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The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3 Vol. 42

January, 1965

CONFERENCE

29th and 30th October, 1964

The Rt. Hon. JAMES CALLAGHAN, M.P., Re-elected President

FUTURE OF THE U.K.P.A.

Review of E.M.P.A. Activities by R. H. FARRANDS

Problems of the Huge Ships

Secretary's Annual Report

Mr. C. A. RHODES and Mr. P. A. LEVACK
join the Executive Committee

HEAD OFFICE OF THE ASSOCIATION:
SHANNON COURT • CORN STREET • BRISTOL

C. D. GRIFFITHS, O.B.E., D.F.C., — General Secretary and Solicitor
to whom all communications are to be addressed

United Kingdom Pilots' Association

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H. J. WYNN

Executive Committee :**Date elected:**

1962 L. R. SLADE (Cardiff), 3 Cherwell Road, Penarth.
1962 R. H. FARRANDS (North Channel), 451, Main Road, Dovercourt, Essex.
1963 G. W. DUNN (Humber), 7, Grove Lane, Waltham, Grimsby.
1963 T. W. FLEMING (Clyde, Gourrock), 5, Ashton Road, Gourrock.
1963 S. GREEN (Barrow), The Moorings, 2, Prospect Avenue, Barrow-in-Furness.
1963 G. W. GIBBINS (Sunderland), 1, Featherstone Street, Roker, Sunderland.
1964 R. D. BALMAIN (London River), 24 Pine Avenue, Gravesend, Kent.
1964 C. A. RHODES (Medway), 19 Glenwood Drive, Minster-on-Sea, Sheerness, Kent.
1964 P. A. LEVACK (Gravesend, Channel), 29 Hillingdon Road, Gravesend, Kent.

Finance Committee :

THE TWO VICE-PRESIDENTS AND L. R. SLADE

General Secretary and Solicitor :

C. D. GRIFFITHS, O.B.E., D.F.C., Shannon Court, Corn Street, Bristol 1.

Auditor :

J. B. WATLING, F.C.A. (MESSRS. WATLING AND PARTNERS, Bristol).

Editor of "The Pilot" :

ALFRED CURTHOYS, 25 Grand Drive, S.W.20 (LIBerty 7376)

THE CONFERENCE AND AFTER

IT WAS VERY GRATIFYING that only a fortnight after the general election as a result of which our President, the Rt. Hon. James Callaghan, M.P. having put aside the "shadow" for the substance of office as Chancellor of the Exchequer managed to find time to give tangible evidence of his unfailing interest in the affairs of the U.K.P.A.

He came to the *Wellington* on the second day of Conference and had lunch with the delegates. Then to everyone's delight he took a step or two up the companion-way and made a very bright little speech assuring them of his willingness to help even as a "long stop" when required. He spoke of his concern at the lack of proper negotiating machinery for pilots. With Mrs. Callaghan he had been present on the previous evening when they received the guests in the Livery Hall at Guildhall.

Later he addressed the company which included many prominent people in the shipping world, and emphasised the wish of the pilots to co-operate with all concerned in improving the efficiency of ports throughout the country and the services provided to the shipowners.

The Conference itself was memorable for its constructive approach to many problems. There were some very good speeches and we can recall no Conference where the speakers inspired so much applause. There was some pretty straight talking but no "hot air"! The discussions were enlivened by some interjections by Harry Garner who has made quite a reputation for that sort of thing. An unusual one was his compliment to Mr. Griffiths "for the delightful English and phrasing of his report". All his reports have been like that but nobody has mentioned it before.

Future of the Association

One of the most important matters discussed related to the future of the Association and the creation of an atmosphere whereby all pilots could be re-united. The resolution was in the name of London and was discussed at a private session. It was felt that the absence of the Press would encourage delegates to "speak their mind" without fear of unwelcome publicity. Actually there were reporters in the room but they were content to observe the privacy of the occasion, but in any case there were no "fireworks" to tempt them into a breach of confidence. The principal speeches are fully reported in other pages.

The election of officers brings two new men on the Executive - Messrs. C. A. Rhodes and P. A. Levack, both of whom are familiar figures at Conference and this year made important contributions to the discussions. The poll was headed by Mr. R. D. Balmain who retired under the "longest in office" rule. The Executive loses two who have given many years' service - Messrs. J. H. Innes and F. V. Janes. We shall miss that gentle breath of the Highlands which came to us from the banks of Loch Lomond, but we are sure he will come back again, perhaps as a delegate. And can you picture F. V. J. leading a life of idleness now that he is retiring from the pilotage service? He has many interests which will keep him busy.

Post Conference Executive Meeting

When the new Executive met immediately after the close of Conference they considered what action should be taken to give effect to the resolutions passed. It was decided as a first step to bring the one recorded on page 27 regarding the inadequacies in manning and basic equipment in the larger classes of tanker and bulk carrier to the notice of the Ministry of Transport and/or the Board of Trade and the Chamber of Shipping with a view to an early meeting being convened with them and such other interested parties as builders, designers, naval architects, in order to examine to what extent the criticisms were accepted and what steps could be taken to remedy the facts.

On the 17th November the General Secretary issued a communication to this effect to local secretaries at Barrow, Belfast, Gourrock, Glasgow, Falmouth, Hull, Isle of Wight (Inward and Outward), London Stations, Middlesbrough and Milford

Haven asking them to assist in driving home to the Government Departments and shipowners the urgency of positive action at an early date. It suggested that the pilots at these ports should follow the practice at one time in use in the Isle of Wight District for the Esso terminal at Fawley of keeping a "Tanker Incident Book". An accurate record could then be kept, with dates, times, name, type and deadweight of ship and the particular difficulty experienced, with its cause clearly stated if at all possible. Such a record should, of course, cover all types of bulk carriers.

"I will undertake" wrote Mr. Griffiths, "to produce these records and insist upon their being investigated if they are in any way in dispute. By this means my task in convincing all concerned that what the pilots are complaining about merits most serious consideration and the introduction of appropriate remedies will be greatly facilitated.

"If these records could be kept with effect from, say, 1st December, and sent to me as soon as possible after the end of each month, I should very soon be able to prepare a case based upon facts which they would find it virtually impossible to challenge or refute."

On 26th November Mr. Griffiths communicated with all local secretaries asking them to complete a form giving details of their 1964 pilotage returns, as soon as they become available in the New Year, and return to him as soon as possible.

The purpose of requiring this information is twofold :-

- (1) To enable immediate consideration to be given to the position in the event of individual earnings being outside the Letch tolerance (or agreed figure in the case of non-Letch ports), so that action can at once be taken to safeguard your interests.
- (2) To ensure, in the event of an N.M.B. adjustment coming into operation, its quickest possible application wherever appropriate.

With regard to the resolution concerning the future of the Association the Executive instructed the Secretary to write to the Transport & General Workers Union with a copy of the resolution and offer to make himself available for the purpose of holding early discussions with a view to ascertaining whether they were interested in the proposition and if so examining the various means of carrying it into effect.

Those Super Tankers and Others

The discussion on the resolution deploring inadequacies in manning and of basic equipment in the larger classes of tanker and bulk carrier in general service produced an agreement by the Executive that the Secretary should put the case formally before the Chamber of Shipping with a suggestion that the motion should be brought to the notice of their members; this to be followed up so as to ensure a detailed investigation and where necessary positive action taken to put matters right. In view of the number of technical bodies concerned with the design construction and operation of these large vessels it was agreed that the advice of the Ministry should be sought as to the appropriate organizations to approach.

It was also agreed that a fresh approach should be made to the Chamber of Shipping regarding the proposal in the Southampton resolution to ensure that pilots did not lose financially as a consequence of the inevitable delay in implementing an N.M.B. adjustment. It was felt that this was the type of question admirably suited for discussion by the Consultative Committee when it is brought into operation.

Auf Wiedersehen

We conclude on a very personal note, conscious that this issue of *The Pilot* has unfortunately fallen behind schedule. It was intended for publication before Christmas, but we were faced with a change of office at the eleventh hour and anyone who has moved will know what that means. We are therefore no longer established in Kensington, but a new address for correspondence, etc., is given at the foot of the cover containing the names of officers.

The delay has given us an opportunity of recording with much appreciation the receipt of greetings cards from the President and Executive Committee of the U.K.P.A., the Inward Pilot Services Isle of Wight, and Mr. and Mrs. H. B. Eagle (the card of the Southampton Master Mariners Club, the Catchelots).

It was indeed a pleasant surprise to have one from Mr. H. Petersen of Hamburg, a leading personality in E.M.P.A. This was its message :

*Zum Weihnachtsfest die besten Grüße
und für Ihre Fahrt durch das Neue Jahr
immer drei Zoll Wasser unter dem Kiel
wünscht die*

BUNDESLOTSSENKAMMER

Our primitive knowledge of the German language dating back to last century has given us an idea of the cordial sentiment, and we reply *Danke Schön*.

In the words of the Catchelots "A Fair wind for the Coming Year" to all our pilot friends.

Those Who Were There

Throughout the Conference the chair was taken by the senior vice-president, Mr. D. H. Tate, and with him on the dais were Messrs. H. J. Wynn, C. D. Griffiths and Miss Susan Weston. There was a full attendance of the Executive Committee, Messrs. J. H. Innes, L. R. Slade, F. V. Janes, S. Green, R. D. Balmain, R. H. Farrands, G. W. Gibbins, T. W. Fleming and G. W. Dunn.

The following delegates and visitors signed the attendance book.

BARRY	J. Bennett, R. T. Booker.
BELFAST	C. M. Bower.
CARDIFF	W. Bulmer, A. Couch, C. D. Morgan, W. Smith.
CLYDE:	
<i>Glasgow</i>	D. H. Russell.
<i>Gourock</i>	M. B. Perry, R. McCrone.
GOOLE	W. H. Perry, E. Smith.
HARTLEPOOL	J. Knaggs, B. G. Spaldin.
HULL	D. Barrett, K. Goldsmith, L. Gomersall, F. Palmer, J. F. Sedgley.
IPSWICH	W. Steele.
ISLE OF WIGHT	W. L. D. Bayley, A. R. Howard, J. Radford, K. P. Wilkinson.
LONDON:	
<i>Cinque Ports</i>	C. R. Dench, J. A. Edmondson, E. Fowler, H. A. Garner, H. P. M. Lawrence.
<i>Channel</i>	G. L. Baker, K. Y. Clow, C. Fenny, A. Ion, P. A. Levack. Visitors: M. Mitchell, M. Taylor, D. A. Campbell.
<i>River</i>	G. Connolly, D. McMillan, D. Perry, J. Purdon, I. F. H. Williams. Visitors: C. F. Hudson, F. Martin.
<i>Medway</i>	J. C. Grier, E. J. Harding, C. A. Rhodes.
<i>North Channel</i>	R. Donovan, K. Davis, A. Vaughan, R. Sanders, B. Nicolle.
MIDDLESBROUGH	G. A. Coates, S. V. Edge, H. A. Burton.
MILFORD HAVEN	H. W. Phillips.
PORT TALBOT	E. L. Hare.
PRESTON	E. N. Chambers.
SHOREHAM	W. Dalton.
SOUTHAMPTON	K. Gadd, C. Pearce, P. Taylor, A. Thomson.
SUNDERLAND	S. Hall, R. Wilkinson.

Trustee - A. A. Holland, Retired member - H. Jackson.

The first business after prayers led by Mr. Wynn was his financial report as Treasurer. The balance sheet and accounts had been circulated to the member ports and delegates heard with satisfaction from Mr. Wynn that the membership continued to rise. The total was 991, a net increase of 39. He looked forward to topping the 1,000 next year.

The Treasurer's report was adopted on the motion of Mr. Hare.

Secretary's Report

OUTSTANDING EVENTS OF THE YEAR

I CANNOT AVOID feeling that anything in the nature of my usual Annual Report would this year be somewhat out of place, in view of my recent confidential letter to all ports on the subject of the future organisation of this Association. If I rightly anticipate your mood you will be more concerned with the future than the past, and our deliberations at this Conference will presumably be largely overshadowed by the far reaching decisions you will be invited to take. I can only remind you, by way of warning against change for change's sake, that what is sometimes quite light-heartedly discarded can assume values hitherto unrecognised immediately its alternative has been chosen. For better or for worse the future is in your hands, and it is not for me to express any personal views.

Moreover, for one reason or another *The Pilot* containing a report on last year's Conference proceedings was not able to be published for some five months after the event, with the result that much that has happened since then has already been brought to your attention.

The two most outstanding happenings during the year, although very different in themselves, have, I suppose, been the all-round increase by 6% in earnings following the N.M.B. adjustment of February, 1964, and the passing into law in the month of June of the Harbours Act.

N.M.B. Adjustment

As regards the N.M.B. adjustment, this was finally settled at a percentage figure somewhat in excess of that represented by the actual increase in the scales of pay of the appropriate Merchant Service officer, in order to make up leeway for fractional differences against the pilots in the past. This was readily agreed to by the Chamber of Shipping after Mr. Henderson and I had been able to satisfy them that it was the proper course to take. Although I am the first to recognise that there is still room for improvement, the fact remains that in the overwhelming majority of instances, by close liaison between Pilotage Authorities, the Chamber, the Ministry and my office, the increases were implemented on this occasion in far better time.

I hope it will not be inappropriate for me here to pay a tribute to the energy shown by the Pilotage Department at Trinity House, who not only got on with the necessary calculations with commendable rapidity but adopted the extremely sensible and practical course of getting the rate adjustment agreed with the Chamber and myself before submitting the draft bye-laws to the Ministry. This undoubtedly achieved a considerable saving in time.

Not only were the Letch ports dealt with in that way, but, at my request on their behalf, I am happy to say similar action was taken with the majority of smaller Outports, wherever appropriate. As regards these latter, the attitude of the shipowners appears to have been to raise no objection to bye-laws for increasing their rates, provided all the conditions were fulfilled which would have entitled them to the increase had they been included in the Letch recommendations.

In the overwhelming majority of cases new bye-laws were in operation by mid-April. I would like, if possible, to see this happen never longer than four weeks from the coming into force of an award. In the case of Trinity House ports however, we must not overlook the sheer bulk of work to be done, and in all cases we must bear in mind that the calculations have to be approved by the pilots (or this Association on their behalf), the Authority, the shipowners and the Ministry. This is bound to take a little time. In the case of non-Trinity ports, whilst many are co-operative, there is obviously room for improvement, which could, I suggest, be effected by somewhat closer liaison between pilots and their Authority's officers so that considerable preliminary investigations could be undertaken,

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resulting in final figures being ready for submission to the Ministry by the date the adjustment takes effect. Middlesbrough, as ever, provided an example of what can be done. Bye-laws were submitted on 24th February and were confirmed by the Ministry on 19th March, having in the meantime been advertised and received the approval of the Chamber of Shipping and this Association on the pilots' behalf.

Harbours Act, 1964

This important piece of legislation and the written representations made by this Association for consideration during the Committee stage of the debate have already been reported upon in the March copy of *The Pilot*. We owe to our President and those Members in the House whom he interested on our behalf the warmest appreciation for their services in a number of vitally important respects.

In the early stages of the passage of the Bill, the matter which was possibly causing the greatest anxiety was the possibility that Harbour Authorities would seek to take over control of pilotage under powers to be conferred upon them by the new Act. It is now well known that the Government gave an assurance, subsequently confirmed by a letter to the President from the Parliamentary Secretary, that any move to assume responsibility for pilotage administration by Harbour Authorities would be done by seeking an amendment of the Pilotage Order under the provisions of the Pilotage Act, 1913. As regards the general policy behind any such "takeover", I am happy to say that in reply to my inquiry the Chamber of Shipping have intimated that in their view, where pilotage arrangements are satisfactory, they can see no benefit in making them the responsibility of the Port Authority.

In this connexion, however, I have felt it right to address a letter to those member ports where the Harbour Authority is already responsible for pilotage, pointing out that they may experience a change in Authority (at any rate as at present constituted) without any amendment of the Pilotage Order, as a consequence of schemes at present being prepared in a number of

districts in pursuance of the Rochdale Committee's recommendation for the unification of the various Authorities and dockowners within a single port. I have attached a copy of this letter at Appendix 'A' to this Report, so as to make sure that it does not escape the attention of anyone likely to be affected.

In order that you may all be fully aware of the watchful eye which the Association is keeping on other possible developments under the new Act, I am re-printing at Appendix 'B' a letter distributed to those most likely to be concerned on the subject of shore-based radar and remote pilotage. You will be aware that Orders for establishing schemes for the control of movement of ships in harbours (in the Act referred to as Control of Movement Orders) not only have to be published, enabling interested parties to make representations thereon, but, under the provisions of Section 21, in all such cases (in so far as they relate to pilotage waters) a person nominated by the Pilotage Authority concerned must be included on the body by whom the scheme is to be administered.

There are two essential points here which we must watch most carefully. I am sure you will share my view that the person to be nominated by the Pilotage Authority ought to be a licensed pilot, and furthermore, it is imperative that the pilot concerned should be taken into consultation from the very outset of the drafting of any such scheme. You will all be only too conscious of the necessity for this. Far too frequently in the past various activities of Port Authorities having a direct bearing on the navigation and safe handling of ships have passed the planning stage and are often virtually ready to be put into operation before anyone has considered it necessary to invite the pilots to express their views. By then it is usually too late for changes to be introduced, and criticisms and suggestions, however constructive, tend to meet with resistance. I hope it will be accepted without question that the expert guidance and advice of licensed pilots is an essential pre-requisite of every well prepared scheme incorporated in a Control of Movement Order.

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Past experience however, has, taught us that – obvious as this may seem – we cannot take it for granted. I am glad to say that I have received very helpful replies from many to whom my letter was addressed, but this unhappily does not include the Dock and Harbour Authorities' Association, whom I would regard as perhaps the body principally concerned. They simply stated that there had been local consultation in the past and they doubted whether it was likely to be widened.

A further letter from me requesting an assurance that if and when schemes for the use of shore-based radar and remote pilotage were under consideration by any of their members, pilots would be taken into consultation, received a reply of such brevity that I can only describe it as curt and resentful.

I must express the hope that if the Dock and Harbour Authorities' Association seeks to be accepted as representative of a number of important Harbour and Pilotage Authorities, their attitude towards pilots will undergo a substantial change. It is, for example, in complete contrast with that of the Ministry of Transport, the National Ports Council and the Chamber of Shipping of the United Kingdom over matters in which our interests meet.

This Association has repeatedly made clear the desire of its members to work harmoniously and in close co-operation with Port Authorities and their officers. We regard it as essential in the interests of the shipping industry which we both exist to serve, but in the light of recent experience **I would like to invite the Dock and Harbour Authorities' Association to come out into the open and state clearly what their policy is in relation to pilotage administration.**

Pensions

No one will need to be reminded of the importance which the Executive Committee attaches to this question, and of the debt we owe to our Senior Vice-President Mr. Tate for the tremendous amount of research and constructive work which he has put into this involved subject and which culminated, as you know, in the joint recommendations agreed to as long ago as January, 1961.

I devoted a considerable part of my report last year to this subject, informing you, among other things, that because of unsatisfactory progress at long last we looked like holding the meeting at Ministry level of all interested parties for which this Association had been pressing. This duly took place, under the chairmanship of a senior Ministry Officer, on 18th December last, at which the Government Actuary was present. In addition to the two bodies of pilots, the Chairman and Secretary of their Pilotage Committee attended on behalf of the Chamber of Shipping, and Trinity House, the Dock and Harbour Authorities' Association and nine independent Pilotage Authorities all sent representatives. We wanted an investigation on a national basis into ways and means of implementing the joint proposals, recommending, as you know, amongst other things, a level of pensions not less than 50% of earnings.

After each representative had expressed his views and the whole matter had been fairly well explored, it was agreed that the Minister should be invited to approach the Government Actuary with a view to his undertaking the duty of carrying out the proposed investigation, for which purpose a small fact-finding subcommittee would be placed at his disposal.

In March of this year we all heard from the Ministry that a formal approach had duly been made to the Government Actuary, who had indicated his willingness to accept this tremendous task. To everyone's astonishment, however, the matter had come to a complete standstill because subsequently the Ministry had received representations from the Dock and Harbour Authorities' Association to the effect that there was far less support for the proposition of a national investigation into pensions than the Ministry had been led to believe.

The Minister accordingly decided to address letters to each of the organizations represented at the December meeting seeking confirmation of their agreement for an investigation to be made by the Government Actuary, and if so whether they would be prepared to co-operate. It was made abundantly clear by the Ministry, as it always had been by this Association, that

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such an inquiry was to be entirely without prejudice to existing arrangements and would commit no one. What this Association wanted was to establish the facts. The Executive were confident that once they were made known the urgent need for improvement and rationalisation would become so apparent that progress thereafter would be greatly assisted, more especially if we were to have the invaluable benefit of the assistance of the Department of the Government Actuary.

I am not going to trouble you with all the difficulties which subsequently arose and the endless correspondence which resulted from this extraordinary intervention. Suffice it to say that the brake was effectively and firmly applied to all further progress for the best part of six months. In the end everyone was brought into line once again and we are now just about back to where we were in March 1964, except that the Government Actuary has begun operations by way of sending a questionnaire to the members of his subcommittee.

This is a deplorable state of affairs, and if any useful purpose would be served by publishing the correspondence I would gladly do so. Now that the wheels are revolving again I am, however, anxious to avoid re-creation, and hope that positive progress can rapidly be made in a spirit of understanding and co-operation. **I cannot over-emphasize how gravely unsatisfactory the pension position is at the overwhelming majority of ports. Some Authorities, having regard to their statutory obligations, are unquestionably deserving of severe censure for the complacency and mismanagement which they have displayed in the past, and others, who seem to be entirely satisfied, have little indeed to be proud of.** The position of their Funds and the benefits payable would be very different had they discharged their duties as businesslike and conscientious trustees.

There seems to be a wholly inadequate sense of obligation on the part of many Authorities, and this Association, even if it has to go it alone, is resolved to see this matter through and will be in no way deterred by the endless difficulties likely to

be placed in its way. It is not enough for Authorities to say that they follow actuarial advice. Many Funds which pay wholly inadequate pensions are doubtless actuarially sound, but the matter must not be allowed to end there. It is the responsibility of the Authority to see that their policy is right, and that where pensions do not come up to modern standards energetic steps are taken to put their Fund on a proper basis.

Joint Consultative and Negotiating Committee

A note on this matter in the July edition of *The Pilot* reported progress up to that date. We did not say, as perhaps we might have, that our President had been good enough to meet Mr. Tate and myself, with Union representatives, and give us the benefit of his advice as to how best to proceed. Unfortunately, despite the immediate intimation by the Chamber of Shipping of their interest in our proposition, we have run into difficulties over the method whereby any such consultative committee should be constituted. The Chamber have confirmed their willingness to be represented upon it, but claim that as the promoters of such a scheme it is up to the two pilots' organizations to approach Trinity House, the Dock and Harbour Authorities' Association and representatives of independent Pilotage Authorities, and secure their full co-operation. The attitude taken both by the Union and this Association is – as Mr. Henderson has so well put it – that the Chamber, being in the position of paymaster, should be wholly responsible for determining the composition of their side of the table.

This difficulty has alas seriously hindered progress, but the idea is so basically sound and beneficial to pilots and shipowners alike, that I cannot believe that purely procedural problems over the method of bringing the Consultative Committee into existence, important as they are, are incapable of being overcome.

The appointment of Whitley Council type committees and their method of operation are matters of which my colleague Mr. Henderson has such great experience that I have left these negotiations largely to him,

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in whose judgment I know we can all have complete confidence. By the time we meet I greatly hope there will be something more tangible to report.

Central Pilotage Authority

The proposition that there should be a Central Pilotage Authority to control administrative matters of national application has, as you would expect, been discussed with Trinity House, to whom a copy of the resolution adopted at last year's Conference was sent. Other interested parties, including the National Ports Council, have also been informed. The difficulty, as doubtless will be appreciated, is that any such change would call for legislation which no Government is likely to make time for, short of a complete revision of pilotage law. On the other hand, in view of probable opposition from the large, well-established Pilotage Authorities, it has been put to me, as a possible immediate alternative, that great value could be derived from the establishment, on an entirely voluntary basis, of a body somewhat analogous to the National Maritime Board. Pilotage problems of an important nature and affecting the service as a whole could be referred to them, and if such an organization were found to work well in practice and prove a valuable means of resolving problems expeditiously, it might well be that that body could itself further the proposal to set up a more official organization which would largely give effect to the spirit of last year's Conference resolution.

Quite clearly this proposal is so closely related to the suggestion for setting up conciliation machinery that the firm establishment of a Conciliation Committee may well lead to developments along the lines which the Association has in mind. Until we know more about the fate of our proposals for that Committee, the Executive feels that it would be wise to defer further consideration of this particular proposition. One may prove in practice to be the natural development of the other.

Pilot Ladders

Following last year's resolution on this subject, I immediately communicated with

the Ministry with particular reference to the various types of mechanical hoisting ladders in which the Association had for some time taken an interest. Inquiry was made as to a possible approach through the Ministry to the Department of Scientific and Industrial Research, with a view to securing their advice on the wide number of different forms of mechanical design which the Association had been investigating. The reply to this letter was exceedingly helpful, and I do not think I can do better than attach a copy at Appendix 'C'.

I hardly need say that the Ministry's invitation to nominate a pilot to serve on their Committee was readily accepted, and Mr. R. D. Balmain (London River) kindly agreed to do so. Since that time he has attended a number of meetings and has investigated many different types of ladders likely to relieve the strain on pilots, particularly when boarding vessels of high freeboard. The Executive Committee are greatly indebted to him for the invaluable service he has rendered to all pilots by his conscientious membership of this Ministry Committee. I am hoping that he will be good enough to present a report to Conference, and will therefore not anticipate here what he is likely to say. I should, however, like to express my appreciation to the various manufacturers who have communicated with me, all of whose designs have been passed on to the appropriate quarter for investigation. I should like also to mention the pleasure and interest with which the Executive Committee met Mr. A. M. Thomson (Southampton), who demonstrated a model of a ladder he had devised, at their meeting in April, subsequently taking it both to the Ministry and the Chamber of Shipping for inspection.

Since last year the International Convention on Safety of Life at Sea 1960 has been ratified, and will come into force on 26th May, 1965. This has resulted in its becoming necessary to amend the Merchant Shipping (Pilot Ladder) Rules, 1952. The Ministry have been good enough to send me a draft of their proposals, to enable the Association to submit such observations thereon as may be desired. The draft is at

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present under consideration by certain important sections of pilots, and I am confident you will all much appreciate the action of the Ministry in taking us into consultation on this vitally important matter right from the outset.

Pilotage Certificates

No one will have forgotten the important resolution adopted at last year's Conference seeking, in the interests of safety, a limitation on the tonnage of vessels piloted by masters or mates holding pilotage certificates. The case in support and the manifest need for making the conditions for the grant and renewal of such certificates far more stringent than they are at present were very ably put by the sponsors of the resolution and during the course of the ensuing debate, which has already been fully reported upon.

All of you will be aware that the Pilotage Act enables an Authority to grant a certificate in respect of any ship, subject only to the qualifications of the applicant. There is no statutory limitation on size but on the other hand, as you would only expect, in matters of this kind Parliament reposed in Pilotage Authorities wide discretionary powers in relation to the issue of such certificates, leaving it to them to decline to examine a candidate or grant a certificate if they considered, in the circumstances of any particular case, irrespective of the qualifications of the applicant, that it would be reasonable to refuse to do so.

One does not necessarily want to lay down hard and fast rules, but it seems to me quite inconceivable that if an Authority declined to entertain an application for a certificate covering the use of a vessel of the super-tanker class or other ship carrying a highly dangerous or inflammable cargo, particularly for the purpose of navigating in congested estuarial waters, there would be the slightest risk of their decision being overruled by the Ministry of Transport.

For my part, I do not think that an Authority which took a firm and responsible line on a question of this kind, giving, if necessary, their reasons, would ever in practice find their decision even challenged. **The magnitude of the calamity which could result from one of these monsters exploding**

or bursting into flames needs no emphasis here, and the most reliable precaution against it is quite obviously to ensure that there is always a licensed pilot on board.

In view of the quasi-judicial position of the Ministry of Transport over matters of this kind, after the subject had been most carefully considered I was instructed by the Executive to approach Trinity House with a view to resuming our discussions which had been opened some years previously on the desirability of tightening up their bye-laws covering the grant and renewal of certificates so as to bring the conditions more into line with those applying to pilots' licences. It was explained that the basic idea was that if agreement could be reached, these bye-laws should constitute a model form for general application throughout the country.

While these discussions were going on, Shell (U.K.) Ltd., intimated their intention of seeking certificates for the master and chief officer of their methane gas tankers operating to Canvey Island, claiming that they were not prepared to allow these vessels to be handled by the ordinary turn pilot and that as no choice pilots were forthcoming they were left with no alternative. This step was most vigorously opposed by the London Pilots' Council, in view of the manifest danger to life and property ashore and afloat inevitable if such a request was granted. This led to a number of vitally important meetings of the London Pilotage Committee and direct negotiations with some of the Shell Company's most senior officials, but up to now with no entirely satisfactory result.

Let it be said at once that the London pilots have never for one moment overlooked that the shipowner is the customer, and their anxiety to give a completely satisfactory service to the Shell organisation has repeatedly been made abundantly clear. They are not, however, under any circumstances whatsoever, prepared to stand aside whilst risks of such magnitude seem to them to be almost light-heartedly entertained by people who claim to be equally interested in safety but who, with respect, seem blind to the real dangers involved. The pilots' action

Secretary's Report

is as much in the interests of every other oil terminal in the country as in their own, and doubtless it is for this reason that developments have been followed with such close attention on so wide a scale. Every endeavour has been made and will continue to be made to meet the reasonable requirements of Shell (U.K.) Ltd., and to reach an acceptable compromise. It would take a long time to describe the endless lengths to which the pilots have gone towards this end. Current discussions and negotiations are in a delicate state, and I wish to say nothing which may hinder their successful outcome, other than to emphasize once again the desire of the pilots that one should be found, and their equally determined opposition to vessels of this nature being handled by certificate holders.

Fortunately out of these troubles one tangible practical result has emerged and a small subcommittee has been appointed by Trinity House to consider detailed amendments to the pilotage certificate by-laws, which have already been placed in writing before them. I know that the whole Association stands firmly behind the London pilots on this issue, and anxiously looks forward to an early and entirely satisfactory settlement of the dispute.

A pilotage certificate problem of a very different nature arose in the Isle of Wight District as a result of the coming into operation of the Thoresen car ferries to Cherbourg and Le Havre in place of the former British Railways service. Because of the extremely tight schedule and quick turn round essential to the successful operation of these ferries, the owners found it imperative to do whatever they properly could to avoid the necessity of slowing down to pick up or drop a pilot, as the case might be. Various alternative propositions were considered, but in the end the idea was mooted that, expressly in order to avoid their having to carry a pilot, they might, although a foreign ship, employ a British mate holding a pilotage certificate.

Here again a matter of far-reaching principle was involved, the importance of which can hardly be exaggerated. At the same time the relationship between pilots and

owners was most cordial, and there was every desire on the part of the pilots to be as co-operative as possible and to ensure, in so far as it lay within their power, the commercial success of this enterprise which everyone welcomed. Without going into unnecessary detail, I am happy to say that a system seems to have been found whereby these vessels carry a Trinity House pilot throughout the whole voyage, thereby avoiding any unnecessary delay, and consequently the need to operate without a pilot by engaging the services of a certificated mate no longer arises.

Work Indices

I want to say only two things about this. Everyone knows that under the Letch Agreement the recommended level of earnings is tied to the proper number of pilots. **It is therefore essential that a work index should be established at every port.** In ascertaining whether or not you are within your Letch tolerance, total net earnings should be divided not by the actual number of pilots but by the proper number, determined by the work index method. Where, therefore, you may have earned in excess of your maximum by dint of exceedingly hard work and long hours, it is sometimes possible to establish quite simply that had you had your proper numbers you would have been within the agreed tolerance – a matter of crucial importance when the question of applying an N.M.B. adjustment arises or any suggestion is made of attacking your rates. It is therefore up to the pilots at every port, where this has not already been done, to press for the establishment of a work index.

The second point, which I do not for a moment overlook, is the difficulty of agreeing what the work index ought to be. In previous Reports you have already had all the help the Executive Committee can give you on the amount of leave to which you are entitled and matters of that kind. **If a work index cannot be agreed and an Authority insists upon excessive and unreasonable conditions and hours, the solution seems to me to lie unquestionably in the hands of work study experts.** There are many highly reputable firms now specialising

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in this important line of research, and any body of pilots who consider they have a legitimate grievance have only to write to me and I will approach your Authority, and if necessary the Chamber of Shipping, with a view to a common agreement to engage a firm of consultants of sufficiently high standing and reputation that their advice can be confidently relied upon. It has, as we all know, been done extensively in large commercial undertakings with outstanding success.

General.

Were it not that I feel I should be unduly encroaching upon your available time, there are many matters – some new, some old – to which I should like to make reference.

Earlier in the year the Executive received a complaint that no action had been taken on the Conference resolution of 1960 regarding E.T.As. There was no justification for this, and my most recent circular letter to all ports on this subject showed that in the majority of cases local arrangements were working satisfactorily. Where they were not, it was purely a matter for the pilots to raise with their Authority and to communicate with me if the results were unsatisfactory.

My letter to the Chamber of Shipping received a reply expressing surprise to hear that the arrangements, in which they had fully co-operated, were not working well, and undertook to afford the fullest assistance in bringing about improvements wherever necessary.

I have continued to receive letters from certain smaller districts, particularly the port of Fowey, illustrating very clearly the urgent necessity for a revision in the method of assessing pilotage dues, particularly where they are based on net tonnage which, as we know, does not necessarily bear any relation to size or the amount of cargo carried as between one ship and another. This can work great financial hardship, particularly to pilots at the smaller non-Letch ports, and I should be interested to hear the views of delegates so that I can take this question up on the pilots' behalf with the Elder Brethren, whom I believe will be entirely sympathetic.

Another problem which inevitably has a greater effect at the smaller ports than the larger is the claim frequently encountered for exemption from compulsory pilotage on the basis that a ship is "home trade". Many such vessels are believed by the pilots concerned to have lost that qualification and are deliberately attempting to evade their legal obligations for paying pilotage dues. Here again, I am glad to say that I am receiving every assistance from the Pilotage Department at Trinity House to prevent this sort of thing, but delegates who may have any knowledge of such practices will, I hope, either take the opportunity of raising the matter during Conference or at least write to me with full details.

European Maritime Pilots Association

You will all have been glad to read in the July issue of *The Pilot* that this Association was admitted as a full member of the European Maritime Pilots Association at its Annual General Meeting in Rapallo in May of this year. The Executive Committee has appointed Mr. R. H. Farrands (North Channel) as its permanent delegate, and we are all looking forward to the brief review which he will undoubtedly give of the activities of this valuable international Association. We unquestionably have much to learn from the Continent, as they indeed, with equal truth, have to learn from us. This in fact is the essence of membership of such an Association, which in the long run will be to the untold benefit of the profession of pilotage as a whole.

I am happy to be able to announce that next year's Annual Conference of the European Association will take place in this country, and that we have the honour to act as hosts. It is too early yet to give any details of the arrangements we have in mind for showing our guests traditional hospitality, but I can assure you that those in this country with whom we work in close contact have already been good enough to make certain encouraging inquiries, and I am confident everything will be done to make the delegates' visit a memorable and successful one.

C. D. GRIFFITHS.

Secretary's Report**APPENDIX 'A'**

UNITED KINGDOM PILOTS' ASSOCIATION
*Shannon Court,
 Corn Street,
 Bristol, 1.
 21st July, 1964.*

Dear Local Secretary,
Harbours Act, 1964

You will be aware that as a result of representations made in Parliament on behalf of this Association during the Debate on the Harbours Bill, an assurance was given by the Parliamentary Secretary of the Ministry of Transport that in the event of a Harbour Authority seeking a transfer to them of the functions of an existing Pilotage Authority, they would do so by means of an amendment to the Pilotage Order under the provisions of the Pilotage Act, 1913, and not by the use of any powers conferred by the new Harbours Act.

It must, however, be remembered that where the Harbour Authority is at present also the Pilotage Authority, any proposed amalgamation of a number of different Dock Authorities, resulting, for example, in their functions being transferred to the British Transport Commission Docks Board, the B.T.C. would automatically become the Pilotage Authority and there would be no need to seek any amendment of the Pilotage Order. It would not be a case of a Dock Authority absorbing the functions of a Pilotage Authority, but merely a transfer of the functions of one Dock Authority to another (larger) Dock Authority or Port Trust.

If, therefore, pilots in any such District object to proposals of this nature, they should immediately communicate with me in order that a formal objection can be lodged to the making of the Harbour Revision Order under which the new Authority will be constituted.

Yours truly,

(Signed) C. D. GRIFFITHS.

To: Local Secretaries at the following ports:

Aberdeen, Ardrossan, Belfast, Clyde, Hartlepool, Londonderry, Middlesbrough, South Shields and Sunderland.

Copy to members of the Executive for information.

APPENDIX 'B'

UNITED KINGDOM PILOTS' ASSOCIATION
*Shannon Court,
 Corn Street,
 Bristol, 1.*

Dear Sir,
 20th July, 1964.

Shore-based Radar and Remote Pilotage

This Association has been making certain investigations into the uses of shore and ship based radar in conjunction with radio telephone communication as an aid to navigation for ships entering and leaving ports, particularly in conditions of restricted visibility. A study has been made of what is so far happening at the leading Continental ports, and the results of these enquiries have now received the preliminary consideration of my Executive Committee.

It is doubtless recognised that the whole subject of radar display, interpretation and remote control is one requiring specialised training and experience. I have been requested by my Executive to communicate with the principal bodies likely to be concerned, in the urgent hope of ensuring, in so far as we can, that if and when developments of this nature are under consideration by Harbour and or Pilotage Authorities and others interested in the safety of navigation, this Association will be communicated with in order that a licensed pilot (whether from the District in question or otherwise) with experience and specialised knowledge in these matters, may be given an opportunity of considering the details of any proposals and making such representations thereon as may be felt desirable or helpful.

It is appreciated that matters of this kind may well be dealt with by means of Control of Movement Orders under the provisions of the Harbours Act, 1964, but pilots have felt in the past that there have been instances (chiefly in connexion with constructional works and the like) where failure to take them into consultation at an early stage has resulted in greatly increasing their difficulties in seeking to promote the safe and expeditious handling of ships using a port. It is therefore hoped that if and when the introduction of modern electronic techniques

Secretary's Report

likely to affect pilots or the manner in which they are called upon to perform their duties is under consideration, they will be taken into consultation from the outset to ensure that in the preparation of such schemes full consideration is given to the views of those well qualified and thoroughly familiar with the problems of handling ships, particularly in restricted or confined waters in difficult conditions.

Yours faithfully,

(Signed) C. D. GRIFFITHS.

To: Ministry of Transport
 National Ports Council
 Chamber of Shipping of the
 United Kingdom
 Trinity House
 Dock and Harbour Authorities'
 Association
 The following independent Authorities:
 Barry, Cardiff, Gloucester, Port
 Talbot, Sunderland, Tees, Tyne
 Thames Joint Consultative Committee
 (for information)

Copy to members of the Executive for information.

APPENDIX 'C'

Ministry of Transport,
 St. Christopher House,
 Southwark Street,
 London, S.E.1.

Ref.: MS 44/4/03

19th November, 1963.

Dear Sir,

Pilot Ladders

Thank you for your letter of 4th November about mechanical ladders of the hoisting or cage type.

We are, of course, aware of your great interest in devices of this kind, which we share. I can tell you that we have been contacted in two cases about ladders of this type. In one case we gave our approval last year; in the other and more recent case we are awaiting production of a full-scale prototype.

As regards your suggestion that the Department of Scientific and Industrial Research should be asked to advise in such cases, we do not see any necessity for this.

We consider that our own Surveyors are quite competent to assess the suitability of any designs put forward. In saying this, however, I should add that we should welcome the assistance of any of your members the Association might care to nominate for this purpose.

Perhaps you would consider this suggestion and let me know whether your Association would like to nominate members whom we could invite to join us in considering ladder designs as and when these are put forward.

Yours faithfully,

(Signed) G. A. BARRY.

The Secretary,
 United Kingdom Pilots' Association,
 Shannon Court,
 Corn Street,
 Bristol, 1.

**"BREATH OF FRESH AIR
 BECOMES A LUSTY GALE"**

The formal adoption of the report was moved by Mr. Rhodes who said "Despite what he says in the first two lines, Mr. Griffiths has, as usual, produced a very clear, able and interesting report. And he truly deserves our congratulations. He is, of course, dead right! - we are more concerned this year with the future than with the past. And if we are to read the signs aright, the breath of fresh air that swept through this Conference Hall this time last year developed into a right gusty gale!"

Mr. Rhodes made it clear that he was speaking for the five London stations which had held a meeting in the previous week and discussed the report. He proceeded to comment under the different headings.

He described the Harbours Act 1964 as a most important piece of legislation in view of the degree of power it conferred upon the chair-borne so-called experts and commented "we must be prepared to exert ourselves in every possible way".

Regarding pensions they applauded every move that had been made by the Executive and joined in deploring the action of the Docks & Harbours Authorities Association which resulted in delaying progress for so long.

The Joint Consultative and Negotiating Committee was typical of the frustrations that beset pilots.

The Central Pilotage Authority was not a practical proposition at the present time. They were, however, left with the strong feeling that the only solutions to their problems was going to be a Royal Commission Inquiry into pilotage – the first since 1911. Mr. Griffiths had given a very fair account of the way the battle over pilotage certificates had been fought by the London pilots and they thanked him for his valuable assistance and advice whenever they had asked for it. "We intend to fight this one to the end" said Mr. Rhodes, "and we can assure everyone that we are fully mindful of the national issues involved".

As far as London was concerned, he went on, the business of E.T.As was still unfinished and a most unsatisfactory position continued.

The method of assessing pilotage rates and the law giving exemption privilege in certain classes of vessels were so out-dated that they must be revised.

The Tilbury Mistake

A notable contribution to the discussion came from Mr. Perry who expressed keen appreciation for the work that the President, the Executive and Mr. Griffiths had done securing certain amendments to the Harbours Bill in particular with regard to the fact that a person nominated by a Pilotage Authority must be included in any scheme designed to make Control of Movement Orders effective. He particularly stressed that the Association should use its influence to ensure that that person should be a serving pilot and put forward as an ideal arrangement the system now operating so effectively in London – the Thames Joint Consultative Committee.

He also referred to a passage in the Secretary's Report regretting that in the past, various activities of Port Authorities which had a direct bearing on navigation and safe handling of ships, had passed the planning stage and were often virtually ready to be put into operation before anyone considered it necessary to invite the pilots to express their views. This particularly applied to the case of the new entrance to Tilbury dock, when in 1923 a strong body

of marine opinion including Captain Horton of the Clan Lines and Messrs. George Dean and Burrill of the Thames River pilotage as well as dock masters strongly advised the construction of a north-south entrance as against the east-west one planned and designed by the engineers. Their objections although very carefully considered by the Port Authority were rejected in favour of the east-west entrance mainly on the grounds of expense. As a result a totally unsatisfactory entrance was constructed which during the past 40 years had completely confirmed the worse fears of the marine experts. It was perhaps true to say that the money saved in the original construction must have been greatly exhausted by the amount of damage, disruption and delay which had occurred in the intervening years. He greatly feared that this mistake was in the process of being repeated now that plans were afoot for the extension and reconstruction of the Tilbury dock. The necessity for a deep water 24 hour entrance was even more urgent today now that ships were so much bigger than in 1923 and for this reason he urgently requested all concerned to give the matter the closest thought before the plans were finalised. He could not pretend that in any form of major construction such as a massive dock entrance, the only consideration should be the requirements of pilots, but there was not the slightest sign that pilots were being asked what the basic requirements were. Mr. Perry concluded, "we must continue as an Association to strive for the right sort of consultation even if our advice is not accepted in its entirety".

INFORMATION WANTED

The Secretary urgently requires information from all member ports as to the average amount of absence from duty due to the attendance of pilots on essential administrative duties, such as meetings in connection with the affairs of their port.

ONE ASSOCIATION FOR ALL PILOTS

AFFILIATION WITH T.U.C. ADVOCATED

ON THE AFTERNOON of the first day of Conference the delegates discussed the London resolution :-

That the United Kingdom Pilot would derive a marked benefit from a degree of modification to his present representational facilities; such modification to begin with :

- (a) **The creation of an atmosphere whereby all United Kingdom Pilots could be re-united within the orbit of a single professional Association.**
- (b) **The affiliation of the reconstituted Association thus produced with the Trades Union Congress.**

It was moved.

by D. I. McMILLAN

He said :

This may appear to be a very radical proposal and one that will be received with mixed feelings by many here today, but just think back to last year when we took the initial step by electing a go-ahead President and by joining the European Maritime Pilots Association. This year we can go a step further by endeavouring to unite all the pilots of the United Kingdom into one new organization.

We have a new dynamic President, one who has the ability, vigour and determination, once he has his teeth into a problem, to proceed to the bitter end, and despite his new appointment I know he would not have joined us if he did not think that some overall good could come of it. What better aid can he give than by unifying all pilots and channelling all our aims into one? It is not only to our own individual station's interests but for the good of the shipping industry and the country as a whole.

Our Association has, over the years, progressed slowly, but much too slowly and if we are not to stand still then we must modernise and expand. The motto of the U.K.P.A., is "United we stand, Divided we fall" – but are the pilots united when we have some here, some in the Transport & General Workers' Union and some just sitting in the wings, not prepared to join either? What we need is an entirely new United Pilots Association with an Executive Committee consisting of the best brains of the pilot service and not an Executive selected upon geographical principles to keep a watching brief for their own particular areas.

Many of you will say that we've done all right so far and it's better to leave things as they are, but just think – has shipping stayed static, what pressures have been brought to bear on individual stations? – and you will realise that it is a forlorn hope to expect no change.

If we are not to stagnate, we must have a modern, up-to-date Association led by an Executive Committee who have every aspect of modern pilotage at their finger-tips and whose technical knowledge must be beyond dispute.

Once we have united the U.K. pilots within the orbit of a single professional association then we must have a national platform to express our views and affiliation to the Trades Union Congress would give just this. Our unity means strength and united, our strength gives power to negotiate.

We have tended to drift along not realising that the modern world is passing us by and in its present form the U.K.P.A., is an anachronism, a left-over from past days. We require a modern outlook, a youthful outlook; one that will bring all pilots together under one banner. Our time should be spent on improving the pilot service nationally, we must be the leaders of the modern approach not the followers on. Unless we buck up our ideas, modernise and unify, we pilots will find ourselves fetched within the overall scope of the port administration and aided by the carefully written Harbours Act, we shall be run by a hand-picked bunch of Empire building rejects from the Royal Navy! So think very carefully, all you delegates who want to leave things as they are.

The modern sea-going officer is required

to have a more expert knowledge of every aspect of modern sea-faring; the examinations have become progressively more difficult as the years have passed, yet only too often when he becomes a pilot, despite maybe years as master, he is told to keep quiet because he is only a very junior pilot. This is not the way of progress. Who better can see the faults of a pilot station than the junior pilot, fresh from a modern company? Every pilot station should take advantage of the younger pilot's modern approach, not sneer at him because he has only been ashore a dogwatch. The grey-beards of every pilot station and this U.K.P.A., in particular, are stifling any modernization. Age brings experience admittedly, but in some cases breeds lethargy and a wish to keep things as they are and not to modernise. Let us have the balance somewhere between age and experience on the one hand, and youth impetuosity and energy on the other. Let the 1964 Conference be the start of a new era and assisted by our President, who with his dynamic approach, his unlimited energy and past experience of reorganising the police, will help us unite all the pilots, be they U.K.P.A., Transport & General Workers' Union or others into one United Pilots' Association embracing all pilots of the U.K., and with affiliation of the reconstituted Association with the Trade Union Congress let us go on with our colleagues on the Continent from strength to strength so that the pilots voice is no longer in the wilderness.

"This May Be Our Last Chance"—

Mr. Rhodes

Mr. Rhodes who seconded said no one would accuse the Association of being impetuous. He recalled this resolution passed at the 1958 Conference.

That this Conference endorses the action of their Executive in co-operating with union ports in national negotiations but feels strongly that the time has now come to dispense with this cumbersome method of working and to bring the pilots into one united body — this Association.

In that year the motion was put by the London Channel; this time it came from the River. The resolution on both occasions asked for an atmosphere to be created whereby unity might be effective. "Let's not

kid ourselves any longer!" said Mr. Rhodes. "This is very important and unless something is done urgently to put our house in order there may soon be no fabric left. This may well be our last chance and I urge everyone to see that this resolution receives different treatment from that given the one six years ago. For some time now there have been mutterings and murmurings on the stations and although voices have been raised and warnings given here little heed has been taken of them. Rather have they been dismissed as the seeds of discord sown by a few self-opinionated exhibitionists. No longer can we afford to sit back and hope for something to turn up."

He said that for criticisms to be valid it should be accompanied by constructive proposals and he asked Conference to admit that although they called their representative body an Association it supposedly performed the same function as a trade union. Let them not be squeamish about expecting it to perform that function effectively; rather let them worry when it failed to do so. He believed the Association would better serve its purpose if the executive led. Only an efficient Executive with contacts at all levels in all sections of the industry and an understanding of cause and effect as it applied in different areas that was really capable of framing a national policy necessary for the general improvement and conditions in the service.

Members of the Executive should be men who were already or were willing to make themselves expert in particular aspects of pilotage affairs and who were ready to accept responsibility for their particular field. They should be the best men for the job chosen for their ability not because of their territorial origins. Most important in the reorganization of the Association was that they should have a full time officer at the helm. No man was better suited for that than the senior vice-president Dan Tate. Mr. Rhodes suggested that Mr. Griffiths should be asked to maintain his association with them in an advisory and consultative capacity. "It would be unwise if not downright foolish" he said "for us not to realise the prodigious amount of time, effort, advice and help Mr. Griffiths has given the Association, and the tremendous benefit his experience and vast knowledge of pilotage law and lore can be to us in the future."

CRITICISM OF A SYSTEM—NOT ANY INDIVIDUAL

A speech which held Conference for quite a time was made

by *E. N. CHAMBERS*

and it is here recorded in full.

In speaking to this extremely important resolution on our future representation I feel we should concentrate our attention more on part (b) rather than part (a) because it would seem to me that it is in this part where our greatest difficulties lie.

Before dealing with this resolution, however, let us acknowledge the unenviable position that our Officers and Executive must find themselves in when a resolution of this nature is placed before them. Perhaps you will permit me to assure them that any criticism arising from the discussions that follow are directed at the system not against those who represent us. From time to time Conference has heard speakers including myself calling for one Representative Body of Pilots to act in the interests of the profession thus doing away with the clumsy machinery of dual representation with varying opinions seeking to put our house in order. What the reasons were for the profession becoming divided in its representation and remaining this way for so many years, no one really seems to know. One thing is certain, however, whatever the reasons were and may still be, is not in keeping with sound common sense that they should be allowed to continue to sap the strength and influence of the profession as a whole in the field of negotiation.

Direct Answer to a Simple Question

In asking for support for part (a) of this resolution I feel that the sponsors are appealing purely and simply to both U.K.P.A. and Union pilots to approach this matter from a common sense point of view and if this be so the issue revolves as I see it, not in debating the pros and cons for rejecting or supporting this part of the resolution, but in a direct answer of "yes" or "no" to the simple question, "Is it logical that any profession or trade can negotiate from full strength when its representation is divided? If your answer is "yes" then with great respect I propose that from henceforth we obtain the services of a psychiatrist to join the happy faces up

there on the platform. If your answer is "no" then let us get down right away to the problem of how this part of the resolution is to be implemented. All of us will listen with great interest to what plan of action the sponsors and delegates have in mind to achieve unity between the two R.P.B's and no lack of support will come from Preston.

Difficulty of the Word Affiliation

Let us now pass on to part (b) of the resolution and the difficulty of the word affiliation. I must remind you of the remarks of our General Secretary in the opening paragraphs of his report. It is to this part of the resolution that his words of wisdom and caution seem to have been directed and they should in my opinion be heeded at all costs. Had this part of the resolution carried a rider to the effect that a thorough investigation into the terms of reference of pilots under the Pilotage Act and also as self-employed persons permitted us to be in a position to accept the doctrines of trade unionism on the one hand and fulfil our obligations to those doctrines on the other, one should feel ready to support it secure in the knowledge that we could proceed with some measure of success to protect our profession from abuse and bring to right many of the injustices which have been perpetrated upon us.

It would seem therefore that if we are to think in terms of affiliation we should examine some of the fundamental differences between our profession and other vocations represented by unions.

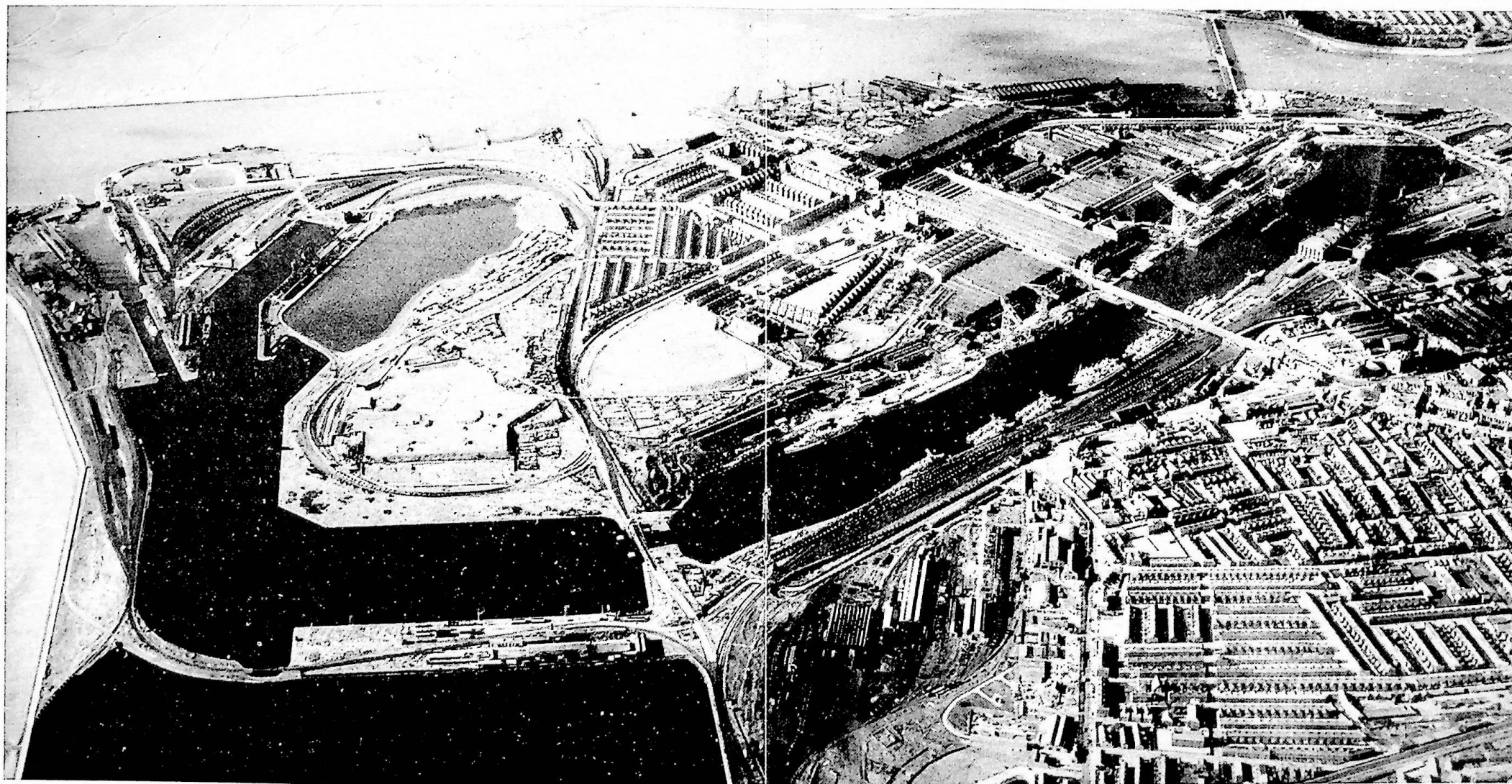
Firstly let us take legislation. The Pilotage Act lays down the terms of reference under which a pilot, not a body of pilots, shall perform his duties, and receive his pilotage dues or earnings. It also makes him liable under common law for any deficiencies in performing that duty and he must appeal to common law to extricate himself from the consequences of such deficiencies. One of the principal doctrines of trade unionism is collective security for all those under its wing. Working conditions, rates of pay, negotiating machinery for dealing with disputes, etc., have been agreed to in the first instance between union and employer. If

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Docks and Shipyards at Barrow-in-Furness, Lancs.

BARROW-IN-FURNESS has figured in most editions of *The Pilot* but how many members are familiar with this important port on the north-western coast of England? It suggested a suitable picture for the cover of this issue of *The Pilot* but when through the good offices of Mr. S. Green we obtained this picture it obviously required more than the limited space available, so it has been promoted to the middle pages where we have adequate accommodation. We regret that it intrudes into the all important Conference debate on the future of the Association but this is the only place technically possible and you can pick up the debate again on the next page.

This aerial view of the docks at Barrow and the shipyards of Vickers Armstrong Ltd., was taken by H. Tempest (Cardiff) Ltd., and the original hangs in the office



of Docks Manager, Mr. J. M. Hughes who has willingly given permission for its reproduction in *The Pilot*.

The waterway known as the Walney Channel is between the mainland and Walney Island, the coastline of which is seen at the top of the picture.

Pilots board the vessels for Barrow and ocean tankers for the Shell Oil Refinery at Heysham, some six miles to seaward of Walney Island. They have eight miles to go into Barrow and sixteen miles into Heysham.

The shipyards have been the birthplace of many well-known passenger liners and more recently the atomic submarine *Dreadnought* and the new methane carrier *Methane Princess*. At present on the stocks is the first British built 100,000 ton tanker and will be launched on 17th March this year complete with engines, by Her Majesty the Queen.

Continued from page 17

from time to time alterations in the structure of these agreements are required no repeal of any Act of Parliament is necessary, thus giving the union concerned the power to operate through the medium of collective security either to raise the standards and conditions of its members or protect them from abuse and injustice. One must ask oneself therefore is it possible under the legislation that governs our affairs at present for us to subscribe to this doctrine?

The next point I wish to bring to your notice to illustrate the gulf that lies between us and trade unionism is the earnings structure and here I wish to hurt no feelings or belittle the efforts of those who worked so hard to reach agreement on this matter at the time of the Letch negotiations. No one will surely fail to recognise, however, just how far choice pilotage fees and the huge differentials that exist between persons equally qualified to carry out a task that produces the same end product, fall short of any income structure within the trade union movement. Are we to say to the T.U.C. let us in but we are unable to subscribe to your beliefs that the members of the various trades and vocations that make up your numbers should receive the same rate of pay for the same type of work and the same amount of effort, irrespective of whether the person concerned is carrying out identical, but perhaps not so important work in Aberdeen as his counterpart in Birmingham? This is the principle on which their earnings structures are founded. How are we going to reconcile ours?

The Closed Shop

Let us pass now to the closed shop, yet another of the ideals of trade unionism which plays a major part in their negotiating machinery. So long as legislation encourages and permits the encroachment of a kindred trade into the realms of pilotage through the medium of non-compulsory pilotage or the issuing of pilotage certificates trade unionism can offer no protection against the shipowner exploiting this weapon given into his hands to threaten the profession in areas where one pilotage service may be more vulnerable than another.

Lastly, but probably the most important function of trade unionism is its clear right when all efforts of negotiation have failed

to instruct its members to withdraw their labour, not only the labour of the members of a particular union engaged in a dispute but the labour of kindred trades in sympathy and support.

The attitude towards a withdrawal of services in our profession has been the subject of many discussions at Conferences and it has been made abundantly clear that pilots are not prepared to support each other on this issue. What would be our reaction if called upon through the medium of trade unionism to withdraw our services either separately or in support of a kindred trade? The very reasons that in the past have decided us against action of this nature are alien to the principles of those we might seek to affiliate ourselves to.

These are but a few examples of the problems that are to be found if we are to be honest with ourselves and those with whose doctrines we would be obliged to keep faith.

Throw off the chains!

If our profession can throw off the chains so tightly bound to legislation, and honour the obligation it would certainly be called upon if affiliated to the T.U.C. then I feel sure such a move would be of great benefit to the piloting community.

If we affiliate knowing that we cannot accept, perhaps through no fault of our own the doctrines and the discipline of the T.U.C. then with great respect we betray a great institution that has brought untold benefits to millions of people in all walks of life.

I do not suggest for one moment that those who in the first instance were responsible for dividing our ranks gave much thought as to whether the profession was suited to trade unionism or not. If this was the only alternative left open to them I feel their primary concern would be that they must get themselves represented by somebody. That somebody, as we know, was the T.W. & G. Union and it is my view that having been given the chance they had to get in quick.

The only thing they appear to have achieved by it is to endeavour to promote through their own negotiators ideas and schemes which in the main have originated from this Association. As members of a trade union they should have been able to

use the full Union machinery in the dispute over fringe benefits but their efforts came to naught just as ours did.

It may well be therefore that it is only in name and by subscription that they enjoy Union status and if for the reasons I have mentioned they are unable to fulfil their obligation to fellow members of their Union, this is all that can be expected.

I move therefore that part (a) of the resolution be supported and that although we may agree that part (b) should be accepted in principle I feel we should abstain from voting until we are sure that our decision will give no cause for the noble gentlemen of Tolpuddle to turn in their graves. This is by no means directed against the adoption of any part of the resolution, but is a request for Conference to approach part (b) with caution until we know what our commitments would be.

"Great Service to all pilots"—

Mr. Innes

Mr. INNES said: I know I am repeating myself annually, but may I support this resolution with all the fervour and sincerity at my command.

The proposers have done a great service to all the pilots of the United Kingdom in phrasing such a vitally important and obvious necessity so simply within the terms of this resolution. Admittedly it is something we are all very conscious about, and which we have long realised to be a necessity — a first priority Work Index if you like — which must be established if pilots are going to obtain the fullest representation.

We all know there has been discontent within a section of our membership of the U.K.P.A., with the function of administration. Most of us have weighed in with our own personal ideas at one time or another. But — and I can say this with the deepest sincerity because I have been closely connected with all the important matters your Association has dealt with through the years — our tireless Secretary and Solicitor has devoted his very extensive talents to putting forward the genuine grievances of our membership in such a clear and concise manner that he has been able to convince the opposition that pilots are but human, and their demands reasonable. Surely, no mean feat. In fact it is a revolutionary

approach to the representation and negotiation for, and on behalf of, pilots.

Yet, despite Mr. Griffiths's steady and conscientious work, plus the very real efforts of your Executive, there appears to be a body of opinion which feels that the Association should be on a quasi commercial basis, with P.R.O.'s dashing in and out of the Chamber of Shipping and the Ministry, together with a semi-permanent committee haunting the precincts of Westminster.

I would be idiotic not to remind you that the U.K.P.A. is not Transport House or the Conservative Central Office. It is an Association of approximately 950 independent pilots. Each one of us is part of the Association. The Executive are merely working pilots who give of their experience in translating the desires of their colleagues so that Mr. Griffiths can be briefed in their requirements; and, he has certainly carried out these requirements in no uncertain manner.

No, it is not constitution nor administration which is at fault but the disunity between the two bodies of pilots; and it is precisely this which the proposers of this resolution are attempting to rectify.

At almost every Executive Meeting it becomes increasingly clear that the dual representation of pilots between the U.K.P.A. and the Union is not only leading to misunderstanding, with a consequent lessening of political weight during negotiations; it is actually allowing the opposition to drive a wedge between the two representative bodies. In negotiations, the Association is told that their views are not those of all pilots, and we are thus discredited.

If Mr. Griffiths has been able to achieve so very much for pilots under such difficult circumstances, it must be obvious to all of us that, if every pilot in the United Kingdom were within one representative body, no one could or would deny their demands provided they were, as always, the just and reasonable demands of responsible professional men with an inbred loyalty to the ships they serve.

The ensuing general discussion in which the CHAIRMAN joined produced no "hot air". It was conducted in constructive spirit. Then Mr. GARNER interjected with a few bright thoughts, such as "it goes round and round" when he asked for a clarification of the position and later his suggestion that the

Executive should explore the situation of "part time amateurs" brought a prompt reply from Mr. Innes - "part time yes, but amateurs no."

"Unity" Resolution adopted

The CHAIRMAN instanced some of the jobs which had been undertaken by part timers. It was true that the work had increased and pilots were best qualified to sort out these matters. If things needed putting right let them do it by their own efforts.

Several delegates spoke in favour of the part (a) resolution, among them Mr. PERRY and Mr. HARE but Mr. COATES and Mr. GADD hesitated about joining the T.U.C.

One of Mr. HARE'S points was that the Union were not in E.M.P.A.

Mr. PERRY said that practically all the ideas had been initiated by the U.K.P.A. and all the Union had done was follow their lead. Pilots were not a body of employed people and he would not want to be guided by anybody. Success of the resolution would not depend on the U.K.P.A., but on the attitude of the Union pilots.

GENERAL SECRETARY said he had tremendously appreciated the manner and tone of the approach to the resolution. On the question of affiliation to the T.U.C. he said, "let us get the united body into existence first".

Conference deferred voting until the following morning, and the Chairman announced that due to special circumstances Mr. McMillan could not be there to close the debate. Mr. RHODES the seconder, took on the job.

Before putting the resolution to the vote the CHAIRMAN pointed out that the part (b) was not an automatic action. They would have to seek and consider the conditions under which they would be granted admission to the T.U.C.

The resolution in its entirety was then adopted.

ALTERATION OF RULES

THE following amendments to the rules of the Association proposed by the Executive Committee were adopted by Conference.

Rule 5:

Delete existing sub-paragraph (b) and

substitute therefor the following -

(b) a subscription of £1 12s. 6d. quarterly in advance, or such other sum or sums as may be fixed by Conference from year to year.

Rule 8:

Second paragraph. After the words "Vice-President or Treasurer" delete the words "or to serve or represent the Association on any Committee or other body", and at the end of the paragraph add the following sentence -

Any Ordinary Member may be nominated by the Executive Committee to serve or represent the Association on any Committee or other body dealing with matters of interest to the Association.

Both propositions were proposed by Mr. WYNN, who reminded delegates that there would be expenditure in connection with the E.M.P.A. Conference in London in 1965.

Mr. INNES seconded the first and Mr. JAMES the second.

The ports had been notified of these proposals in a communication of 10th July by Mr. Griffiths. This gave these reasons for the amendments :-

(a) You will remember that at last year's Conference, when it was decided that application should be made for this Association to join the European Maritime Pilots' Association, it was estimated that the cost of our subscription would be covered by the sum of approximately 7s. 6d. per head. On further investigation and in view of an increase in the amount of our subscription to the European Association, it has been found that this may not be quite sufficient, and accordingly the Committee recommends that Rule 5 be altered to increase subscriptions by 2s. 6d. per quarter per head as from 1st January, 1965, to cover this particular item.

(b) Under the present rules, the Association can only be represented at any other Conference or Committee by a member of the Executive. This is not always convenient for geographical reasons, and moreover it is sometimes known to the Committee that an ordinary member not on the Executive is the person best qualified to attend.

REVIEW OF E.M.P.A. ACTIVITIES

by R. H. FARRANDS

WE HAVE NOW been connected with E.M.P.A. for nearly two years and were accepted as full members some five months ago. Do the results achieved so far justify our membership? Do the results and future aims of this European Association justify the extra subscription which you will be asked to pay?

It's your money and your decision. I have not the slightest doubt from the evidence so far of the value to us of this continental adventure as I have heard it called and I know Mr. Tate agrees with me in this respect. You will be asked to pay an extra 2s. 6d. a quarter or 10 shillings a year, I believe, and you will be getting extraordinary good value for so little money, in fact it's dirt cheap.

As Mr. Griffiths so rightly states in his annual report, we have much to learn from the Continent as indeed they have to learn from us. At Hamburg, Rapallo and Rotterdam where I had the privilege of attending their meetings with Mr. Tate, the Continental pilots appreciated the valuable advice and counsel which Mr. Tate in his inimitable way gave them and I am not exaggerating in any way when I say that the European Association has been materially strengthened by his presence there.

Experience gained at E.M.P.A. meetings and consequent correspondence which is amounting to considerable proportions, has enabled us to examine the problems of pilots on the Continent and we find them very much the same as ours. Indeed if one ignores the various accents at E.M.P.A. conferences, one could very well imagine that one was listening to pilots at a U.K.P.A. conference. A very comprehensive questionnaire concerning all facets of pilotage administration and conditions, was sent by E.M.P.A. to all member associations and has resulted in a mass of information which has been made available to Mr. Griffiths. This will form an invaluable basis for comparison when dealing with national and local problems in this country. It must

be pointed out that it is not the function of E.M.P.A. to deal with such matters as are properly the concern of individual associations nor is it intended that E.M.P.A. should interfere with any member association or coerce it to take any action against its wishes. This is stated in the E.M.P.A. rules which say that every member organization keeps its autonomy and full freedom of action.

I come now to some of the items dealt with by E.M.P.A. in the last year.

Pilot Ladders

At last year's conference I referred to the fact that European pilots were becoming increasingly concerned at the number of serious accidents befalling pilots while embarking or disembarking from ships and how dissatisfied that they were with the regulations governing the provision of pilot ladder facilities. The requirements for pilot ladders, governed by the 1948 International Convention for Safety of Life at Sea were only expressed in very general terms and consequently a shipowner's interpretation of them varied considerably and often to the disadvantage of the pilot.

In 1960, a further conference took place resulting in the 1960 International Convention for the Safety of Life at Sea. The regulations on pilot ladders at that Convention were a great improvement on those of 1948 but European pilots felt that they still fell short of what was required to ensure the safety of a pilot. Furthermore the 1960 Convention had not been ratified and even after ratification, there was still a year's interval before its regulations would be brought into force.

The General Meeting of E.M.P.A. at Hamburg last year decided that a pamphlet should be produced listing the pilot ladder facilities required by the 1960 Convention and including also E.M.P.A.'s recommendations which were no more than an amplification or an interpretation of those regulations.

We were told at Rapallo that by last February some 5,000 of these pamphlets had been distributed by pilots to shipping in

Sweden, Germany, Holland, Belgium, France and Italy, and in general the result had been considered a success. Improvement in pilot ladder facilities had been noticed in many ships and it was reported that shipping companies were adopting the E.M.P.A. recommendations; among those mentioned being Holland America Line, East Asiatic, Hamburg America Line, Svenska America, two British shipping companies and last but not least the Italian Navy.

At Rapallo, it was decided that further pamphlets should be printed for distribution by pilots together with a note that pilots belonging to E.M.P.A. may refuse to board a ship if the pilot ladder facilities as listed were not complied with. Since Rapallo, the 1960 Convention has been ratified.

Eastbourne Convention

One of the objects of E.M.P.A. is to seek representation at international meetings so that the voice of the practical pilot in person can be heard on such subjects as he is most qualified to speak. The Convention at Eastbourne on the Safety and Reliability of Sea and Air Transport provided E.M.P.A. with its first opportunity and the European Association was represented by the President of the Dutch Pilots Association, a Genoa pilot who was also a vice-chairman of that port's radar school, and myself. The presence of pilots at Eastbourne was welcomed by the delegates especially in view of the complete absence of active seagoing personnel and their views were sought consequently on many subjects. A complete report of the Eastbourne Convention will appear in the E.M.P.A. booklet which will be published at the end of this year and be distributed to all pilots belonging to E.M.P.A.

Here I would like to congratulate our Mr. Curthoys on the fact that the E.M.P.A. booklet is to be modelled on the style of *The Pilot* as it was considered to be the best of the European publications taking into consideration cost of production and presentation. In fact *The Pilot* is in great demand on the Continent and I think that this should be encouraged; we have everything to be gained by it.

And now a brief review of some of the subjects which are still being actively dealt with by E.M.P.A.

Navigation of Super-Tankers in pilotage waters.

The interest which the U.K.P.A. has taken recently in the problems relating to pilotage of tankers, especially super-tankers, led to E.M.P.A. placing an item on the agenda at Rapallo last May. Here, Mr. Janes gave an account of the U.K.P.A.'s work in this respect. The opinions expressed by European pilots at Rapallo very clearly supported Mr. Janes's contentions and consequently the Secretary of E.M.P.A. was asked to draw up a document on this most important subject and it will eventually be presented to I.M.C.O.

At the Rotterdam Executive meeting last week, the E.M.P.A. secretary presented a full summary of recommendations and these were discussed at some length, in fact one whole afternoon and part of the next morning of a two day meeting was taken up on this vital subject. The conclusions arrived at by the Executive Committee of E.M.P.A. at Rotterdam will be placed before the annual meeting of E.M.P.A. in London next May for discussion and acceptance and then sent to the Inter-Governmental Maritime Consultative Organisation.

It must be pointed out here that E.M.P.A. is not viewing this as a problem of ports confronted with the advent of super-tankers alone but on a basis that even in small ports pilots are being asked to pilot larger and larger ships to justify the ambitions of some port authorities and the economics of some tanker owners. As you will know, a 1,000-ton ship at a small shallow port can create very similar problems to that of super-tankers at a large deepwater port.

This again, I think, is an example of the usefulness of an international association. A problem which has confronted United Kingdom Pilots has on consultation found to be common to all pilots irrespective of country and will result in support by pilots on an international scale.

Radar chains, training of pilots in radar and remote pilotage

The related subjects of radar chains, training of pilots in radar and remote pilotage have been extensively discussed by E.M.P.A. and in addition Mr. Tate and I have had the opportunity of seeing technical development in ports which in many cases

are much more in advance of our own. The experience of continental pilots in ports such as Hamburg and Rotterdam will be most useful to us when harbours in this country begin to modernise their navigational aids as a result of the Harbours Act and the setting up of the National Ports Council. The experience gained will not only be useful to pilots themselves but also to port authorities by means of consultation with pilots.

We were very impressed at Hamburg where pilots of the port operate the shore based radar and V.H.F. communications. Six Decca radar displays cover the harbour and are situated in the pilot station where in normal weather, one pilot is kept closed up. In periods of reduced visibility, three to four pilots are brought in to enable shipping to be kept on the move even in dense fog. The German government has asked if the pilots would be willing to take over and operate all shore based radar in that country and the pilots have replied that they are not only willing but consider it their right.

The idea of introducing pilots into shore based radar however has given rise to a new conception of pilotage by theorists and technicians ashore. Remote pilotage as it is called, has been the subject of Institute of Navigation proceedings three times in the last three years and consequently indicates that there is considerable interest being taken in it by their members. The port which has given rise to the new conception of pilotage is Bordeaux on the River Gironde. There pilots have been introduced into the new radar station but with the expressed intention of the shore authorities that remote or shore based pilotage will eventually be the means of eliminating sea pilotage by pilots on board from the river entrance to Le Verdun, some 18 miles up the Gironde. The advantages claimed by the port authority are the reductions in cost of maintaining sea pilot cutters, elimination of delay due to bad weather and fog which prevents pilots from being embarked or disembarked and a general reduction in personnel. The difficulties they envisage in adopting this type of pilotage are firstly, the language barrier which would confront a shore based pilot giving directions to a foreign ship by means of V.H.F., R.T.; secondly, the inability to control shipping

outside the present international three mile limit, and, thirdly, the question of responsibility in the event of collision or grounding which would conflict with the present view of a master's responsibility.

Representatives of the Bordeaux pilots at Rapallo gave E.M.P.A. their own views on the feasibility of remote pilotage in the Gironde. These views conflicted of course with those of their port authority. After some discussion, E.M.P.A. unanimously adopted a resolution which stated that while pilots in general welcome any steps to expedite the movement of shipping or render navigation safer, the intention of introducing remote pilotage on the Gironde contributed nothing towards these ends and was not in the best interests of either shipping or ports. The resolution went on to say that E.M.P.A. having heard the experience of practical pilots from ports where shore based radar was installed, the maximum benefit could only be achieved and the safety of navigation best served, when such an installation was operated by pilots of the district concerned.

We have learnt since at Rotterdam from the French that E.M.P.A.'s action has led to ideas of remote pilotage in the Gironde being abandoned, but it is of course not to say we shall never hear of it again.

That is a brief review of some of the activities of E.M.P.A., there are many others which time does not permit to report. I would like to end by saying that you are now members of a European Association of nearly 4,000 pilots whose interests are common to yours. If any of you in the future wish to have information, or inquiries made on any aspect of pilotage on the continent, please address them to Mr. Griffiths or to me and I will do my best to help.

Tribute to Mr. Farrands

"Lucid and concise" was how Mr. Garner described the report. "May we congratulate ourselves on having Mr. Farrands as our representative on E.M.P.A." he said. Mr. Tate joined in the tribute and said that he knew the prodigious amount of work Mr. Farrands had done in forwarding the interests of British pilots on the Continent - a magnificent job. The applause of the delegates showed that they agreed.

RATAN AND SHORE BASED RADAR

by E. J. HARDING

During the morning session of the first day of Conference Mr. Harding, a Medway delegate read a paper on Ratan and shore based radar. The following are some of the points he made.

THE greater number of larger northern European ports are now equipped with a shore based radar system. The majority of these operate in a general surveillance role and relevant traffic information is passed to ships in the vicinity by V.H.F. radio telephone. In some cases, however, directional information is passed and perhaps the one which has received the most publicity and attention is the system currently in operation in an experimental role on the Gironde estuary.

The information which is available from a well sited shore based radar may be particularly valuable to the embarked pilot. The display is fully stabilised by virtue of the fact that the source of transmission is static and the area covered by the display will be presented in chart plan, while those echoes relating to moving objects will be presented in true motion. Now I would say the quality and degree of usefulness of the display largely depends on the scale in use.

The other main advantage of shore based radar is that the display of the area covered will always be the same, therefore it is possible to feed in further detail which might well include etched in coastline, channel boundaries, centre line standard tracks, designated anchorages, and important navigational marks.

A system which is known as Ratan has been in operation at New York where it was installed by the Cossor Company and it is believed a similar system has been used experimentally at Le Havre. Messrs. Kelvin Hughes are also interested in a similar system incorporating their photo plot radar. The system was also discussed at the Institute of Navigation Conference at Eastbourne.

More recently, however, the Ministry of Transport have set up a subcommittee to evaluate the system and this Association was represented on that subcommittee. At the two meetings of this subcommittee it was deemed desirable to have a shore station equipped with the necessary gear for transmissions and at the same time to equip several representative ships with receivers

in order to obtain some practical experience in the use of the system. It was thought that Sheerness might be a suitable station to carry out the tests and accordingly both the Medway Conservancy and the Cossor Company were approached and it is hoped at some point to carry out extensive trials over a period of some months.

C.I.R.M. are also interested in the system and this organization has introduced a working party to study Ratan planning.

If the system is a success this Association should concern itself with its future use as it would appear we, as a body, are the people most likely to be concerned with it.

One might suggest that the use of the system will largely depend on the scale of the display presented.

Where it is necessary for traffic to pass through areas of great traffic density one might contrive to put down Ratanised roundabouts and thus lessen the dangers of confusion in these areas.

It is becoming more and more apparent that the handling of heavy ships in the confines of a port system is becoming more of a well planned operation and when one considers the size of some of these vessels the operation can be likened to a civil engineering project of some magnitude, therefore a measure of forward planning might be considered desirable. On nearing a final destination within a port system the pilot's role becomes less directional and he becomes responsible for what could be considered a well organized evolution. The pilot now assumes the role of site manager and has available to assist him in his task a number of other organizations, tugs, patrols, shore navigational station and berthing parties. The problem is to co-ordinate all these factors and lay down a well thought out preconceived plan. Transmitted radar may be of use in this respect:-

1. The position to pick up tugs could be marked on the screen and providing the tugs were equipped they could reach this position without difficulty in low visibility.

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TANKERS AND BULK CARRIERS "Deplorable Inadequacies in Manning and Basic Equipment"

THIS RESOLUTION was carried unanimously by Conference :

That this Association deplores the inadequacies in manning and of basic equipment which are evident in the larger classes of tanker and bulk carrier in general service.

It was proposed by Mr. P. A. LEVACK and seconded by Mr. DONOVAN.
by PETER LEVACK

I feel very deeply about this matter because I know that a very great number of my colleagues, both in the pilot service and in general maritime service afloat, are equally concerned about these huge ships and their behaviour and potential in narrow seas and coastal waters. What was said here in earlier years, principally by Mr. Janes, does not seem to have had the impact which it so obviously deserved. Not, I must hasten to add, because of any defect in Mr. Janes's subject matter or in his method of putting it over, but because the Association had at that time no effective means of advancing his views other than via the pages of *The Pilot* and such other means as were open to him in his private capacity. To-day, however, this is not so. We now have the powerful voice and great influence of our President to advance our cases before wider and much more influential audiences than hitherto, if, of course, we are able to convince him of the correctness of our intentions.

I am discussing only the larger type of ship, the bigger oil tankers and bulk carriers, and the expression "basic equipment" in the resolution means precisely engines, bridges, rudders and such like.

Fifteen years ago the names of all ships of over 30,000 tons were household words and known to every boy over the age of six; to-day ships of this size and greater are common. The big ship of fifteen years ago was a passenger ship. Such ships besides being equipped with every "mod. con" carried a double banked bridge watch all the time. In the engine room, of course, watches were quadrupled. Besides this, it was almost invariably the case that every deck officer had a master's certificate, and every engineer in charge of a watch possessed a chief engineer's certificate. On the lower deck there was always a very full complement of competent ratings in every branch of service.

These ships were always multi-propelled and handsomely powered by engines which also provided a complete adequacy of astern power. The bridge was placed in the best position possible for efficient ship-handling. Their steering equipment was always the best in design and equipment. All this provided the finest possible advertisement commercially, but it cannot be denied that such excellence and manning argues a completely conscientious reaction to the responsibility to all concerned in great ship operations. There is plenty of proof that this principle still holds good, in the passenger ship sphere.

On the other hand the monster tanker of similar tonnage is almost invariably single screwed, turbine powered and with an astern power quite inadequate to an emergency, and the bridge position is over a cable length from the bow. It is, I submit, the most primitive design and with a handling characteristic which can only be described as dangerous.

A tanker of 48,500 g.r.t. at 15½ kts. takes 10½ mins. to stop when put full astern, travels a mile and a quarter and goes three quarters of a mile off course.

One at 65,000 g.r.t. at 17 kts. takes 11½ minutes to stop when put full astern, travels a mile and goes four and a quarter cables off course.

It is perhaps significant that the operators of these huge tankers and bulkers are extremely anxious to reduce, as far as is legally practicable, the complements of such ships.

This minimal manning of ships is, in itself, provocative of hazard, evidence being the recent increase in anchors which do not fall when the windlass brake is released; of anchors that do fall but off the ends of cables while heaving in; windlasses that will not heave; warping winches and capstans that go OTB at critical moments; main engines which take an unconscionable time in reversing or steering gears which have "cer-

tain operating restrictions". Is not the root cause of most of this an inadequacy in proper maintenance because of small crews? The Marine Superintendent of a certain large oil company seriously suggested "There is not enough for a master and three mates to do on long voyages. We should cut out one of the mates".

In searching for basic causes for these tendencies, I have wondered whether perhaps it is a lack of cohesion and morale in our own calling which permits such conditions to arise. Is it possible that the defective link may be the superintendents who rapidly lose all contact with the truer aspects of ships and seamen when they go ashore? Whatever the reason the big undermanned single screw, turbine powered, bridge-aft, bulker or tanker is now a hazard wherever circumstances may demand a quick stop.

We are reliably informed that bulkers and tankers are still in the growing stage; we are promised a plenitude of 100,000 tonners while at least one of the cartels is contemplating a 250,000 tonner with a speed of 25 knots. I do not believe that any of the pilots here assembled want to halt maritime progress in any direction. I do not believe that anyone here would decline to handle the biggest ships yet to come, but I do believe that we should be fully and properly equipped so that all their movements in all circumstances shall be as safe as circumstances will allow.

I therefore suggest that this Association should use its influence vigorously in every direction to obtain proper manning scales for these large ships; also that their basic equipment should be supplied to certain minimum standards such as is suggested by the following tabulation.

Tonnage	Screws	Rudders	Athwartships Propellers
up to 10,000	1	1	1
10,000 to 20,000	1	1	2
20,000 and above	2	2	2

In addition all ships should have an astern power at least 75% of ahead power.

Thus we may not only advance our own case as pilots, but we can make a serious contribution towards maintenance of the highest standards of safety of life at sea, and moreover, sensibly aid towards a technological advance.

In the discussion which followed, a case

was mentioned of a Southampton pilot who when disembarking from an outward-bound tanker found the bottom of the pilot ladder to be broken, necessitating a six-foot jump into the pilot boat. He was convinced that had there been enough deck officers on that ship the use of such a ladder would never have been permitted. It was suggested that the Executive of the U.K.P.A. lay down the desired manning scales for various sizes and classes of ships, and if a pilot found a ship to be undermanned in relation to those scales then he should ask for additional riggers before taking the ship to her berth.

Winding up the debate Mr. Levack said it was time that international legislation was brought into force fixing minimum astern power. He said that off Southend, it was necessary to navigate the big tankers at full speed, yet the width of the channel was in places only two cables - which was just about the length of these big ships. An astern movement would put them ashore in no time.

"I think it is about time that a new Samuel Plimsoll came forward and fixed legislation on the trim of these ships, or got owners to put the bridge in the proper position," he said. "The forward vision from the conning position on one big tanker is 1 1/4 miles when she is trimmed six feet by the stern."

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- The patrols which are a feature of the navigational set-up of most large ports could be stationed at convenient points to act as speed markers or to extend one's effective visibility on passing certain marks.
- The jetty approach areas could be marked off with convenient approach lines, say, some hundred feet apart so on the final run into a jetty system the pilot would have available an indication of ship behaviour during the final run into the jetty and would be able to adjust his approach angle and consequent rate of set in per minute accordingly.

Where a pilot service is shore based forward planning could be put into effect well before boarding and by the use of printed templates showing the outline radar picture the plan could be marked on them and distributed to those most concerned.

PILOT LADDERS

"We are on the Brink of Definite Progress" - Mr. Balmain

Pilot Ladders occupied the attention of Conference for a considerable time at the opening session. An item on the agenda read "Pilot Ladders - to receive a report from Mr. R. D. Balmain" the Association's representative on a Ministry of Transport Committee.

At our request Mr. Balmain has given *The Pilot* the following report on the subject. "Since taking over the task of dealing with the pilot ladder problem a great deal of correspondence has passed between myself, a various number of ports and the Ministry of Transport. In an endeavour to find a solution to the problem of the pilots boarding and leaving the big tanker and bulk carrier, I have studied various types of mechanical hoists and ladders and the Ministry of Transport itself has shown a keen interest. That the Ministry is fully aware of the need of some form of mechanical help to the pilot is evident in its draft of the Merchant Shipping (Pilot Ladders) Rules 1965 where provision is made for approving the use of mechanical hoists or ladders.

"I am grateful indeed for all the help I have received from various ports on the pilot ladder problem with particular reference to the Medway and Southampton.

"With regard to the smaller type of ship, the pamphlet on pilot ladders published by the European Maritime Pilots' Association has had a great impact particularly on the Continent. More of these pamphlets should be available in the near future for distribution in this country and the requirements as laid down by E.M.P.A. have been brought to the notice of the Ministry of Transport. Indeed, with the help of Mr. Farrands I have compared the requirements of E.M.P.A. on pilot ladders with those as suggested in the 1965 Merchant Shipping draft and these comparisons have been sent to the Ministry.

"There have been far too many cases of pilots risking life and limb owing to faulty ladders and poor supervision for this subject to be treated lightly, but I feel sure we are progressing, albeit slowly, in the right direction.

"We are on the brink of definite progress particularly with regard to the bulk carriers and I feel that, all in all, with so many in-

terested parties at home and abroad taking such a keen interest in this vital problem, we shall eventually attain better facilities all round."

Some cases of pilots encountering broken rungs were mentioned in the discussion and Mr. Davis said that his station had a special case of a ship whose ladder appeared to comply with statutory requirements, but was unsafe in blowing weather. One day a pilot would be obliged to refuse to board this vessel, to preserve his own life and limb. The important thing was to limit the free-hanging length of Jacob's ladder, and this was not yet done by statute.

Concern was expressed about the possible legal repercussions if pilots refused to board ships whose ladders they could see did not comply with the requirements of the 1960 International Convention on the Safety of Life at Sea. "My advice to you" said Mr. Griffiths "is simply this - refuse to board the ship".

Mr. Thomson who, as reported in the July issue of *The Pilot* demonstrated his "brain-child" - the accommodation pilot ladder - to the Executive Committee earlier in the year was one of the Southampton delegates at Conference and had with him a new model which he was invited to demonstrate to the delegates.

At our request he described for *The Pilot* the equipment as follows.

The recent advent of very high sided vessels poses a problem for the embarking and disembarking of pilots.

When these ships are in ballast trim the pilot ladder becomes virtually a long unstable pendulum because the length of ladder from deck to water level often exceeds 35 feet and a ten degree roll swings the ladder approximately seven feet off the ship's side.

I consider the best solution to this problem is to use a short length of accommodation ladder made to a certain design (here described later) in conjunction with the standard pilot ladder. This is led down from the deck to the water's edge passing close by the bottom of the accommodation ladder, which should be not less than 15 feet above sea level so that there is no danger of the boat rising up underneath the ladder and

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Elections

MR. CALLAGHAN RE-ELECTED PRESIDENT AND MR. BALMAIN HEADS THE BALLOT FOR THE EXECUTIVE COMMITTEE

THE RT. HON. JAMES CALLAGHAN, M.P. was unanimously re-elected President on the proposition of Mr. Radford, seconded by Mr. Hare.

All the other officers were re-elected but there was a ballot for three Executive seats caused by the retirement under the rules of Messrs. Innes and Janes, neither of whom sought re-election, and Mr. Balmain who did. In addition there were three new nominees. The ballot resulted :-

Mr. R. D. Balmain (London River) ... 64
Mr. C. A. Rhodes (Medway) ... 52
Mr. P. A. Levack (Gravesend Channel) 40

—
Mr. C. J. D. Pearce (Southampton) ... 35

Mr. Tate thanked Messrs. Innes and Janes for their services on the Executive.

Mr. Innes said, "It is with very mixed feelings that I stand before you now to say 'thank you' very sincerely for all the support you have so consistently given me in the past nineteen years; for the kindness you have all shown me, and for the many friendships I have been privileged to make. These are the tangible things which make Executive work worth while. It is you, my friends, who give one the warmth to withstand the grey, cold times of frustration and dejection which are so often the outcome of hard work and enthusiasm.

"I remember during the Port Grouping negotiations, when Letch was still a dream of the future, and the Association was running into tremendous opposition during these negotiations, I myself, was at a very low ebb, and felt that perhaps all the effort had been wasted and the enthusiasm misplaced. At Conference that year a pilot came up to me and said, 'You're doing a grand job.' and he then said something to me which I know was one of the nicest things anyone has ever said to me. And do you know, from that moment, I felt renewed determination to forge ahead and my enthusiasm flooded back. I would willingly have fought anyone for my fellow pilots.

"Many people imagine members of the Executive are hard boiled, with a hide like a rhinoceros. But they're not. They have

the same desires to get ahead with better conditions and more money that we all have. Strange as it may seem, they actually do feel very badly when their efforts come to naught. Never have I heard a case discussed where a pilot was in trouble when every member of your Executive did not show the fullest understanding and consideration for their unfortunate colleague.

"What the Executive have, is a tenacious determination not to be side tracked, and if a certain course of action is the mandate from their fellow pilots, then they will pursue that mandate, even if it takes years - and it sometimes does.

It is very easy and very satisfactory to stand up at a pilot staff meeting and demand that earnings should go up and conditions should improve. It is a very different matter to negotiate that demand and to meet the difficulties which arise, and still keep fighting on.

"Until 1939 pilotage affairs were very much a local matter, and were usually handled domestically. To-day, of course, pilotage has become almost completely a national matter, and important local questions are negotiated at a national level.

"I have been attending Conference since around 1942 and can assure you that the U.K.P.A. has met this situation and moved with the times. It is now an accepted body in any pilotage negotiations.

"Conference agenda alone will prove how much more hard, solid, business is now conducted by, and through, this Association. I can also assure you from personal experience, that the members of your Executive have also moved with the times, and the amount of work they deal with to-day would have frightened the daylight out of the pre-war Executive. But, of course, it is the Secretary and Solicitor who finally has to vet and co-ordinate that work to present it officially; and I would like to say that, personally, I have never seen it done so conscientiously and so well.

"Sir John Inskip was an accepted authority on pilotage, and Mr. Griffiths had to take

over under that almost embarrassing handicap. Within a year of hard concentration he had acquired a first class understanding of pilotage law. With each year which has passed he has stepped steadily upwards until, to-day, he too is accepted by all pilotage bodies as an authority.

"There's just one more person I would like to mention, and that is Mr. Curthoys the Editor of *Pilot*. He has always been in the background during all our struggles and discussions, ready to assist when any question arose; keeping meticulous notes of all that was said. Not only a personal friend of myself, but a friend of every pilot in this Association.

"This is not goodbye, as I'm remaining as local secretary in Glasgow, and will thus continue my connection with the Association. It is just a sincere 'thank you' to you all, especially for allowing me to speak so freely on matters we don't sometimes think about with sufficient understanding. Au revoir!"

We know something from recent issues of *The Pilot* how much time and work Mr. Janes has put in for the Association. "I have quite enjoyed it", he told Conference.

Conference adopted a London River resolution moved by Mr. Connolly and seconded by Mr. Perry increasing the subsistence allowance for members of the Executive to five guineas per day. Mr. Palmer who spoke against it suggested £4 a day, but the idea did not gain general support.

1965 CONFERENCE

The decision regarding the meeting place for next year's Conference was left in the hands of the Executive, but Mr. Perry left the thought with them of having it somewhere out of London.

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causing damage. From the bottom of this ladder a horizontal bar, approximately three feet long, extends aft outside the Jacob's ladder pinning the latter to the ship's side and thus reducing the 35 feet pendulum to 15 feet, and the seven feet distance of the ship's side to 2 ft. 6 inches on the 10° roll.

The pilot climbs up this fifteen odd feet on the Jacob's ladder then side steps on to the gangway. On disembarking the reverse

process takes place; the great advantage is that he does NOT step from the bottom of the gangway on to the pilot ladder until he sees all is well, i.e., that the bottom of the pilot ladder is at the correct height above water, no broken bottom rungs, a good lee, and the boat in position. The two first qualifications in these ships are difficult to judge and see from deck level in daylight and practically impossible with certainty at night.

The short gangway is made of a light alloy metal entirely rigid and without any detachable stanchions or hand ropes, and has a locking device which pins it securely to the ship's side however heavily the latter may roll, and because of a specially designed davit it can be put outboard or shipped inboard by one man only.

The above arrangement, on a bigger scale, is adaptable as a multi-purpose gangway, i.e.

- For pilots only as above.
- As a ship's gangway.
- As a shore gangway projecting at right or any intermediary angles from the ship.

Conference was asked what it thought about Mr. Thomson's invention and the response was encouraging applause.

N.M.B. PAY AWARDS

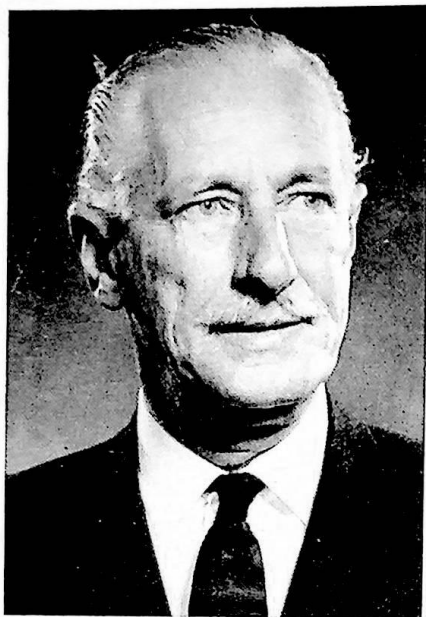
MR. GADD moved this resolution on behalf of Southampton:

That when an N.M.B. pay award is granted, a surcharge of the appropriate percentage should be added to all pilotage dues from the date that the award becomes operative until the Pilotage Bye-laws proper are confirmed.

And although it was not put to the vote there was no doubt about the feeling of delegates on the subject. Both he and his seconder Mr. Pearce complained of the delays to which pilots were subjected before they received benefit of an award.

Messrs. Coates and Garner had something to say about it and the Chairman put the question "Have you any idea how to achieve it"?

Mr. Pearce said the matter should be pressed with the Chamber of Shipping and the Chairman agreed and as will be seen from the notes on the Executive meeting immediately after Conference this was done.



Mr. J. H. Innes

Mr. Innes served his apprenticeship with the Donaldson Line of Glasgow, transferring to the Bank Line where he remained until passing for extra master at the age of 23. He later joined Messrs. J. & C. Harrison of London, remaining with them as master until he was appointed to the Clyde Pilotage Service in November, 1937.

He immediately joined the U.K.P.A. and, after serving on the local committee, became the pilot representative on the Clyde Pilotage Authority until, at the end of the war, he was elected to the Executive of the Association where he remained until the recent Conference when, he retired – nineteen years continuous service to his fellow pilots. During that period he was on the Parliamentary Subcommittee throughout; was intimately connected with the Port Grouping Scheme and, as it developed, with the Letch Report.

As a member of the Honourable Company of Master Mariners he was instrumental, in conjunction with the late Sir Peter Macdonald and the late Tom Smith, Clerk to the Company, in having Executive meetings and Conferences transferred to the *Wellington*. This, as all pilots will readily agree, has led to a more understanding atmosphere between the U.K.P.A. and all the official bodies with whom the Association has to negotiate.

PILOT



Mr. F. V. Janes

Mr. Janes first went to sea as an apprentice in Ellerman & Bucknalls in June 1916, was torpedoed in the *Keelung* in 1918.

After obtaining his masters certificate in 1925, he entered the coasting trade and remained until called to the Inward Pilot Service, I.O.W. District in March, 1934.

For nearly 25 of the 30 years as a pilot was on the Committee of first the Inward and then the Outward Services. He was hon. secretary of the Inward pilots during the last war when at the Normandy invasion the service strength increased from 18 to 50 pilots. He took an active part in various problems which arose in both services from time to time. Some months ago he was presented with a telescope by Southampton pilots in recognition of these services.

Mr. Janes was a representative on the Trinity House Pilots' Benefit Fund Central Committee for 15 years. When he was elected to the Executive Committee in 1956 he raised a cheer by saying "We (Southampton) have always been 100 per cent U.K.P.A. and always will be".

He goes in for walking and is interested in bird-watching and archaeology. He hopes to do more of this after retiring as a pilot this month.

PROFILES



Mr. C. A. Rhodes

Mr. Rhodes who with Mr. Levack is a newcomer to the Executive Committee, thinks that the photograph which was taken a couple of years ago is the only one since he first went to sea. He describes his career as "quite straightforward".

Born in 1922 he went to sea as an apprentice with the Port Line Ltd. in January, 1939. All his sea-time was spent with that Line – leaving them as chief officer in 1953, having had a brief experience in command (as a result of the master falling ill and having to be put ashore at Capetown while on passage from England to Australia). The experience, in command, however, satisfied one of Mr. Rhodes's ambitions.

He joined the pilotage service as a pilot at Lowestoft in 1953 and transferred to the Medway six months later.

He first attended Conference in 1956 and has been a member of the London Pilots' Council for seven or eight years, for two of them acting as secretary.

"Pilots' wives have to put up with us coming in at all sorts of odd hours and being called out to collect us from anywhere between London Bridge and Dungeness, as well as being disturbed by telephone calls at all hours of the night". – Mr. P. J. Hannon.



Mr. Peter Levack

Mr. Levack was born in London of Scottish parents. When only six months old he was taken to British Columbia as an emigrant. When 14 he left Canada and returned to the United Kingdom and attended George Watsons Boys' College before joining Ben Line as cadet. On obtaining his second mate certificate he joined the Prince Line serving four years as mate or chief officer and then entered the pilot service. In 1950 he was licenced as a Channel pilot.

London Pilots Ball

The annual dinner and dance of the London pilots was held at the Top Rank Inn, Hollingbourne, on the 14th December, and in the words of Peter Levack the attendance was "quite phenomenal" – 330.

The senior Medway pilot, Mr. P. J. Hannon welcomed the guests among whom were Captain D. A. Dickens, an Elder Brother of Trinity House and his wife, Commander H. Morrison, D.S.C., R.D., of the Honourable Company of Master Mariners, R.N.R., and Mr. G. E. Tonge, C.B.E., Chairman of the Port Employers in London.

Mr. Hannon said that the Port Employers were doing a difficult job in a very difficult position. The pilots were the link between the sea and the quay and as long as there was sufficient water in the river the pilots would continue to provide that link.

Pilot Emigrant — Sees a New Challenge

The Pilot now records for the first time the emigration of an English pilot. There may have been other cases but they have not been brought to our notice. The emigrant was Mr. J. K. WALKER an Aberdeen pilot, and naturally we sought more information from him.

In a letter to the Editor Mr. Walker wrote. "You will appreciate that much thought and correspondence went into it before my wife and I came to the decision to emigrate to Australia. The spirit of adventure and a new challenge have also probably got something to do with it.

"Australia is not exactly a foreign land to me as I visited the country many times when I was afloat. I think there is more scope for myself and family in a young and vigorous country, and I feel quite confident that we shall all make our way in this new venture. I am not going there expecting things handed to me on a plate and we are all willing to take our chance as it presents itself. To think and talk about it any longer would involve the children at school and their chosen careers. The climate in comparison with our own is one more advantage in its favour. We have had very short notice — a little over a fortnight. I did not expect to be sailing until later on in the year and to have about a month's notice; however I was offered a passage sailing Southampton 1st October.

"We had little time to make our decision but after thinking it over decided that this was the opportunity to accept. You can imagine the turmoil my wife and children have been in since. However, we can see daylight now and everything is once more shipshape and ready to sail. We leave Southampton 1st October on the *t/v Fairstar*, Anglo Australian Navigation Co. Ltd."

Mr. Walker had been a pilot in Aberdeen since 1952 and also a member of the U.K.P.A. He was local secretary at Aberdeen and was Chairman of the Aberdeen Pilot Boat Co. Ltd. "During the 12 years I have served as a pilot" he told us, "I could not have wished for better or more understanding colleagues. We part on the very best of terms and words alone could not express my thanks to them for their beautiful parting gift, a leather brief case."

Social Occasions

THE PRESIDENT and COUNCIL of the CHAMBER OF SHIPPING and the PRESIDENT and EXECUTIVE COMMITTEE of the DOCK & HARBOUR AUTHORITIES ASSOCIATION were joint hosts to the Chairman and members of the Executive U.K.P.A. at a reception at the Chamber of Shipping, St. Mary Axe in the City of London on the eve of Conference. The guests were received by the two Presidents and it was a very sociable function. Pilotage affairs were the topic of many animated conversations between hosts and guests.

The U.K.P.A. reception was held in the Livery Hall at Guildhall on the evening of Wednesday, 28th October and the many guests were received by the President and Mrs. Callaghan.

Among those who attended were Lord Rochdale, accompanied by the Director-General and Secretary of the National Ports Council; Senior Officials of the Ministry of Transport; the President and Vice-President of the Chamber of Shipping, with members of the Pilotage Committee, the Director of the Chamber and other officials; the Deputy Master of Trinity House and members of the Pilotage Committee and the London Pilotage Committee, together with the Secretary, Assistant Secretary for Pilotage and members of his Department; the Master, Immediate Past Master and Senior Warden of the Honourable Company of Master Mariners, with the wardens and a number of members of the Court; the Chairman of British Transport Docks Board; and representatives of the Dock and Harbour Authorities' Association, Pilotage Authorities throughout the country and the Transport and General Workers' Union. Some of the Association's retired members were also present, and we were all delighted to see The Hon. Lady Inskip, one of our honorary Vice-Presidents.

The President made a brief speech (see page 1).

* * *

On the last evening of Conference a number of members of the Executive Committee and their ladies were most hospitably entertained by the Union pilots at the Paviour's Arms in Westminster.

Obituary

MR. SIDNEY DUGGAN

The Cardiff service has lost a popular member by the death of Mr. Sidney Duggan. The earliest editions of *The Pilot* more than 40 years ago contained many references to Mr. Jimmie Duggan his father who was then a member of the Executive Committee. It was with particular pleasure therefore that we met his son Sidney at the Emergency Conference in January, 1962. Mr. C. D. Morgan the local secretary has collected for *The Pilot* these biographical details of Sidney.

He served his apprenticeship in the Cardiff Pilotage Service, and then went to sea in general traders, gaining all "tickets" en route. At the outbreak of the last war he entered the R.N.R. and was soon commissioned. Afterwards he was stationed in



Mr. Duggan and his wife

Iceland for 18 months and for the rest of the war was in command of minesweepers stationed in the Bristol Channel area. He became a licenced pilot in 1946 and died after a short illness at the early age of 59 in December last year.

Mr. Duggan took an extremely active part in local pilotage matters, being chairman of the Cardiff Pilots' Association for some 11 years and was on the Cardiff Pilotage Authority for six years until ill-health overtook him.

In the past he spent 10 years as local secretary of the U.K.P.A. and also took an active part in the affairs of the Bristol Channel Pilots' Association.

MR. G. H. DONKIN

IN OCTOBER we heard from Mr. Griffiths that Mr. Stanley Hall had taken over the local secretaryship at Sunderland owing to the ill-health of Mr. G. H. DONKIN. With great regret we heard from Mr. Hall that Mr. Donkin died on the 18th November after an illness of many months. We had written to Mr. Donkin and his reply was dictated to Mr. Hall. The information that was given therein by Mr. Donkin now, alas, serves as his obituary notice.

Mr. Donkin joined the Sunderland pilotage service in 1924 under the apprenticeship system — four years on the cutter and one year at sea before the mast. On the completion of his apprenticeship he obtained the necessary Board of Trade certificate to secure a pilot's licence. These were becoming lean years in shipping and vacancies for pilots were few and far between. He became one of the masters of the steam pilot cutter *Yeora* and served as such for seven years when he received his acting order licence.

In 1941 he obtained his first class licence, and worked as such ever since, thus gaining experience in the handling of the larger vessels that were being built on the river Wear, and was to culminate in an 80,000 tonner.

Mr. Donkin became local secretary in 1958 after the resignation of Mr. Stanley Hall. "Now as you are aware" Mr. Donkin told *The Pilot* "he has taken over once again, and remembering the good jobs he did before it will be in capable hands, Mr. Hall went through the same system as I did; then the war years intervened and he remained at sea obtaining his master's certificate in 1942. He served with France Fenwick Steamship Co. as a junior, and eventually a senior officer. His background is very much the same as my own, the son of a pilot with a history of pilots going back for generations"

In a later letter to *The Pilot*, Mr. Hall gave some additional details from Mr. Donkin's career. Mr. Donkin was a keen sportsman, a former Chairman of the tennis section of Sunderland Cricket and Rugby Football Club, a member of the Old Bedans Association and of St. Andrews Institute and played badminton for these clubs.

Mr. Donkin left a widow and three children.

"HIGH-HANDED ACTION" BY AUTHORITIES

CONFERENCE adopted the following resolution which was moved by Mr. BALMAIN.

That this Association must vigorously oppose any tendencies on the part of Pilotage Authorities to exceed the specific terms of their disciplinary jurisdiction.

He explained that it was a motion of the London Pilots' Council. Cases were known, he said, where Pilotage Authorities had taken most high handed action against pilots. There had been a tendency for some Authorities to exceed their powers.

Mr. McMILLAN who seconded, emphasised that the motion applied to all Authorities, although in London they suffered more than anywhere else. They felt that nobody should be in a position to discipline pilots unless he had had a minimum of three years' experience dealing with pilotage business.

Mr. PALMER said the resolution did not begin to end the matter. What remedy could be applied?

The CHAIRMAN said that was the relevant point.

Mr. Griffiths said that if any pilot was in a difficulty and got into touch with him he would see that the man's interests were properly and fairly protected.

The CHAIRMAN pointed out that this was the permanent policy of the Association's staff.

The resolution was, of course, before the Executive Committee at its post-Conference meeting and it was not considered that any action was called for at this stage. It was up to the members who felt aggrieved by any act of their Authority to report the position at once to the Secretary.

MR R. B. HARGREAVES

On 1st January when he was piloting the Dutch vessel *Donau* inward bound from sea to Preston Mr. Rowland Banks Hargreaves collapsed on the bridge and died. The vessel was then approximately four miles from the dock entrance.

Mr. Hargreaves who was a very popular pilot in the district and highly respected by the masters of the regular traders to the port and the shipping agents joined the Preston Pilotage Service in July, 1955. He leaves a widow and three children.

1,019 MEMBERS

Union's Scheme for Unification

The Pilot was made up and almost ready to print when the Executive Committee met in the *Wellington* on 19th January, but we have made space for brief reference to some of the subjects discussed. There were in fact 26 items on the agenda some relating to matters raised at Conference, and inevitably others cropped up so the committee were fully occupied all day.

With great satisfaction the committee heard from Mr. Wynn that the membership has passed the 1,000 mark - 1,019 to be precise - thereby fulfilling the hope he expressed at Conference.

The principal topic was one which occupies many pages of this issue under the heading, "One Association for All Pilots". Mr. Tate (in the chair) reported that the Conference decision was sent to the Union and their views sought. This led to a cordial meeting at which he and Mr. Griffiths met the Union executive. A detailed scheme was put forward by the Union for bringing all pilots into one organization. With the proposed rules the document consisted of some 16 foolscap pages. Some aspects of the proposals were put before the Executive by Mr. Tate and after lengthy discussion it was agreed that Mr. Griffiths should obtain copies of the proposals and send them to each U.K.P.A. branch with a summary of the salient points. It is better that we should wait until that has been done than go into further details here which might prejudice impartial consideration of the proposals.

The next meeting of the Executive will be held on 25th May. In the evening the U.K.P.A. is entertaining the delegates to the E.M.P.A. Conference which opens in the *Wellington* on the following day. Messrs. Tate, Farrands and Balmain were chosen at the recent Executive meeting as the official U.K.P.A. delegates at the Conference, and any members may attend as observers. Trinity House is holding a reception for the Conference delegates that evening and they will continue their discussions on the following day, the 27th. They will dine at the House of Commons in the evening under the presidency of the Rt. Hon. James Callaghan, M.P.

LOCAL SECRETARIES

1	Aberdeen	...	R. G. Hall	...	Aberdeen Harbour Pilots, North Pier, Aberdeen.
1	Ardrossan	...	A. Caldwell	...	8 Yarborough Place, Ardrossan.
2	Barrow-in-Furness	...	R. Moore	...	35 Roa Island, Barrow-in-Furness.
	Barry	...	J. Beanett	...	Brent Knoll, Port Road East, Barry, Glam.
3	Belfast	...	C. M. Bower	...	Runswick, 1 Sandown Park South, Belfast 5.
1	Boston, Lincs.	...	H. Fountain	...	55 Kingsway, Boston, Lincs.
1	Bridgwater	...	C. Muller	...	The Anchorage, Puriton, near Bridgwater, Somerset.
1	Brixham	...	F. W. Taylor	...	49 Wishings Road, Brixham, Devon.
2	Cardiff	...	C. D. Morgan	...	54 St. Angela Road, Heath, Cardiff.
	Clyde :-				
2	Glasgow	...	J. H. Innes	...	Clyde Pilot Office, 16 Robertson St., Glasgow, C.2.
	Gourock	...	T. W. Fleming	...	5 Ashton Road, Gourock, Renfrewshire.
1	Colchester	...	C. Hills	...	26 Regent Road, Brightlingsea, Essex.
1	Coleraine	...	S. G. Martin	...	Harbour Office, Coleraine, Co. Derry, N. Ireland.
1	Dartmouth	...	R. R. Gatzias	...	29 b Lower Street, Dartmouth.
1	Exeter	...	P. R. Bradford	...	48 Camperdown Terrace, Exmouth, Devon.
	Falmouth :-				
1	Sea	...	E. Carlyon	...	Pilot Boat Association, 14 Arwenak St., Falmouth.
1	River	...	J. Timmins	...	1 Ponsharden Cottage, Ponsharden, Falmouth.
1	Fowey	...	W. L. Dunn	...	53 West Street, Polruan, Fowey.
1	Gloucester	...	L. C. Taylor	...	Pilotage Office, Sharpness, Glos.
2	Goole	...	W. H. Perry	...	82 Village Road, Garden Village, Hull.
1	Grangemouth	...	A. McArthur	...	Pilot Office, The Docks, Grangemouth.
1	Hartlepool	...	B. G. Spaldin	...	24 Kesteven Road, Fens Estate, West Hartlepool, Co. Durham.
3	Hull	...	Mr. D. Barrett	...	19 Wolfreton Lane, Willoughby, Yorks.
1	Ipswich	...	W. Steele	...	45 Dereham Avenue, Ipswich.
3	Isle of Wight (Inw'd)	...	A. R. Howard	...	25 Union Street, Ryde.
	London :-				
	Cinque Ports	...	H. P. M. Lawrence	...	Trinity House Pilot Office, 15 Marine Ct., Dover.
	Channel	...	K. Y. Clow	...	21 Crown Green, Shore, Kent.
	River	...	E. J. Hobbs	...	River Pilots' Office, Royal Terrace Pier, Gravesend.
	Medway	...	C. A. Rhodes	...	19 Glenwood Drive, Minster, Sheppey.
	North Channel	...	K. C. Davis	...	9 Queen's Road, Dovercourt.
2	Londonderry	...	C. M. O'Donnell	...	3 Oakfield Drive, Londonderry.
3	Middlesbrough	...	W. E. Guy	...	25 Wheatley Close, Acklam, Middlesbrough.
2	Milford Haven	...	H. W. Phillips	...	42 Pembroke Road, Haverfordwest, Pems.
1	Par	...	R. F. Dunn	...	The Ervalls, Eastcliffe, Par, Cornwall.
1	Plymouth	...	E. Rogers	...	Pilot Office, 2 The Barbican, Plymouth.
1	Poole	...	G. Brown	...	Harbour Office, The Quay, Poole, Dorset.
1	Portsmouth	...	P. A. Hawkesworth	...	19a High Street, Old Portsmouth, Hants
2	Port Talbot	...	E. Hare	...	8 Bath Street, Port Talbot.
2	Preston	...	H. Halsall	...	Pilotage Office, The Docks, Preston, Lancs.
1	St. Ives	...	R. D. Paynter	...	Tre-Pol-Pen, St. Ives, Cornwall.
2	Shoreham	...	R. Carruthers	...	Cordillera, Croft Avenue, Southwick, Sussex.
3	Southampton	...	K. A. Gadd	...	Pilot Office, Union-Castle House, Canute Road, Southampton.
1	South Shields	...	T. A. Purvis	...	2 Parkside Avenue, Tynemouth, N. Shields.
2	Sunderland	...	S. Hall	...	Pilot Office, Old North Pier, Sunderland, Co. Durham.
1	Taw & Torridge	...	V. W. Harris	...	Fernlea, Pitt Hill, Appledore, N. Devon.
1	Teignmouth	...	J. E. Broom	...	5 Strand, Teignmouth, Devon.
1	Trent	...	G. D. Elliott	...	23 Springhead Avenue, Willerby Road, Hull.
1	Workington (Whitehaven and Maryport)	...	M. Ditchburn	...	68 Loop Road North, Whitehaven, Cumberland.
1	Wisbech	...	E. M. C. Dale	...	90 Edinburgh Drive, Wisbech.
1	Yarmouth	...	C. Bewley	...	35 Sussex Road, Gorleston-on-Sea, Yarmouth.