

Thirdly, the trustees will have to set up a disputes resolution procedure.

Member nominated trustees

At least one-third of the trustees will have to be member-nominated (unless 'alternative arrangements' are proposed and are accepted by the membership).

Investment Policy

The trustees will be required to draw up a statement of investment principles (after consulting the employer) and keep it under review.

SUPERVISION, COMPLAINTS AND COMPENSATION

The Occupational Pensions Regulatory Authority (OPRA) will take over much of the role of the present Occupational Pensions Board which will be dissolved. It will also supervise the new safeguards for members of pension schemes and will begin to function in April 1997. Its role will be to enforce the law as it applies to occupational pensions and will have wide powers, including winding up schemes and applying for injunctions to prevent the misuse and misappropriation of scheme assets.

Scheme auditors and actuaries will be under a statutory duty to 'blow the whistle', by making an immediate written report to OPRA if they believe that legal duties concerned with the administration of a scheme are not being carried out.

THE PENSIONS OMBUDSMAN

The Pension Ombudsman (who will be independent of OPRA) will be given a wider role to be able to investigate complaints made by the trustees of one scheme about maladministration by the trustees of another and disputes of fact or law between trustees and the employer of the same scheme and between the trustees of different schemes.

COMPENSATION SCHEME

A Compensation Scheme, which will be independent of OPRA and chaired by the Pensions Ombudsman, will be established to protect members in certain limited circumstances. These will include the loss of pension fund assets from a trust scheme where the employer is insolvent and the assets of the scheme have been significantly reduced because of an illegal act, such as fraud. It is not meant to cover a decline in a scheme's assets as a result of falls in stock markets!!

CONTRACTING-OUT OF SERPS

The state Earnings Related Pension Scheme (SERPS) will continue but no further Guaranteed Minimum Pensions will accrue although existing ones will remain and will be revalued as now. Instead there will be a new test, based on 80ths of (limited) earnings, for service after 5 April 1997, plus a 50% spouse's pension. This is only relevant to employed pilots, not those who are self-employed.

LIMITED PRICE INDEXATION (LPI)

Pensions (in payment) earned after April 1997 will have to be increased annually in line with the Retail Price Index or by 5% if less.

DIVORCE (Matrimonial Causes Act)

From 6 April 1996 the courts will have to take into account, in divorce settlement cases, the value of any rights either party may have to a pension. This is similar to the duties already placed upon the courts in Scotland.

The court will ' earmark ' certain pension benefits and will be able to order the trustees to pay an ex-spouse a pension or lump sum out of the divorced member's scheme benefits that come into payment after 6 April 1997, or part or all of any lump sum death in service benefit.

Similar provisions will apply to personal pensions, retirement annuities and buy-out policies (but possibly not to AVCs).

The specified portion of the pension will be diverted to the ex-spouse net of the member's tax rate, so the net pension will have to be divided and paid to two people.

FREE-STANDING ADDITIONAL CONTRIBUTION SCHEMES

REVISED ARRANGEMENTS FOR SELF-EMPLOYED PILOTS

The Pension Schemes Office of the Inland Revenue (PSO) have just conceded that self-employed pilots may take out Free Standing Additional Voluntary Contribution Schemes (FSAVCS) instead of, or in addition to, the PNPf's AVC arrangements with Equitable Life. This puts the self-employed

on the same basis as employed pilots. No-one can have two or more FSAVCS at any one time.

MAXIMUM RATE OF AVC

The PSO has confirmed that the maximum rate payable will be 9.24% of the Pensionable Earnings which is the same rate that we assess for monthly contributions to the PNPf's Equitable Life arrangement.

Pensionable Earnings are shown on the benefit statements which are issued annually immediately after each District's gross contribution earnings and contributions to the Fund have been certified by the pilot's accountants.

FSAVCS CHARGES

It has been shown that many FSAVCS incur higher charges than 'in-house' AVCs and indeed *Watsons 1995 AVC Survey* mentions that the *Median Reduction in Yield* - (which is the real effect of charges on investment returns) for a unit-linked FSAVCS of £100 per month over 10 years was 3.1% compared with only 1.7% for the median 'in-house' AVC.

PENALTIES ON EARLY RETIREMENT

Some FSAVCS providers make a deduction from a member's with-profits fund in the case of early retirement. This deduction is known as a *Market Value Adjustment* and its purpose is simply to ensure that the value of the funds withdrawn is a reasonable reflection of the investment returns achieved on the underlying assets, that is investments since the bonuses declared can be excessive in the short term and contributors taking their benefits early may do so at the expense of those remaining invested.

TRANSFERS BETWEEN AVC ARRANGEMENTS

Although transfers can be made from one 'in-house' or FSAVCS to another 'in-house' scheme, a FSAVCS may only accept transfers from another FSAVCS and therefore you could not join a FSAVCS and transfer your existing Equitable Life 'pot' to it. The Equitable Life investments would remain with the Society, accruing income and gains, until retirement.

PENSION FUNDS AND THE FUNDING OF LONG TERM CARE

The difficult question of paying for long term care (LTC) for the elderly has been in the news recently, with stories of people having to sell their homes in order to pay for residential care in old age since local government spending for the purpose has been curtailed. It has been estimated that some 40,000 homes a year have been sold for this purpose.

The Budget also referred to LTC. The benefits payable from LTC policies will be free of tax. The level of assets below which

people are eligible for government help for residential care has doubled, to £16,000 and the level below which no contribution is required more than trebled to £10,000.

The government will also consider and consult on the possibility of a 'partnership' system, with individuals making contributions in the early years to pay for care and so to allow them to keep some of their assets above the £16,000 threshold. It is also considering extending variable pensions to occupational pension schemes so that people can take a smaller pension in the earlier years of their retirement in order to save for long-term care in old age.

The Research and Planning Committee of the *National Association of Pension Funds* has recently issued a discussion paper the funding of long term care and its relationship with pension funds. Some of the points appear to have been taken into account in the changes and proposals announced on 26 November.

As a very brief look at the discussion paper, it has been estimated that 1 person in 4 will need a period of high level care when they become very old and that 1 person in 6 will need a period of intensive nursing care. With nursing home rates exceeding £300 per week, the average cost of those needing long term care is of the order of £50,000 and for many, such as those suffering from Alzheimer's Disease, the total will be much higher.

LTC insurance could be part of the solution. It is well established in the USA but not so in the UK. In any case it is too late and would be prohibitively expensive for many elderly people.

The short term alternatives are: care could be provided by the State, through taxation, on PAYG basis initially, or it could be met from the income, savings and assets of those needing the care.

The Discussion Paper indicates that a State PAYG could be issued to immediate effect to cover costs until a funded approach (through privately funded insurance schemes) becomes fully operational. Most people are unlikely to be persuaded to start saving sufficiently early for LTC insurance, so some form of compulsory contribution towards a pre-funded insurance arrangement, preferably run by the private sector, might be considered. Such a compulsory system was introduced in Germany in 1994.

Fiscal policies might encourage the development of savings vehicles and the government has taken the first steps, by making benefit payments from LTC policies free of tax. Perhaps if they were linked to pensions provision the premium payments might receive tax relief also.

THE BUDGET

The Budget had little direct impact on pension schemes this time except the

earnings cap was raised by more than inflation, to £82,200, from next April.

So far we have not had any pilots who have been 'caught' by the *earnings cap* but the gaps between earnings and the cap are gradually narrowing!!

Following the Securities and Investments Board review of the mis-selling of personal pensions, people who were wrongly advised to opt out of their occupational pension scheme will be reinstated under the Inland Revenue regime which applied when they left the scheme. This means that some will not be caught by the *earnings cap*.

Personal tax

The income tax rates, from April 1996, are as follows:

Lower	£0-£3,900	20%
Basic	£3,901-25,000	24%
Higher	over £25,500	40%

Income tax allowances

	Normal	age 65-74	age 75 and over
Personal allowance	£3,765	£4,910	£5,090
Married persons (15% relief)	£1,790	£3,115	£3,155

Inheritance tax threshold £200,000; capital gains exemption £6,300

In addition, the *Pensioner's' Guaranteed Income Bond* can now be held by individuals aged 60 and over (previous age limit was 65) and the new maximum holding has been increased from £20,000 to £50,000 per individual.

The basic state pension will increase to £61.15 per week for single people and to £97.75 per week for married couples, from next April.

YEAR END RETURNS - SELF-EMPLOYED PILOTS

May I make a plea for all self-employed pilots to send all outstanding PNPf contributions for 1995 to the Secretariat as soon as possible in the new year and to liaise with Accountants in order to complete year end returns. I shall send blank returns to all districts in early January.

GENERAL

Deborah Marten and I would be happy to visit any Districts to talk to you, in groups, or individually, about pension matters. Otherwise, we are very pleased to see pilots, and their wives or partners, at the Secretariat's office. Although we cannot give any financial advice, we can discuss the pros and cons of various courses of action and can discuss all general aspects of pensions and retirement.

Finally, we wish you all a very Happy New Year.

Legal Defence Insurance

(Navigators & General Insurance Co Ltd
Policy No 20004375 UKPA(M) Indemnity)

Notification of Incident

Pilots involved in incidents should notify the company as soon as is practical to register the case, either by telephone or in writing to:

Navigators & General Insurance Co Ltd,
PO Box No 848, Brighton, BN1 4PR Tel:
01273-863400

In general circumstances, the company would like to discuss briefly incidents with the pilot concerned prior to allocating legal representation.

In urgent cases however, certainly in cases involving injury or pollution, telephone at once in and outside office hours as listed below:

In office hours

Mr L Powell
Daytime tel: 01273-863453

Outside office hours

Mr L Powell
Home tel: 01323-729393
or Mr S S McCarthy
Home tel: 01444-248520

OBITUARIES

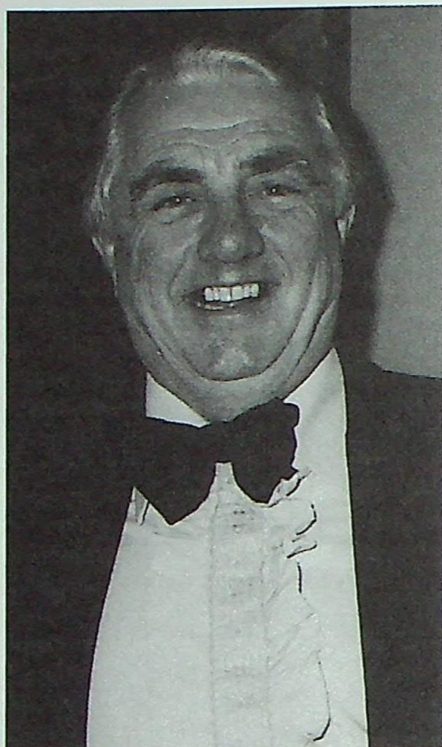
William John Jordan

It is with the deepest regret that we have to announce the sudden death of retired London Channel and PLA Pilot John Jordan at home on the 31st December 1995. Born on the 2nd October 1927, John was educated at the Stationers' Company School in Hornsey, North London, going to sea with the Clan Line in 1944, his first ship being the *Buteshire*.

Having obtained his Second Mate's Certificate in 1946 he joined Shell Tankers, took his Masters' in July 1952 and joined the General Steam Navigation Company in 1954 prior to joining the Pilotage Service. In thirteen and a half years at sea, including the GSNC short sea trade, John only served in fifteen ships, commenting that whenever a ship sailed with him on board it invariably forgot to come back!

John Jordan joined the Trinity House Pilot Service as a Channel Pilot in July 1957 continuing on that station until the 1987 Pilotage Act transformed him into a PLA Pilot, a transition with which he did not altogether agree. Surviving a mild heart attack in 1984, chronic back and knee trouble finally forced him to retire medically unfit in January 1990.

It was my privilege to know John and his wife Pauline well, being friends long before our pilotage days. We enjoyed a mutual long sojourn on the *ss Empire Parkeston* transporting troops to and fro' across the North Sea; we played cricket against each



other in our young pilot days, and we never failed to put the world to right whenever we met. All who knew him will remember his joy of life and his hearty manner.

I speak for everyone when I express our deepest sympathy to Pauline, to his sons David, Robert, Patrick and Peter, and to their families, for John's tragic and untimely death.

John Godden

Gerald Arthur Jones

Gerald Arthur Jones or Gerry, as he was known to his colleagues, was born on the 12th September 1929.

He joined the *Conway* as a scholarship winner in 1945 having applied to be and accepted as, a prospective candidate as an apprentice or Boathand in the Liverpool Pilot Service.

His *Conway* training was accepted in lieu of deep sea time and he was called into the Service in 1947 as a probationary Junior Boathand and served on all the pilot boats then in operation. When a Senior Boathand he was required to serve a years sea time in the coasting trade to qualify to sit for a Home Trade Certificate and was also required, like all boathands, to sit and pass a yearly examination on his Pilotage knowledge. In 1954 he was called to present himself for examination as a Third Class Pilot which he did and qualified on the 1st April (but he was no fool!). In May 1956 he qualified as Second Class pilot and in June 1958 as First Class. When a vacancy occurred in 1973, he was appointed to the Shell Oil Company as their appropriated or choice Pilot, which position he held until retirement in 1988. As Shell Pilot he was required to handle the largest ships entering the Port of Liverpool which also included, at that time, the Single Buoy Mooring off the north coast of Anglesey. After retirement he worked for a while as a voluntary assistant with the Probation Service.

He died at the nineteenth after playing eighteen holes on the 20th July 1995 and is survived by his wife Pat, children Colin, Michael and Wendy and step-children Karen and Mark.

results and photographs for inclusion if space allows.

Thanking you for your efforts in advance.

S K Hardcastle, Spurn Pilot
45 Headlands Drive, Hessle
North Humberside HU13 0JP
Tel: 01482 643258

Dear Sir,

I was surprised to read the article in the October edition of *The Pilot* because the events to which it relates are so out of date.

Although there were some initial problems with the vessel when launched, these were immediately rectified and she has been in operation very successfully since July 1993.

My Commissioners determined upon a steel hulled vessel because the nature of the shifting bar at the entrance of the port means that the vessel often needs to work with very little draught. She also has to be used to push and pull coasters into place and the result on wear of the hull could be significant. In addition, any repairs which become necessary can be carried out quickly with a steel hull.

That decision has been justified because the *Syd Hook* has performed extremely well and has not suffered the down time which my Commissioners are sure would have resulted if the hull had been made of a less substantial material. During her annual inspection this year, it was pleasing that the repair yard commented that she had been constructed extremely well. Despite her initial tribulations, she has proved her worth and has been a tremendous asset to the pilots working in this port.

GGN Bond, Clerk,
Teignmouth Harbour Commission

Dear Sir,

As a frequent reader of your publication, as well as a Harbour Commissioner at Teignmouth, I was surprised and very disappointed to read on page 12 of your October issue two articles which painted a completely false picture of our pilot boat. This craft has in fact been most successful since going into service some two years ago.

The first article 'Pilot Boat in Rough Waters' is not only over two years out of date, but inaccurate, containing many quotes taken out of context. Whilst it is true to say, that, when first lowered into the water, before completion and before any trials took place, the Commissioners felt there was likely to be a future problem with the trim, this potential problem was quickly rectified, since when the pilot boat has given first class service to the port. The so called beast of an engine is in fact one of the most popular and reliable engines used in small commercial craft and was chosen before construction of the craft began, due

to the fact that the Commissioners have a great deal of experience with this particular engine.

The second article 'Teignmouth Bugle' is even more objectionable, in that a currently very successful pilot boat is named in an article of fiction, giving a completely false impression of a boat which has excellent seakeeping qualities. It seems clear that the author has little if any first hand knowledge of the *Syd Hook* which has already proved itself to be a very sturdy and seaworthy craft in the two years it has been in service. The article gives the impression that the author may possibly be engaged within the pilotage service, I trust this is not the case as otherwise it would appear necessary to question the motive for submitting such out of date and inaccurate material for publication as well as the suitability of such a person to be employed in such an important service.

However, the Commissioners are quite confident that, given proper maintenance

and a good crew this pilot boat will continue to give good service for many years to come. Perhaps, you may care to consider giving equal prominence to a more factual and well balanced article in a future issue of your esteemed journal in order that your readers are better able to judge for themselves as to the merits or otherwise of our pilot boat and its suitability for the needs of our port.

DC Copeland FICS F Inst FF

The two above letters brought home to the editor that in this world one man's humour is often another's chagrin! The spoof article in the October issue was indeed old hat but, I thought, amusing just the same.

The editor will be only too willing to run a further article on the performance of the *Teignmouth pilot boat* in question. My one proviso, as a seafarer for 45 years, is that the article be written by somebody who actually crews the boat.

Editor

THE PILOT

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Telephone: 0171-828 7788

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LETTERS

Dear Sir,

Firstly and most properly let me congratulate you on a couple of worthy points:-

1. Actually getting to the end of your tenure as a pilot still with a sense of humour and a fairly normal demeanour.
2. The excellent magazine you produce regularly to the enjoyment and oft amusement of us all.

However I think it a great shame that some folk choose to denigrate the editorial comment and nit pick to a greater or lesser extent. Obviously it is not possible to please all of the people all of the time - still, that is another issue.

I am writing to you on behalf of myself and several colleagues on the Humber who

are all players of that strange and very sweaty sport - squash!!

We would very much like to hear from any other district or group of port users etc., who would consider an inter regional, inter district or in fact any form of competition in the future. I realise that we are blessed with a large pool of bodies to select from here, but as with the golfing fraternity I am sure something can be arranged.

Just how things would be arranged is entirely dependent on numbers (if any) and distance etc, still that is all for some time ahead.

Is it possible to insert a piece in a future issue of the magazine, a small article or advert to summarise just the sort of thing I have talked about here, using my address and number as a contact point.

If this ever gets off the ground then quite naturally we would furnish yourself with

Pensioners Deceased

October to December 1995

R Couth	SE Wales Retired 1985
WJ Cox	Tor & Torridge Retired 1965
JP Moller	PLA Retired 1992
GM Silvers	Dundee Retired 1989
M Vining	Belfast Retired 1986
MR Walker	Humber Retired 1991
JMB Wells	London - N Channel Retired 1988

United Kingdom Pilots' Association (Marine)

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<i>District</i>	<i>Name</i>	<i>Address and Telephone Number</i>	
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Belfast	NCE McKinney	8 Alt Min Avenue, Belfast BT8 4NJ	01232 402302 (Home)
Berwick	JH Jenkinson	c/o Harbour Master's Office, Tweedmouth, Tweed Dock, Berwick upon Tweed TD15 2AA	01289 307404
Blyth	C Briggs	34 Druridge Drive, Blyth, Northumberland	01670 355639
Boston	R Williamson	Boston Pilot's Association, Boston Dock, Boston, Lincs PE21 6BN	01205 362114 (Office)
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Coleraine	R Anderson Esq ...	10 Seafield Park, Portstewart, Londonderry, BT55 7JU	
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Fowey	C Wood	Woodpeckers, Cott Road, Lostwithiel, Cornwall PL22 0EU	(Pilot Office) 01726 870291
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Poole	Mr G Greaves	78 Rosemary Road, Poole BH12 3HB	01202 66640 (Office)
Portsmouth	Mr P Fryer	21 Montserrat Road, Lee-on-Solent, Hants PO13 9LT	01705 733230 (Office)
Scilly Isles	RJ Nicholls	Moyana, St Mary's, Isles of Scilly, Cornwall TR21 0JY	01720 22066/22752
Shoreham	CFG Crookshank .	Pilotage Service, Watch House, Beach Road, Portslade-by-Sea, Sussex BN4 1WD	01273 592366 (Office)
Southampton	JA Freegard	66 Lucerne Gardens, Hedge End, Southampton SO3 4SF	01489 780226 (Home)
Spurn	BE Watson	85 Main Street, Skidby, N Humberside HU16 5TX	01482 845079 (Home)
Sullom Voe	D McElvogue	North House, Sweening, Vidlin, Shetland	01806 7224
Sunderland	Capt P White	Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Tyne & Wear SR6 0PN	0191 56 72162 (Office)
Swansea, including			
Port Talbot	JB Hill	Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea SA1 1QR	01792 206922 (Home)
South East Wales	ML Doyle	The Hills, 2 Wentwood View, Church Road, Caldicot, Gwent NP6 4QG	01291 422694
Tees, including			
Hartlepool	JW Wilson	9 St. Austell Close, Stainton Manor, Middlesborough, Cleveland TS8 9NQ	01642 485648 (Office)
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Yours sincerely,

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