

**2020 Annual General Meeting - Agenda**  
**Saturday 7<sup>th</sup> of March 2020 at 1400 hours (2pm)**  
**Dover Town Hall**  
**Biggin Street, Dover, Kent CT16 1DL**

1. Apologies for absence
2. Minutes of the 2019 AGM
3. Matters Arising
4. The Chairman's Report
5. The Hon. Secretary's Report
6. The Hon. Treasurer's Report
7. Office Report
8. The Observer Liaison Report
9. Motions
10. Election of Officers
11. Election of Committee
12. Any other business

To be followed by the Annual Dinner in Dover Town Hall 1830hrs (6.30pm) for 1915hrs (7.15pm) sitdown

**MOTIONS**

**Proposed by Michael Oram. Seconded by Angela Oram**

**Motion 2 – Swim application and medical forms – section (c) – swim landing parameters.**

Original wording - (c) For a swim to be officially recognised, the swimmer must enter into the sea

from the shore of departure, swim across the English Channel

(i) to finish on dry land, or

(ii) to touch steep cliffs of the opposite coast with no seawater beyond.

Swimmers may finish in harbour water provided they land as in (i).

**New addition to the rule (c) as (iii)**

**(iii) to complete the swim by touching the Calais outer harbour arm wall.**

-----

***Explanation:***

*This addition is to allow the master of the escort vessel to be able to comply with the new Calais VTS rules and requirements in this area. Entering the new Calais port area is forbidden.*

*Calais port VTS now controls ship movements from Sangatte through to the Dunkerque side of the new development and can ask for a swimmer to be taken out of the water if they and the escort vessel impedes the Calais shipping movements or is in the marked area surrounding the new port outer development. We have negotiated permission to land by touching the new harbour wall.*

*Swimmers and escort vessels are usually in this area at the turn of the tide when the tide starts to flow to the South West (back towards Cape Gris Nez). This takes them back towards Calais harbour entrance and the port shipping channel. Entry into or crossing the shipping channel requires permission from Calais Port control who can ask for the swim to be aborted if the area is busy.*

*Escort vessels are required to get permission or stop the swim if they are entering into the area of the Calais shipping channel from - CA6 to CA2 and shoreside towards the beach.*

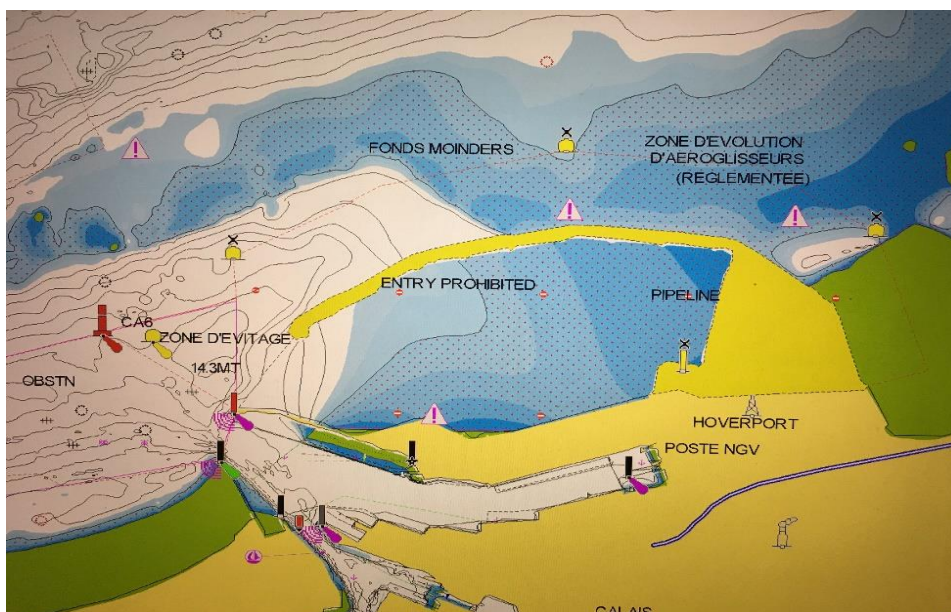
*In 2019 2 swims halted and aborted on the instructions from port control because of ferry traffic.*

**Motion 2 – Swim application and medical forms – section (c) – swim landing parameters**  
Calais port chart area showing the new commercial outer harbour development and installed outer harbour arm plus the surrounding restricted areas.

**Calais approach channel with CA6 to CA2 and the channel boundaries marked**



**New commercial port development area showing the boundaries marked with yellow buoys and the shallow bank areas. Calais Port VTS permission required to transit through this area with a swimmer**



## Amendment Proposed by Kevin Murphy Seconded by Katherine Batts

(iii) finish by touching the Calais outer harbour wall if in the pilot's opinion the swim might be aborted or stopped by the French authorities because an ebb tide will take the swimmer across the harbour entrance.

### Explanation:

*There is water beyond if the swim finishes on the outer harbour wall. The original motion gives a swimmer and pilot carte blanche to simply shorten the swim if the swimmer is passing the wall on a flood tide. It needs an explanation of the circumstances in which finishing the swim on the outer harbour wall will be allowed ie to prevent it being aborted by the Calais harbour authorities because an ebb tide will take the swimmer across the harbour entrance.*

.....

## Proposed by Michael Oram Seconded by Angela Oram

### Motion 3: Rule listed under 3 – membership.

Words marked in YELLOW to be Added

Words marked in GREEN to be removed

(a) Paragraph 5 onwards. Add Words ----- All Federation “**recognised**” pilots ---- “**be both experienced and**” qualified as required

**Explanation:** Channel swim pilots need the additional experience gained from training while being a crew member on numerous swims to obtain the required knowledge in both the safety and navigation parameters.

(b) Delete the words ----- “**by the authorities and**”

**Explanation:** It is only for the Federations requirements that the experience and qualifications need to be considered.

It is not part of the Federations responsibilities to look at any requirements required by the authorities.

(c) Add words ---- “**to be recognised**”

**Explanation:** Defines the requirements for Federation recognition of pilots.

(d) Add and remove words from the sentence:

Proof of current “**experience**” and qualifications “**to be supplied to**” – (remove “**deposited with**”) the Federation each year before the “**swim**” season starts and any changes “**of circumstances**” or updates “**thereafter**” advised.

(d) Paragraph 6 ---- Re-word last sentence in paragraph as below.

A Precondition to “**pilot**” recognition and its continuation “**of recognition will be the requirement of the pilot to work within the CS&PF’s current rules and any guidelines**” suggested by the committee from time to time.

**Explanation:** The CS&PF is not responsible for the actions of the Recognised CS&PF pilots or escort vessel crew’s, they can however suggest the guidelines for “good practice”.

## Motion 3: Continuation from page 1 – Rules update March 2020 AGM

(e) ---- Membership section Paragraph 8: Add words “**details, experience and**” ---- add word “**recognition**” ---- Remove word (“**approval**”)

**Explanation:** Committee requirement for full details to assess the pilot experience. The Federation does not “APPROVE) just RECOGNISE.

**(f) ---- Paragraph 9: Remove word “pilot” ---- Add word “Escort”**

**Explanation:** Pilot boats are a separate category as far as the marine authorities are concerned and they have a separate set of rule wording. The CS&PF pilots use Escort vessels

**(g) ---- Paragraph 10: ---- add word “recognised” Delete words “along with qualifications and certification”**

By adding the word recognised it defines the Pilot list

Data protection is questionable with respect to supplying the pilot’s qualifications and certifications as they are not “essential information” as far as the CS&PF are concerned.

**Section 8: Duties and Power of the Committee.**

**Paragraph (h) ---- Add words (“and their escort vessels”) ---- Add word “CS&PF”**

**Add words (“both the CS&PF recognised”) ---- Delete word “pilot” and replace with “Escort”**

**Section 10: Swimming rules and swim registration fees ---- Add sentence to end of this section.**

**“A CS&PF recognised pilot and official observer must be present on any CS&PF solo or Relay team swim attempt for it to be recognised”.**

**Section headed – Assisted Swims**

**(e) ----- Add words “ Escort Vessels/pilot’s” ----- for clarification of origination of vessel positions**

**(h) ---- Add words – Pilots/ “managing agents” ---- delete “pilot boat” and replace with “escort vessel”**

**Motion 3: ---- Section 10 – Assisted swims**

**(m) ---- Add word “recognition” to first sentence.**

**Add words as set out below to second sentence:**

Only Federation registered (“*escort vessels*”) with the required (“*commercial certification and appointed certificated ships master and a recognised CS&PF pilot onboard will be (delete “accepted” and replace with (“recognised”) for escorting*”) CS&PF registered crossings.

**Explanation:** The CS&PF only recognise pilots and escort vessels they do not accept them.

Add words ---- “*CS&PF recognised escort*” at beginning of third sentence for clarification as to the documentation.

Add words ---- (“*escort vessel*”) - add words (“*/managing agent/owner*”) – add words (“*escort vessel*”)

**Explanation:** Clarification statements for annual Pilot recognition and annual registration with the Coastguards.

**(o) ---- add words (“*a recognised escort vessel*”) - Clarification statement definition reference CS&PF escort vessel.**

**(p) ---- paragraph 3 – add words (“*escort vessel pilot/ships master*”) – clarification statement defining authorisation**

**Paragraph 4 – add words (“*ships master*”) in both sentences – clarification statements defining authority**

## Standard Relay section

(e) ---- add words (“ships master”)

(f) ---- add words (“*a CS&PF recognised Pilot and*”) – to make this repeated sentence as the one added to the “Assisted swims” section

.....

**Proposed by Michael Oram Seconded by Angela Oram**

**Motion 4 – introduction of new section in Position 5: ---- “PILOT & ESCORT VESSEL”**

**Rule numbering Sections after 5 to all move up by one place.**

**Motion 4 (a) ----** Recognised Pilots/owners and their appointed managing agents operate as independent and separate businesses. The Channel Swimming & Piloting Federation has no administrative, operational, financial or commercial links other than to recognise the registered pilots and their registered escort vessels.

**Explanation:** Statement of fact to clarify the working relationship between the Federation and the pilots/owners and their managing agents. Definition of the parameters of commitment.

**Motion 4(b) ----** The recognized Pilots/owners and their Managing agents are responsible for the commercial certification and registration of their CF&PF recognise escort vessels. It is the Managing agent’s responsibility to make sure that each escort vessel operating with CS&PF recognition is commercially certificated, well maintained and correctly insured and registered as required by law. Each escort vessel is to be operated by a suitably qualified ships master and crew to the required standards to operate within the parameters of their work commitment.

**Explanation:**

Statement of fact as to the responsibilities of the person/s responsible for the certification and upkeep of escort vessels and their use in the areas of work. Conforms with the system used by the MCA (Marine Coastguard Agency) and British and French/EU authorities. Clarifies who is responsible for vessel crewing and management. Removes the Federation from the infrastructure responsibilities reference vessel management

**Motion 4(C) ----** Recognised escort vessels must operate with a qualified ships master and a recognise CS&PF pilot onboard while escorting CS&PF swims and crossings.

**Explanation:** Clarification for CS&PF escort duties on recognised swims and Channel crossings without any management involvement

**Motion 4 – introduction of new section in position 5 ---- “Pilot and Escort vessel”**  
**Continuation sheet 2**

**Motion 4(d) ----** It is the registered Pilot who is recognise by the CS&PF to take swim reservations and to accept the responsibility of Channel swim reservations requests/ commitments from swimmers reserving a swim position with them.

This is to be on a rolling system of 3 years/ seasons in advance during which it is the responsibility of the Pilot/ owners and their managing agents involved in taking the

reservations to make sure that any fees paid, and bookings accepted from swimmers are secure and protected.

**Explanation:** First sentence is to clarify who is recognised to accept swim reservations that are registered under the Federation system.

Second part is to clarify who is responsible reference any fees paid directly to the pilot and to establish who is responsible for protecting the fees paid by the swimmers for the pilot's services. Booking system parameters to be a maximum of 3 years/seasons in advance.

**Motion 4(e) ----** It is the responsibility of the Pilot/owner and their managing agent to agree to supply a CS&PF recognised commercially registered escort vessel with a commercially certificated ships master and a CS&PF recognised Pilot for the period of the 3 years covering the vessel's/pilot's secured advanced booking agreements,

**Explanation:** This section is to confirm the supply arrangements reference recognised escort vessels and crews plus recognised pilots for the period of the 3 years of advanced bookings taken by the pilot/owner/ managing agent when subject to circumstance changes.

**Managing Agents:**

No where in this section is there any request for the separate recognition of managing agents by the CS&PF. The title of Managing agents is part of the marine environment and a title used by the marine authorities.

Most, if not all, of the pilots already use, or are managing agents for their CS&PF recognised escort vessels.

---

**ELECTION OF THE CHAIRMAN, VICE-CHAIRMAN AND TREASURER**

(The CS&PF officer positions are to be elected from among CS&PF members who are serving or have served on the CS&PF committee)

**Chairman** (for a three year period):

**Lance Oram.** Proposed by Tanya Harding; Seconded by Michael Ball

**Vice-Chairman** (for a two year period):

**Tanya Harding.** Proposed by Lance Oram; Seconded by Simon Ellis

**Treasurer** (for a two year period):

**Katherine Batts.** Proposed by Michael Ball; Seconded by Tanya Harding

**COMMITTEE**

To be elected from CS&PF among members for a two year period

Three positions available. Nominees listed in alphabetical order.

**Jim Boucher** Proposed by Kevin Murphy; Seconded by Katherine Batts

**Simon Ellis** Proposed by Tanya Harding; Seconded by Michael Ball

**Neil Streeter** Proposed by Tanya Harding; Seconded by Lance Oram