

to 149

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 1 Vol. 43

September, 1965

FUTURE OF THE U.K.P.A.

VITAL QUESTION FOR OCTOBER CONFERENCE

THE 12 PER CENT ADJUSTMENT

**E.M.P.A. MEETING MAKES
PILOTAGE HISTORY**

CAPT. J. H. INNES AWARDED O.B.E.

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

OFFICERS FOR 1964-1965 OF THE United Kingdom Pilots' Association

President :

THE RT. HON. JAMES CALLAGHAN, M.P.

Honorary Vice-Presidents :

LADY APSLEY SIR IRVING ALBERY
THE HON. LADY INSKIP MAJOR JAMES BURNIE
MR. G. N. RICHARDSON, O.B.E. CAPTAIN W. H. COOMBS, C.B.E.
MR. J. H. FIFE

Vice-Presidents :

D. H. TATE, M.B.E. (Teesside), 266, Acklam Road, Middlesbrough
Middlesbrough 88125.
H. J. WYNN (London, River), 52, Malvina Avenue, Gravesend.
Gravesend 2228.

Trustees :

C. CATTON A. A. HOLLAND H. B. EAGLE

Honorary Treasurer :

H. J. WYNN

Executive Committee :

Date elected:

1962 L. R. SLADE (Cardiff), 3 Cherwell Road, Penarth. Penarth 58819.
1962 R. H. FARRANDS (North Channel), 451, Main Road, Dovercourt. Harwich 2611.
1963 G. W. DUNN (Humber), 7, Grove Lane, Waltham, Grimsby. Waltham 3393.
1963 T. W. FLEMING (Clyde, Gourock), 5, Ashton Road, Gourock. Gourock 32106.
1963 S. GREEN (Barrow), 2, Prospect Avenue, Barrow-in-Furness. Barrow 1401.
1963 G. W. GIBBINS (Sunderland), 1, Featherstone Street, Roker. Sunderland 3049.
1964 R. D. BALMAIN (London River), 24 Pine Avenue, Gravesend. Gravesend 4796.
1964 C. A. RHODES (Medway), 19 Glenwood Drive, Minster-on-Sea, Sheerness.
Minster Sheppey 3287.
1964 P. A. LEVACK (Gravesend, Channel), 29 Hillingdon Road, Gravesend.
Gravesend 5254.

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. Bristol 21452.

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.

EVENTFUL MONTHS

SINCE the last issue of *The Pilot* in January containing the report of the 1964 Conference a lot of water has gone up and down the channel, in fact, in all the years of our association with pilotage, with the possible exception of the activity following the Departmental Committee's report which paved the way to the Pilotage Act 1913, there has never been a period in which so much has happened. The outstanding events have been the 1965 National Maritime Board Adjustment, discussions on the future of the United Kingdom Pilots' Association and the meeting for the first time in this country of the European Maritime Pilots' Association for which the U.K.P.A. acted as hosts.

Our immediate concern, however, is this year's Conference. As the General Secretary notified all local secretaries in a communication of 4th June, the Conference will be held on board H.Q.S. *Wellington* on Wednesday and Thursday, 20th and 21st October at 10 o'clock each day. The usual pre-Conference meeting of the Executive Committee will be held on Tuesday, 19th October.

The Executive Committee has this year been so preoccupied with vital business affairs that it was not until its meeting on 20th July that consideration was able to be given to arrangements for the Conference reception. It was decided to hold this as usual on the evening of the first day, namely, Wednesday, 20th October, but it has since been found that the Livery Hall (Guildhall) is not available. We have, however, been fortunate enough to be able to reserve suitable accommodation at the Royal Commonwealth Society, Northumberland Avenue, which lies almost equidistant between Trafalgar Square and Charing Cross Underground Station. Delegates and visitors attending Conference will be welcome together with one guest each free of charge. Tickets for additional guests may be obtained from Mr. Griffiths at one guinea per head. Mr. Griffiths makes a special appeal for the names of delegates and visitors attending Conference together with the number of guests who will be accompanying them at the reception to be sent to him at least ten days before so that he can make proper arrangements with the caterers. Indications are that the Conference will be a memorable one and ports wishing to submit resolutions for debate were asked to see that they reached Head Office by 7th September.

The same date operated for nominations for the Executive Committee. The three senior members who are due to retire in accordance with the rules are Messrs. R. H. Farrands, North Channel and L. R. Slade, Cardiff and, by ballot, Mr. G. W. Gibbins, Sunderland. Messrs. Farrands and Gibbins have agreed to submit themselves for re-election and accordingly are eligible without nomination. Mr. Slade however, will shortly be retiring from the pilotage service and is therefore not seeking re-election.

One Association

The January issue of *The Pilot* contained a brief reference to the Executive meeting which had been held on the 19th of that month. Mr. Wynn had the gratification of announcing at that meeting that the membership of the U.K.P.A. had passed the one thousand mark thereby fulfilling the hope he had expressed at Conference. The principal topic was one which occupied many pages of that issue under the heading "One Association for All Pilots". It was agreed that Mr. Griffiths should send a summary of the salient points of the Union scheme to each branch of the U.K.P.A. At this juncture we dive into the pool of documents on various subjects which have gone out from Head Office since then.

In a communication of 15th February to all local secretaries and the London

Pilots' Council Mr. Griffiths enclosed this copy of his minutes of the discussion at the January meeting.

"The Secretary reported that he had duly forwarded to the Union a copy of the Conference resolution, and he and Mr. Tate has subsequently been invited to attend a meeting of the Union Executive and to join them in a very pleasant social function upon its conclusion. The Association's proposals appeared to be greatly welcomed by the Union pilots, and they had gone as far as preparing provisional draft rules of the newly constituted association. They did, however, insist that an essential condition of any amalgamation from their point of view was that the new association should become a branch of the Transport and General Workers' Union. Mr. Tate had made it clear to the Union Executive that, to the best of his understanding, any such condition was wholly unacceptable to the overwhelming majority of U.K.P.A. members. In these circumstances it had been agreed that the matter be left for the position to be reported back to the U.K.P.A. Executive.

"The situation, which had not been wholly unexpected, was carefully considered, and several members pointed out that the whole object of the Conference resolution was to bring into existence an independent professional association of all licensed pilots in the United Kingdom which, when formed, would be duly registered as a new and separate trade union, and which would thereafter seek affiliation with the Trades Union Congress. That was a very different thing from being a branch of the Transport and General Workers' Union, particularly as, despite their assurances of virtually complete independence from Union supervision, the draft rules clearly showed that a substantial measure of Union control would remain over any question of national implication.

"It was agreed that the Secretary should report the position to all member ports and invite local secretaries to obtain the general views of the pilots at their stations so that these could be considered by the Executive and delegates attending this year's Conference.

These minutes were confirmed when the Executive met again on 22nd March.

In his covering letter of 15th February Mr. Griffiths wrote,

"Whilst individual opinions naturally differ, I think it would be fair to say that the overwhelming majority of all pilots - both Union and U.K.P.A. - feel that it would unquestionably be in the best long-term interests of the profession as a whole if their affairs were in the hands of a single united and powerful organization. Nevertheless, if I understand the position correctly, our colleagues in the other organization are not prepared to leave the Union, and insist as a condition of forming one separate association or union embodying all pilots, that the new organization so formed should become a branch of the Transport and General Workers' Union. They will take no part in forming one association unless this condition is acceptable. At the same time, it has repeatedly been emphasized to me that control from the parent Union would be of a minimum nature, and that in practice, the branch would have virtual independence.

"In conclusion, I should make it clear that this is an 'all or nothing' matter. There is no question of some ports being in favour of 'joining the Union' and others strongly opposing it. The Union would in fact not accept any of our members in such circumstances, nor indeed would such a course achieve the object we are seeking to attain. The matter will have to come before Conference again this year, but meanwhile the Executive would like you to hold meetings with the object of explaining the facts and seeking the views of the pilots at your port. If you will thereafter write to me, I will prepare a brief summary and place it before Conference, when doubtless delegates will come fully prepared to make a decision one way or the other."

There was surprisingly little response to this circular letter and at the next meeting of the Executive on 25th May he was asked to draw the attention of all

members to the earlier letter and to request local secretaries to ascertain the views of their pilots on these two questions.

- (1) Are you in favour of the creation of a single professional organization to represent all pilots?
- (2) If so, would you accept, as a condition of the Union pilots joining such a body, that the organization so established should become a branch of the Transport and General Workers' Union?

This was conveyed in a circular letter of the 4th June. "It was felt by the committee", he wrote, "that the only way in which the views of pilots can properly be ascertained on this important matter is by the calling of special meetings to ensure that everyone is properly informed and that truly representative views can be obtained."

At the Executive Meeting on 20th July Mr. Griffiths said that as a result of this second letter he had now heard from the overwhelming majority of ports. There was complete unanimity for the establishment of one organization to represent all pilots, but by a majority of roughly three to one the members were opposed to any such united organization becoming a branch of the Transport and General Workers' Union. He had been told by Mr. Clement that all Union pilots were prepared to join the U.K.P.A. which would have complete autonomy and freedom of action provided it would be prepared to constitute itself into a registered friendly society and become affiliated to the Transport Union.

It was agreed that the matter should now be put to Conference and that in the meantime Mr. Griffiths should get into touch with the Union with a view to ascertain what was involved in the term affiliation and to obtain a clear understanding as to what form of Union control would result.

Now we will pass on to the subject of the communications which led to the agreement between the shipowners and the pilots' organizations for the 12 per cent increase in earnings which is dealt with in the following article.

12 PER CENT N.M.B. ADJUSTMENT SHIPOWNERS AND PILOTS AGREE TO RETAIN LETCH

THE SPRING of this year saw a big step forward on the question of the 1965 N.M.B. Adjustment.

In a communication dated 4th March Mr. Griffiths informed members that a meeting had taken place between representatives of the Union and U.K.P.A. with the Chamber of Shipping, and, as a consequence of the unsatisfactory outcome, a joint emergency meeting of the Executive Committees of both pilots' organizations had been called for the 22nd. This date was arranged because a meeting of the Chamber's Pilotage Committee did not take place until the 17th and the result was not likely to be known until the 19th. On that date Mr. Griffiths received a letter from Mr. L. J. H. Horner,

General Manager of the Chamber and this was considered at the joint Executives Meeting. The following is the text of the letter.

The adjustments to the National Maritime Board's Scales of Pay for Navigating Officers, effective from 29th March, and their bearing on the recommendations in the Letch Report, have been very carefully considered by the Chamber.

"In the course of its consideration, the Chamber has naturally had regard to the fact that these adjustments represent a reconstruction and rationalization of the pay structure of the Merchant Navy, the main ingredient being substantial compensatory payments for week-ends at sea, and that the

increase in the monthly rate for navigating officers is relatively small. In fact, a comparison between the current and the future monthly rate at the point in the N.M.B. Scale taken as the agreed point in previous discussions on adjustments in pilots' earnings, shows an increase from £104 10s. 6d. to £105 13s. 6d., that is to say, an increase of 1.1 per cent.

"Shipowners recognise that an increase of this amount in the levels of pilots' earnings would not be adequate. On the other hand, so long as sub-paragraph (i) of paragraph 6 of the Letch Report remains in its present form, they are obliged to interpret that paragraph so as to exclude, for the purpose of measuring the appropriate increase in pilots' earnings, that element of the earnings of navigating officers which represents compensation for week-ends at sea.

"The result of applying the sub-paragraph on this occasion confirms the view of shipowners that the formula it contains, although regarded as appropriate by the parties when the Letch Agreement was concluded in 1957, is now quite unrealistic. This view is borne out by the fact that, on the two earlier occasions when 'fringe benefits' were an element of the increase in pay of navigating officers, an independent interpretation had to be obtained, with the result that on both occasions the interpretation placed on the sub-paragraph by shipowners was upheld. Further evidence that the formula in the sub-paragraph is not working as intended is provided by the statement in Mr. Henderson's letter to Mr. Greenwood of 15th February with reference to the impending increase. As you know, in that letter Mr. Henderson forecast that the pilots' claim would be 'for certainly not less than 25 per cent.' which is, of course, wholly untenable.

"In these circumstances and having regard to the unsatisfactory results, from the pilots' point of view, of abiding by the terms of the Letch recommendations on this occasion, the Chamber feels that the best way out of the difficulty would be for all parties to the Letch Report to agree that :-

- (a) the level of pilots' earnings should no longer be geared to a general increase or decrease in the National Maritime Board scales of pay for navigating officers; and

- (b) some other 'indicator' should be substituted in sub-paragraph 6(i).

"In the view of the Chamber, an appropriate indicator might well be the index of retail prices published by the Ministry of Labour.

"If your Association and the Transport and General Workers' Union agree that the matter should be dealt with in this way, and the index of retail prices adopted at any rate on this occasion, it would appear that the pilots would be entitled to a five per cent. increase in earnings, this being the amount of the increase in the cost of living, as measured by the index, since the level of earnings in the Letch Report were last adjusted.

"The Chamber understands the desire of your Association and the Union to reach a speedy agreement in the interests of their members and it is suggested that, if the basis of assessment put forward is acceptable, discussions could take place later on the precise formula to replace that now contained in sub-paragraph 6(i) of the Report."

The joint meeting ultimately agreed that in the absence of both Mr. O'Leary and Mr. Henderson, Mr. Griffiths should write to the Chamber on behalf of both organizations pointing out that as a result of their construction of the disputed clause pilots felt that they were over 30 per cent in standard of remuneration behind their opposite number in the Merchant Service and stating that the situation had reached so grave a pitch that the joint meeting of the two Executives had been adjourned until 30th March.

Arbitration Suggested

In the meantime the Chamber was to be asked to intimate whether it would agree to submit the dispute to arbitration under the provisions of the Arbitration Act 1950. A letter to the ports from Mr. Griffiths dated 23rd March explained the position to members and gave an indication of what might happen if the Chamber of Shipping did not accept the proposals for independent arbitration.

The joint Executives met on 30th March as a consequence of which Mr. O'Leary and Mr. Griffiths visited the Chamber of Shipping on 5th April and this was followed by

another joint meeting which lasted until late in the evening. This was reported to the ports by Mr. Griffiths on 7th April. He also informed them "Further close investigation of the steps towards reconstructing the Merchant Navy pay structure had left no doubt about the suggestion that there had been an overall increase of something like 25 per cent was completely illusory - the real increase was approximately 12 per cent.

"The shipowners," he said, "have intimated a willingness (a) for an immediate increase of five per cent; (b) for the recognition of a five day week (with a consequential addition in the 'proper' number of pilots and rate adjustment to provide for that additional number the new Letch mean level); and (c) following discussions which Mr. O'Leary and I had with them earlier this week, they are now prepared to consider the possibility of recognising pilots' fringe benefits in the form of a special further increase for the value of weekend working, to be assessed as an overall percentage adjustment on a national basis. This latter vital point is the one about which we are negotiating at the moment, and both Executives agree that this offers a far more hopeful line to pursue than enforcing arbitration."

Information Sought

With the letter was one jointly signed by Mr. O'Leary and Mr. Griffiths stating that it would be helpful in discussions with the Chamber of Shipping if they had the following information.

(1) The number of inward and outward pilotage acts performed in your district as a whole during the year 1964;

(2) The number of inland and outward pilotage acts commenced after midnight on Friday and before midnight on Saturday in 1964;

(3) The number of inward and outward pilotage acts commenced after midnight on Saturday and before midnight on Sunday in 1964.

A joint progress note on 25th April stated that the question of the pilots' claim for compensation in respect of weekend duties would be further considered by the Pilotage Committee of the Chamber of Shipping on 28th April and by the full Council of the Chamber on the following day. The sub-committee of the Joint Executives had been

invited to attend a top level meeting at the Chamber on 30th April.

AGREEMENT AT LAST

Next came the all important communication from Mr. Griffiths to the ports. It was dated 21st May and informed them that agreement had been reached between the shipowners and the pilots' organizations that for the purpose of giving effect to clause 6(i) of the Letch Report current recommended levels of earnings should be increased by 12 per cent, that the working week for pilots should be reduced to five days thus giving them a total of 126 days per annum free of all obligations for duty and to keep to the Letch Agreement until either side called for a general review or its provisions were modified by mutual agreement.

On the 4th June Mr. Griffiths wrote to Trinity House (in respect of Letch ports) and the Pilotage Authorities of Aberdeen, Barry, Belfast, Cardiff, Clyde, Forth, Hartlepool, Hull (including Goole), Londonderry, Port Talbot, Sunderland, Tees and Tyne, making formal application for bye-laws to be submitted to the Board of Trade to give effect to the agreed increase. Under the same date he wrote to the Pilotage Authorities of Ardrossan, Coleraine, Gloucester, Trent and Wisbech, making the same application.

At the Executive Meeting on the 20th July he reported that as regards the 22 member ports covered by the Letch Agreement, increased rates were already in operation at 11 and agreed bye-laws waiting confirmation by the Board of Trade of a further eight.

M.A. DEGREE FOR LADY INSKIP

The Hon. Lady Inskip received an honorary Master of Arts degree from Bristol University at the University's July degree congregation. Lady Inskip was formerly Chairman of Bristol Juvenile Court which she served for 23 years and has a long record of service to the public life in Bristol. She was invited to be an Honorary Vice-President of the U.K.P.A. in 1960 and acknowledging the invitation she said that the Association had always been part of her married life. She attended the U.K.P.A. reception in the Livery Hall at Guildhall last October.

COMMODORE ROYAL NAVAL RESERVE

Unique Distinction for Pilot Kenneth Gadd

When the Executive Committee met in London on 22nd March, before the business was started Mr. Griffiths reported that Capt. Kenneth A. Gadd the local secretary of the U.K.P.A. at Southampton had achieved a unique distinction for the whole profession of pilotage in being appointed Merchant Navy Commodore of the Royal Naval Reserve in succession to Commodore Clifford Edgecombe who had retired on age limit. The Executive were delighted to receive this information and unanimously agreed to telegraph their congratulations to Mr. Gadd.

The change of Commodore became effective at a meeting of R.N.R. Advisory Council on board the Cunarder *Queen Mary* at Southampton.

On behalf of all pilots *The Pilot* cordially joins in the congratulations.

There are two active R.N.R. Commodores, one promoted from shore base officers – the old R.N.V.R. – and one from sea-going Merchant Navy R.N.R. officers. The honour usually goes to a captain of a large ship. (Commodore Edgecombe was master of the P. & O. – Orient liner *Oriana*).

Mr. Gadd who will hold the appointment until he retires from the active list in three years time on reaching the age of 55, started his sea-going career as an apprentice in the Port Line in 1929. He joined the Royal Navy Reserve as a midshipman in 1930. After obtaining his second mate's certificate



Commodore K. A. GADD, D.S.C., R.D.

he joined Messrs. Andrew Weir & Co. and was carrying out training in the Royal Navy when war broke out. He continued to serve in fleet minesweepers throughout and after demobilisation joined the Inward Section of the Isle of Wight pilotage district in 1946 serving as secretary for five years until transferred to Southampton in April 1956 where he has been secretary for the past three years.

O.B.E. FOR CAPTAIN J. H. INNES

Capt. J. H. INNES was made an OFFICER of the ORDER of the BRITISH EMPIRE in the Queen's Birthday Honours "for services to pilotage".

It is not everyone who combs these lists and apart from his immediate circle there may be many pilots to whom this announcement will be news – and good news, too, for he is held in high esteem in the pilotage world.

In the January issue of *The Pilot* we reported briefly his career. He was an extra master at the age of 23 and joined the Clyde

Pilotage Service in 1937. He immediately became a member of the U.K.P.A. and after serving on the local committee was chosen to be the pilot representative on the Clyde Pilotage Authority until at the end of the war he was elected to the Executive Committee of the Association. He held that position until he retired at the last Conference when his "au revoir" address was fully reported by us. Nineteen years of continuous service to his fellow pilots was a very honourable record and all will join in congratulating him at the honour Her Majesty has bestowed on him.

HOME TRADE MASTERS WHO DO THEIR OWN PILOTAGE

MR. M. DITCHBURN, our local secretary at Whitehaven, took up a question raised in the *Merchant Navy Journal* by Mr. Leslie Harrison, General Secretary of the Mercantile Marine Service Association who returned to the subject in the spring issue as follows :-

In the last issue of the *Journal* I wrote of the dissatisfaction of many M.M.S.A. members in the Home Trade with the level of compensation provided under the N.M.B. Pilotage agreement. Reproduced below is a letter I have received on this subject from a master mariner now serving as a Trinity House pilot in the Whitehaven-Maryport district who argues that, so far from seeking to increase the pilotage compensation paid to H.T. masters, the M.M.S.A. should actively oppose the performance by shipmasters of any pilotage duties :-

"Your article on pilotage gave me a great deal of thought and, if I may say so, dissatisfaction.

"Seemingly the whole principle of Union foundation has gone by the board in our profession, namely, 'one man one job'. This requirement or agreement that Home Trade masters should do their own pilotage is a glaring example of 'cloth against cloth', and indicates a complete lack of unity in the seagoing unions and associations.

"The true facts of the case are that this agreement was created to enable coastal shipowners to run their vessels, cheaper, regardless of the dangers which may exist in pilotage waters. My contention is that a master doing his own pilotage should be paid an amount equivalent to the existing pilotage rates, and better still this agreement should be abolished, the proposal being fully supported by your unions and the pilots' associations.

"In my experience I have found a large percentage of the Home Trade masters who do their own pilotage without objecting are uncertificated, and have therefore nothing to lose, except of course their jobs, which they would be deprived of in any case if they did not carry out the shipowner's instructions to do their own

pilotage. In other words the shipowner probably tells the man to do his own pilotage, and on his refusal they would probably threaten to employ a master who would.

"Coastal vessels trading to my pilotage district often request my services say for their first and second visits, then on the shipowner's instructions they dispense with the pilot's services, after what I would commonly term as 'having picked the pilot's brains' for local knowledge. Surely if this happened in any industry ashore work would cease immediately, why then should it exist in our profession?

"Furthermore, I have boarded many ships, British and Foreign owned, mostly Dutch, and on completion of the inward job inquired if the master required my services outwards, to invariably receive the following reply – 'No, once we have seen the port our owners like us to do our own pilotage'. Of course, a lot of this is selfishness on the master's part, in plain speaking, their attitude is that 'if there is any money going we are going to have it'.

"With regard to foreign owned vessels of certain tonnages we have to put up with a working arrangement in connection with Section 11 (5) of the Pilotage Act, 1913, which provides certain conditions whereby they can claim exemption from compulsory pilotage by being classed as 'Home Trade vessels' How can a foreign owned vessel be classed as a 'Home Trade vessel'? This law, needless to say, only exists in our country. These foreign owned vessels chartered by British shipowners can therefore qualify for the compensation payment for masters doing their own pilotage, and believe me this payment falls well short of the pilotage rates.

"I therefore put forward most strongly that your unions should be against any master doing a pilot's work, and I am sure you would be fully backed by the pilots' associations.

"In conclusion, my final summing up of this matter is bluntly: why should masters

of our own profession deprive us of our living, and make no mistake about it, that is just what they are doing. All the pilots of my district are foreign going master mariners and in my opinion deserve better consideration."

Mr. Harrison added these comments:

My correspondent is mistaken in thinking that the N.M.B. Pilotage agreement was created as a means of enabling coastal shipowners to operate their vessels more economically. Long before the agreement came into force the performance of pilotage was by tradition and custom an accepted part of a Home Trade master's duty, and all the agreement did was to regularize the hitherto haphazard arrangements whereby masters were compensated for these services.

It is understandable that my correspondent and his pilot colleagues should view the shipmaster-pilot as a threat to their livelihoods, but I am confident that the many M.M.S.A. members holding pilotage certificates or exemptions, and — let it be said — taking a pride in the efficient performance of these duties, would object very strongly to the reduction in their earnings which would inevitably result if they were on all occasions obliged to use the services of licensed pilots.

NATIONAL PENSIONS

The preliminary views of the Government Actuary's Department on a possible national superannuation scheme for marine pilots were considered at a meeting of the Government Actuary's advisory sub-committee in June at which the Actuary himself (Sir Herbert Tetley) presided.

Mr. Tate who was at the meeting circulated a confidential outline of the principal features of the scheme and added his own comments. The progress made was reported to the Executive Committee at their meeting on 20th July.

The Government Actuary will now prepare the final draft proposals incorporating many of the suggestions made at the meeting of the sub-committee and it will be for the Board of Trade to decide what action should be taken.

One point Mr. Tate emphasised was that however good pension arrangements might be at particular ports, no pilots would be prejudiced by joining a national scheme.

THE END OF A TRADITION

IN THE UPHEAVAL of removing the editorial office from Kensington to the new London Borough of Merton there came to light a communication dated 10th April, 1959 from Mr. K. E. Powell who was then secretary of the Isle of Wight Inward Service. In it was a cutting from the Isle of Wight County Press regarding the retirement of Mr. C. H. Knapp. We felt that some explanation was due to Captain Powell and then we found that he had transferred to the Outward Service, or Southampton, as they prefer to be known. Mr. A. R. Howard who had followed him as Inward secretary had been in the throes himself of transferring to the Outward Service. He gave us the information, however, that Captain Knapp was still living in the Isle of Wight and thoroughly enjoying his retirement. Now we quote from the article in the County Press.

"For more than a hundred years the Sea-view family of Knapp has been associated with the Trinity House pilot service, but the retirement this month of Captain Charles H. Knapp, the fourth generation of sailors and pilots, sees the end of a tradition established by his great-grandfather. In his retirement Capt. Knapp, whose home is at Elmisa, Springvale, lives within the proverbial "stone's throw" of the sea, overlooking the ever-changing waters of the Spithead through which he has piloted vessels of all description in the last 34 years."

The picture of Captain Knapp is printed with acknowledgement to the I.O.W. County Press.



E.M.P.As' "GOOD JOB OF WORK"

by R. H. FARRANDS

I would like to start with thanking Mr. Griffiths and Miss Weston for the work they did in organising the arrangements for the London A.G.M. of E.M.P.A. I think I can say that everyone was well satisfied. Letters have been received from various delegates subsequently thanking the U.K.P.A. for the efforts of all concerned.

Part of the success of the Conference I think was due to the visit of the German pilot cutter *Kommodore Ruser*. This was a splendid effort on the part of the Germans who spared no money and pains in organising the visit and in the lavish hospitality shown to everyone. The pilot cutter and her boarding and landing boats were of considerable interest to London pilots who took the opportunity of going thoroughly through her. Mr. Sanders in particular wrote a 13 page technical description of the cutter and her facilities. It was refreshing to hear that everything that the Germans asked for was incorporated into the design.

Mr. Tate's Magnificent Job

The two most important items of the Conference was the redrafting of the Rules of the Association and the recommendations concerning the navigation of tankers in pilotage waters and port facilities. I think we should all thank Mr. Tate who did a magnificent job in particular on these two items and those of our Executive and observers present will no doubt bear witness to the performance of our very capable senior vice-president who not only excels in the cause of pilotage in this country but establishing himself in European circles.

Secretary's Report

The Secretary reported among other things that the membership of E.M.P.A. has grown to some 5,000 pilots in two years — a very creditable achievement.

He said that E.M.P.A. was not in a position to solve member countries difficulties by direct negotiation but placed itself at members disposal for advice if required. The task of standardisation of pilots working conditions and earnings was something for the future.

As regards new members, the Norwegians had stated that their pilots were divided amongst three associations and were leaving the question of membership to E.M.P.A. until amalgamation had been achieved. The Danish and Finnish, having few pilots, stated that the subscription was too high. The Portuguese pilots had informed E.M.P.A. that their special situation did not allow them to apply for membership. The Spanish pilots although they had unanimously elected to join E.M.P.A. had not got their Government's permission. It had been hoped that this would come through in the course of the Conference, but did not materialise.

Debate on Secretary's Report

During the debate on the Secretary's report Mr. Balmain gave an account of the U.K.P.A.'s efforts in respect of improving pilot ladder facilities with particular reference to the various types of mechanical ladders have been installed in ships and others which were impending. Mr. Balmain was given good coverage in *Lloyd's List* in this respect.

Various pilots gave instances of recent injuries suffered by pilots as a result of inefficient pilot ladder facilities. There was considerable evidence of European Pilots dissatisfaction with the present state of affairs.

It was proposed to re-word the E.M.P.A. pamphlet circulated last year, and it was generally agreed that distribution on a European scale would be a good thing. There was plenty of evidence that the distribution of the original pamphlet had done a lot of good and improvements had been noted on many ships.

It was suggested that cases of inadequate pilot ladder facilities should be reported to E.M.P.A. by member organizations and E.M.P.A. would communicate directly with the shipping company concerned. I would hope that we could co-operate here and wonder if Mr. Balmain could undertake this task providing the Executive of the U.K.P.A. approve.

The fears expressed by the Bordeaux pilots last year at the possibility of remote pilotage being introduced there seems to have been allayed. As yet no pilots have been introduced into the shore based radar station and no further mention has been made of the system by the harbour authority. E.M.P.A. was thanked for the part that they took in communicating their reactions to the French authority. No doubt we have not heard the last word about remote pilotage.

Mr. Petersen reported that the Elbe pilots have taken over the management and operation of part of the radar chain on the Elbe, and will be taking over the remainder in the near future when the final link with Cuxhaven is established. Eight Elbe pilots are now employed on the radar chain and receiving the same earnings as their brethren. The Hamburg pilots of course have done this for several years and the system is most satisfactory. This system I would like to see on the Thames when and if complete radar coverage is achieved but I would imagine the opposition from the P.L.A. would be very difficult to overcome.

Actions taken by the various Organizations

On the subject of action taken by the various organizations during the past year, the feature of interest to the U.K.P.A. was payment for weekend work and night work.

In data which I supplied to the U.K.P.A. earlier this year, I indicated that in France, Italy, Spain and Portugal there were systems in force which provided the pilots with extra earnings for work at the weekends and/or nightwork, but this procedure did not appear to be used in North European countries. During the last year this has been altered and the Belgian pilots now receive double pay for work on Sundays and 10d. an hour increase for work performed at night.

In Germany earnings have been increased by 3 to 7% for work on Sundays to keep them in line with the German merchant service. Pilotage dues have been increased for ships piloted on Sundays. In the Kiel Canal which does a lot of Sunday work, in fact 40% the overall dues have been increased 7%. In the Elbe, Ems and Weser the dues on Sunday have been increased on an average some 25%. The Dutch are still negotiating increases for abnormal working

hours, i.e. weekend work and night work and claiming 25%. The Government is sticking out for 20%.

Earnings of Pilots

On the subject of pilots' earnings, the information in the hands of the Secretary obtained from the E.M.P.A. questionnaire was two years out of date and now countries were asked to submit their earnings to E.M.P.A. within one month so that this could be brought up to date. The Secretary said that it was not possible for E.M.P.A. to back various countries claims for increases unless they were in full possession of the facts.

Pilotage dues, basis for assessing

On the subject of the basis for paying pilotage dues, European pilots expressed their dissatisfaction on the score that present methods did not represent the earning capacity of expertise required.

In E.M.P.A. countries outside the U.K., the basis for paying dues is standard for paying dues with the exception of the harbour pilots of Rotterdam and Antwerp.

In France and Sweden it is based on net tonnage.

Germany, Italy and Spain on gross.

Holland on draught.

Belgium on net tonnage and draught.

Rotterdam and Antwerp on length.

It was suggested that the cubic capacity would present a very satisfactory basis for pilotage dues and present the present wangling indulged by shipping circles of reducing their real tonnage. Displacement was also not a true way.

The Antwerp and Rotterdam pilots method of assessing was satisfactory to them. Length inside docks of course is a critical feature in manoeuvring in those circumstances.

Proposed revised version of the Rules of E.M.P.A.

A large part of Wednesday and the first hour on Thursday was spent in the discussion of Mr. Tate's proposed revised version of the Rules of E.M.P.A. The original Rules and Standing Orders drawn up in Marseilles in May 1963 were a simple statement of intent and objectives of E.M.P.A. which were

sufficient for the formulative period at the start but were not watertight and not a document that would stand up to critical examination. With a view to rectifying this, Mr. Tate redrafted the entire Rules and presented them to the Executive Meeting in Rotterdam, last October. Copies were circulated and the delegates came prepared to discuss them in detail. After a long drawn out session the rules were approved with only minor alterations.

Navigation of Tankers in pilotage waters

At the Rapallo meeting last year Mr. Janes spoke on the question of navigation of tankers in pilotage waters and the provision of port facilities in this respect, a subject which we all know he had a great deal to do with in our own Association. As a result E.M.P.A. decided to ask for recommendations on this subject from member organizations. The recommendations received were discussed at the Rotterdam Executive meeting last year with the view of presenting them to the next A.G.M. Mr. Tate undertook to redraft the recommendations and these were presented to the London meeting. We had the advantage in that Mr. Z. N. Sdougas, head of the Navigation and General Safety Section of Inter-Governmental Maritime Consultative Organization attended this discussion and was able to advise E.M.P.A. on a number of points. The recommendations will go to I.M.C.O. eventually and appropriate international and national authorities.

I think that E.M.P.A. has done a good job of work here and results will get a good deal of international publicity. Already Van Ommerens, the large Dutch tanker owners in Holland instructed their London Office to contact me in order to get a copy of the recommendations.

After the end of Thursday's meeting we were entertained to a dinner at the House of Commons which we should express our very great thanks to Mr. Callaghan. It was a fitting climax which impressed the Continentals very much. After dinner, some short speeches and then the division bell clanged outside in the corridor and Mr. Callaghan made a supreme exit saying that he would be Chancellor of the Exchequer no more if he did not go in to vote.

On Friday morning we were entertained aboard the *Kommodore Ruser* moored in the Pool and those willing to risk their necks made flights in French helicopter. Mrs. Tate went up to see if it was safe for Dan but he could not be persuaded to go.

Finally I would like to say that pilots raise hell whenever the subject of earnings is raised but spend very little time in proving to the world that the expertise and value to shipping of their services warrants increases in earnings.

Continued on Page 14

"IT IS A GREAT HONOUR" — Mr. MARCANTETTI

"IT IS A GREAT HONOUR for us pilots of the Continent to be welcomed in Great Britain by the United Kingdom Pilots' Association and more particularly by their President The Rt. Hon. James Callaghan, Chancellor of the Exchequer, their senior Vice-President our talented colleague Mr. Tate, their Secretary and Solicitor Mr. Griffiths and the very reliable friend of us all Mr. Farrands the U.K.P.A. liaison officer with E.M.P.A.

"I hope that our work during the two days at the Conference will bring a broader feeling of brotherhood between us in order to create in the coming years a stronger standard for our profession and in the performance of our duty for the safety of ships.

"I ask our friends from the U.K.P.A. to accept my warmest thanks on behalf of E.M.P.A.



This photograph of the delegates and observers attending the E.M.P.A. meeting was taken on the quarter-deck of Wellington. Seated in the centre is the President Mr. A. Marcantetti, Marseilles between Mr. Dan Tate, Middlesbrough, Senior Vice-President U.K.P.A., on his right, and Mr. H. Petersen, Hamburg, Second Vice-President E.M.P.A., next to whom is Mr. J. L. Janssens, River Scheldt, Secretary E.M.P.A. On Mr. Tate's right is Mr. A. L'Alexandre, Nantes; Mr. J. D. Heuff, Amsterdam is on the extreme left of the row with Mr. H. V. Conde, Coruña and Mr. P. Pyckevet, Flushing. Mr. M. Schlosser, Venice is on the left of Mr. Janssens and at the end of the row is Mr. De Neumoustier, Antwerp Docks. Mr. J. Merckaert, Antwerp Docks, Treasurer E.M.P.A. is standing on the extreme right. Standing immediately behind the President are Messrs.

for the very nice reception we had yesterday and for the tremendous work they have done in organizing in London the third general meeting of E.M.P.A."

The words are those of Mr. Antoine Marcantetti at the opening of the annual general meeting of E.M.P.A. on board H.Q.S. *Wellington* on the morning of 26th May.

The delegates from the U.K.P.A. were Messrs. D. H. Tate, R. H. Farrands, R. D. Balmain. Other Executive members present were C. A. Rhodes, P. A. Levack, G. W. Dunn, T. W. Fleming, S. Green and G. W. Gibbins. C. J. G. Pearce, A. Coates, K. J. Clow and Congdon, Dover attended as observers.

R. H. Farrands, London, left, and R. D. Balmain, London, right. With the pipe is Mr. P. Colas, Rouen and to the right Messrs. C. J. G. Pearce, Southampton; A. Bagge, Mälaren; G. W. Gibbins, Sunderland; A. Waignein, Scheldt; De Roeck, Le Havre; G. Hennaert, Scheldt; G. A. Coates, Middlesbrough; S. Green, Barrow; M. Peracchio, Livorno; G. W. Dunn, Hull; Dr. H. Segelken, solicitor to German Pilots' Association; C. A. Rhodes, Medway; W. Peters, Elbe; W. Asmus, Elbe. Standing on the left of the stanchion are Messrs. W. Verhaef, Ijmuiden; L. Savatier, Dunkerque; T. W. Fleming, Clyde; R. L. C. Van Limborg, Rotterdam Docks; Noble, Dunkerque; C. Schreck, Le Havre and on the extreme left Peter Levack, London.

E.M.P.A. Meeting continued from page 11

NAVIGATION OF TANKERS

THE recommendations concerning the navigation of tankers in pilotage waters and where necessary the provision of better port facilities, referred to by Mr. Farrands in his notes, and agreed by the E.M.P.A. meeting, were as follows:—

1. *All tankers should be required to:*

(a) Comply with a "Port Manning Scale" which should be designed to ensure an adequacy of deck personnel for the purposes of mooring, unmooring, securing tugs, etc., as in so many cases at the present time there appears to be a trend towards undermanning relative to the urgency associated with these operations, despite the introduction of automatic devices.

(b) Ensure that when a pilot is on board and language difficulties will occur, there should always be an officer on the navigation bridge who understands English and that the quartermaster is able to understand helm orders given in English.

(c) Fit V.H.F., R/T.

2. *Large tankers should be required to:*

(a) Provide facilities whereby V.H.F., R/T can be used at the extremities of the navigation bridge.

(b) Carry quartermasters holding a certificate of competency in respect of their ability and experience in the steering of large tankers.

3. *In any port:*

(a) The approach channels leading to tanker berths should be of such a depth as to provide an adequate under-keel clearance. This clearance should take into account variations which may occur in the draught due to "squat" etc., and should never be less than 10% of the draught the vessel may assume in these circumstances.

(b) No tanker should be permitted to enter if any bend in the approach channels through which it must pass, is not dredged and engineered to provide a curve of such radius that is well within the turning characteristics or capabilities of that vessel.

(c) Where tanker berths are situated in or near navigation channels used by other vessels or are in any position where the berthing or unberthing of tankers offers a hazard to passing vessels and unless there are ample provisions or arrangements to

safeguard passing vessels in these circumstances and in particular during periods of reduced visibility, then berthing and unberthing should be confined to the hours of daylight.

(d) If, in the opinion of the appropriate port authority, a tanker incurs navigational limitations because of size or draught, then that vessel should be required to display, by day as well as by night, a special signal. The signal should be internationally uniform and distinctive in character.

(e) Tanker berths should be well illuminated and fendered, and provided with adequate mooring facilities in respect of the number and the location of mooring bollards. The mooring bollards should be accessible at all times. Tankers over 600 feet in length should be assisted by mooring men using two mooring boats.

(f) The appropriate local authority should be required to promulgate byelaws to implement the recommendations of the Safety of Life at Sea Conference (1960) in respect of Rule 25 Paragraph (c) of the Regulations for the Prevention of Collision at Sea.

4. *When oil, carried in bulk by tankers including those of a large, or relatively large tonnage, forms a substantial part of the trade of the port, then:*

(a) All sea-going vessels using the port and any other type of vessel which might be liable to interfere with the safe navigation of tankers should not be allowed to navigate within the port unless equipped with V.H.F., R/T, nor should any tug which might be required to assist tankers be allowed to operate without being similarly equipped.

(b) Should the navigation of tankers in pilotage waters be made hazardous or should any danger to life or property be possibly incurred as the direct result of the action of other vessels navigating without a pilot on board, then pilotage should be made compulsory.

(c) The port should be required to install a V.H.F., R/T information service and such a service should be managed and organised by the pilots of the district so as to ensure its being used to the fullest advantage and, in particular, to enable all relevant information regarding tanker

movements and tide gauge readings to be constantly available.

Until such a port information service is either installed or organised in this manner, steps should be taken by the Port Authority to provide this information by some other means.

(d) A "stand-by" tug should be permanently maintained at a convenient station and this tug, which should be in addition to normal towage requirements, should be equipped to deal with emergencies associated with tankers.

(e) The Port Authority should institute a consultative committee consisting of pilots together with representatives of those who have a direct practical interest in the movement and berthing of tankers. The committee should be responsible for the suggesting of rules for the regulation of this aspect of the port's activities and the

frequent review of such rules.

5. *Whilst it is accepted that little or nothing is likely to be achieved in respect of major reconstruction of existing tankers, it is considered reasonable to expect that large tankers of future construction should:*

(a) Have adequate stern power.

(b) If in excess of 600 feet in length, be fitted with stern anchors.

(c) Be required to place instruments such as radar, rudder indicators, compass repeaters, V.H.F., R/T, as close together on the navigation bridge as can be conveniently achieved to allow simultaneous inspection by the pilots.

(d) In the light of experience already gained in this direction, be required to abandon the practice of placing the navigation bridge aft and return to the amidships position.

GERMAN P.V. — 'Kommodore Ruser'

"THE REACTIONS of a practising London District sea pilot to the West German pilot vessel *Kommodore Ruser* upon the occasion of her visit to the Port of London on the 25th/28th May, 1965." These words Mr. R. E. Sanders, North Channel, headed and introduced his ten

page foolscap report on the German cutter. He states that as a result of representations made by Mr. Farrands to the Trinity House North Channel Pilots' Committee and the kind co-operation of Captain D. M. Mansfield, Superintendent of Pilots at Harwich, with that committee, he was permitted to



stand down from normal pilotage duty in the estuary in order to go to the Sunk cruising pilot cutter *Pelorus* on the evening of 24th May to await the arrival of the German vessel and to pilot her inwards to Gravesend. Dead on time he embarked in the *Kommodore Ruser* and was met on board by Captain H. Petersen, head of the German Federal Pilots' Association and was introduced by him to Captain Meier who passed over the navigation of the ship to Mr. Sanders. On the subsequent passage inwards he was given every opportunity of experiencing the excellence of the vessel and her equipment in every direction. Arriving off Gravesend he was relieved of duty by the compulsory River Thames pilot and at the same time a Sud Aviation helicopter "Alouette" Mark II was brought down on the landing deck. Mr. Sanders was then conducted upon a thorough inspection of the vessel by Captain Petersen. He collected a large amount of information about her and this forms the bulk of his report.

Captain Petersen, he says, was most careful to explain that the use of helicopters in pilotage service was still, as yet, at the experimental stage, and that it was considered, in German pilotage circles, that the

first utilisation of helicopter aircraft should be in the feeder function, i.e. in the supply of pilots to a cruising cutter from the shore base. The German pilots are of the opinion that until every ship can be provided with a properly devised helicopter landing area the use of these aircraft is extremely restricted.

We quote from his "conclusion" in the report, "This class of six pilot cutters represented in London by m.s. *Kommodore Ruser* was the result of a series of design conferences, between representatives of the pilots and officials of the West German Ministry of Transport, where the pilots were invited to give the fullest expression of ideas deriving from their practical experience at sea. Upon the conclusion of these conferences the chosen naval architects were provided with the detailed recommendations of this design team. These recommendations were incorporated into the final designs, with total success. The German pilots and their extremely able, co-operative and sympathetic Ministry friends are to be congratulated upon the introduction of a class of truly excellent, entirely functional vessels which should serve German pilots well."

U.K.P.A. RECEPTION FOR E.M.P.A.

Invitations to the reception which the U.K.P.A. as hosts organized on board *Wellington* for the E.M.P.A. people on the eve of their meeting were accepted by representatives of the Board of Trade, Trinity House, the Chamber of Shipping, the Honourable Company of Master Mariners, the Inter-Governmental Maritime Consultative Organization, Port of London Authority and from the Embassies of Belgium, France, Germany, the Netherlands, Italy, Spain and Sweden. It was appreciated that such a busy Minister as Mr. Callaghan was able to find time for a brief visit to the reception. Two hon. vice-presidents of the U.K.P.A., Mr. J. H. Fife and Captain W. H. Coombs were among the guests. There was only one speech and that came in the closing stages from Mr. C. D. Griffiths who was in his best and most sparkling form.

Obituary

DONALD M. MAIN - *Clyde River*

Mr. Main served on the Executive Committee of the U.K.P.A. from 1954 to 1959. He had been on duty as usual the day before he died in hospital. Mr. Main who was in his 51st year was the son of the Rev. Donald Main, a former minister at Greenock. He served his apprenticeship with the Denholm Line and obtained his master's certificate.

In 1942 he entered the Clyde Pilotage service on a temporary basis in October, but was recalled by the Ministry of Transport for further war service the following year. He was master of the rescue vessel *Empire Rex* (City Line) which accompanied convoys in the Mediterranean. He continued this service until 1949 when he was appointed to the pilotage service on a permanent basis at Gourock. He transferred to the Glasgow staff in December, 1962.

When at Gourock Captain Main was choice pilot for Scotts' Shipbuilding and Engineering Co. Ltd., Greenock, and the Constantine Shipping Company.

The funeral service at Greenock Crematorium was conducted by the Rev. Iain McMillan, the son of a former Gourock pilot.

Captain Main is survived by his wife, son and daughter.

RODERICK CARRUTHERS - *Shoreham*

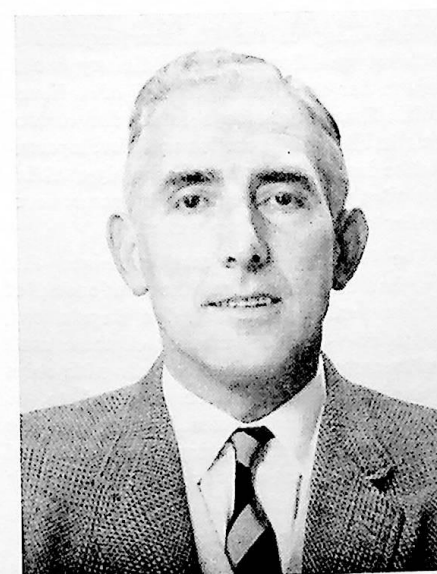


A prominent personality at many Conferences of the U.K.P.A. was Captain Carruthers who was for six years the senior Trinity House pilot in Shoreham Harbour and lived at Southwick. He made many friends among the delegates and his to-the-point intervention in debates were always enjoyed.

Born in Essex, he began a long seafaring career as an apprentice on oil tankers in 1918 with Andrew Weir and Co., a company he served for 17 years, and obtained his master's certificate before he was 30.

He went on to command a number of tankers for the Standard Oil Co. of New York and went to Shoreham in 1936 to join the pilotage service. He was a member of the Master Mariners Association.

Capt. Carruthers is survived by his wife and by a daughter of his first marriage who lives in Sydney, Australia.



SAFETY OF NAVIGATION

MR. K. C. DAVIS of the North Channel was unanimously appointed by the Executive Committee at their meeting on 19th January to succeed Mr. F. V. Janes who had retired from pilotage service, as the Association's representative on the Safety of Navigation Committee of the Ministry of Transport.

A report on the eighth meeting on 2nd February of that committee by Mr. Davis was read at the Executive Committee meeting on the 30th March, and it was agreed that this report together with Ministry Notice M488 dealing with changes in the Collision Regulations should be published in full in *The Pilot* as they were of such general interest and importance.

RECENT ACTIVITIES

by K. C. DAVIS

The Safety of Navigation Committee, and Advisory Committee to the Ministry of Transport is composed of representatives of the Chamber of Shipping, the Docks and Harbour Authorities' Association, Trinity House and the Northern Lighthouse Board, the Merchant Navy and Airline Officers' Association, the U.K.P.A., the Ministry of Defence, the General Post Office, the Admiralty Surface Weapons Establishment, and representatives of the Transport Ministry itself.

Mr. Cochran, a civil servant, was the Chairman. He gave thanks and notified that from 8th February the Board of Trade would take over the responsibility of shipping from the Ministry of Transport.

It was announced that the Cossor Company had not proceeded with their projected Ratan installation at Sheerness so that there was nothing further to add to the previous conclusions concerning this navigational aid, a system of transmission to ships of a televised picture of a P.P.I. from a scanner ashore.

Air Cushion Craft and the Collision Regulations

A draft notice to mariners contained the latest views of the Ministry on this subject. Air cushion craft are now to be considered as "vessels", and as such, must obey the rule

of the road. Previously they had been required to keep out of the way of all vessels. Hydrofoils and conventional high speed craft existed which travelled at speeds comparable to the speed of cushion craft, and there seemed no need to single out cushion craft for special treatment in the rule of the road. Nevertheless, operators are to be advised that they must make allowances for their high speed when they encounter shipping. Cushion craft will carry special lights and shapes to be decided by their national authority. For the time being, cushion craft in the U.K. would display an amber flashing light.

Rules 21 and 27 of the Collision Regulations are to be amended so that the stand-on vessel will be allowed, in certain circumstances, to give way. This will give effect to the practical consideration that hovercraft, because of their speed and manoeuvrability, will in practice be instructed to keep out of the way of other vessels.

Cushion craft make much leeway in comparison with conventional craft, and observation of their masthead lights may give a very wrong indication of their track.

Notwithstanding the above, operators of cushion craft must first obtain a "Permit to Fly" from the Ministry of Aviation. One assumes that this arrangement satisfies all parties.

Capt. King of the Chamber inquired as to what qualifications the Ministry would require for those in command of a hovercraft. There might be a future for cushion craft in oilfield exploration and development, and he inquired whether the highly-qualified test pilot might be replaced by someone of similar calibre to a tug-master.

The Ministry spokesman explained that they had only considered the relationship of cushion craft to the Collision Regulations. Up to now the commanders of these craft had been men experienced both with ships and aircraft. They were required to be familiar with the Collision Regulations. The Ministry were considering the matter of suitable qualifications for the crews of air cushion craft.

It was reported to the Committee that hydrofoils navigating at night across the Straits of Messina were causing some

anxiety to ocean shipping also using the strait, and the Committee noted that there might be a special signal needed for high speed craft generally.

Oil Drilling Rigs

Capt. Menzies, Ministry of Transport, gave the committee the latest news on this subject. These rigs are large. The three or four mooring towers to each rig are cylinders perhaps 275 feet long and 40 feet in diameter. Another design will float and will have mooring tackle extending three to five cables from the rig.

In general discussion the following points were made -

If drilling were successful, the installation remaining on the spot, whether the oil supply was piped ashore or delivered by ship, would be much smaller than a drilling rig.

If rigs were close together the type and range of their lights would have to be specially arranged.

Lights additional to the one on the highest part of the rig might be needed, in case such a light was obscured in a low cloud base. A red aircraft obstruction light might also be needed.

More than one sound signal installation might be needed on each rig to avoid the masking effect of the mooring towers.

Minimum requirements for marking isolated structures and group structures should be agreed at international level in May of this year.

The drilling rig firms were already in consultation with the Ministry.

The radio equipment of the rigs would

include R.T. equipment operating on 2182 Kcs.

Revised Regulations

The 1960 revised version of the Collision Regulations came into force on 1st September, 1965. Changes are summarised in M.O.T. notice M488 which is reprinted at the foot of this article.

These regulations will allow, for the first time, a pilot vessel on pilotage duty in fog to sound an identity signal in fog of four short blasts.

Cdr. de M. Leathes, Admiralty, pointed out that this sound signal is the danger signal prescribed in local rules for dockyard ports for a vessel not under command or unable to manoeuvre. He had report of an incident where an H.M. ship leaving Portsmouth had heard this signal (already adopted by Trinity House pilot vessels) at the Spithead pilot station, and had found it deceiving.

The resolution of this point would turn on whether the Spithead pilot station is within Portsmouth Dockyard limits, and surely should be settled between the Admiralty and the Pilotage Authority.

The same duplication of sound signals also occurs in the London District at present, but since the cutters operate well outside port limits, there is no confusion.

It would follow that pilot cutters, especially those owned by pilots, who wish to use a special local sound identification signal, should make sure that the signal is included in local bye-laws. Otherwise, if they are involved in collision, they may be found in breach of the international regulations.

NOTICE No. M.488

MINISTRY OF TRANSPORT

REVISION OF THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA NOTICE TO SHIPOWNERS, SHIPMASTERS AND SEAMEN AND OTHERS CONCERNED WITH FOREIGN-GOING AND HOME TRADE MERCHANT SHIPS AND FISHING VESSELS.

1. The revised International Collision Regulations which were agreed at the International Conference on Safety of Life at Sea, 1960 will come into force on 1st September, 1965. In the United Kingdom it is intended that the Collision Regulations (Ships and Seaplanes on the Water) and Signals of Distress (Ships) Order, 1953 should be revoked and it is expected that a new Order in Council will be made which will come into operation on 1st September, 1965.

2. The revised Collision Regulations comprise 31 Rules, the number of each Rule relating in subject matter to the same numbered Rule in the current Regulations. The Rules themselves, however, have been considerably amended in the revised Regulations and have been split into

six parts A, B, C, D, E and F instead of the four parts A, B, C and D of the current Regulations. Changes to some of the Rules have been made to take account of the use of radar by vessels navigating in restricted visibility, whilst an Annex to the Rules, setting out recommendations on the use of radar information as an aid to avoiding collisions at sea has been included. Details of these particular changes to the Rules and of the Annex have already been promulgated in Notice M. 445, issued in December, 1960.

3. The 1960 Collision Regulations have already been published as a White Paper (Regulations for Preventing Collisions at Sea, Cmnd. 1949, July 1963, H.M.S.O. 2s. 6d. net).

4. It is considered desirable that at this stage the attention of all concerned should be drawn to the main differences between the current Regulations and the Regulations agreed in 1960. This Notice gives an indication of these differences but does not set out in detail those alterations and additions to the Rules that relate to the use of radar, as these are already referred to in Notice M.445. It is emphasised, however, that the full significance of the new Rules can only be obtained by a reading of the text of the revised Regulations and that this Notice is not intended to be in any way an interpretation of the Regulations.

5. As stated above, the Regulations have been divided into six parts. Part C and its preamble become Part D in the revised Regulations. The new Part C "Sound Signals and Conduct in Restricted Visibility" has a separate preamble. The preamble to Part D in the revised Regulations contains the additional words "Rules 17 to 24 apply only to vessels in sight of one another".

6. In the revised Regulations :

Rule 1

Rule 1(b) allows lights to be exhibited between sunrise and sunset in restricted visibility and in all other circumstances when it is deemed necessary.

Additionally there are some changes in definitions, including two new definitions :

the term "engaged in fishing" means fishing with nets, lines or trawls, but does not include fishing with trolling lines;

"vessels shall be deemed to be in sight of one another only when one can be observed visually from the other".

Rule 2

In Rule 2(a)(ii)—the provision of masthead lights — the words "and vessels engaged in towing" have been omitted.

Rule 3

There is a new provision for the display by the towing vessel of a black diamond shape at least 2 feet in diameter as a day signal when a tow exceeds 600 feet.

Rule 4

Prescribes that the three lights specified in Rule 4(c) shall be equi-distant and that these lights shall also be shown by vessels engaged in the launching or recovery of aircraft. Provision is also made for special signals to be shown by vessels engaged in minesweeping.

This Rule also prescribes that the vessels and seaplanes referred to in the Rule shall not show a stern light when not making way through the water.

Rule 5

Includes a new provision whereby sailing vessels under way may carry a red and green light in a vertical line on the top of the foremast. The Rule provides also for the display by a towed vessel of a black diamond shape at least 2 feet in diameter as a day signal when a tow exceeds 600 feet.

Rule 6

The restriction to small vessels has been removed.

Rule 7

There are a number of amendments to this Rule, which now reads :—

"Power-driven vessels of less than 65 feet in length, vessels under oars or sails of less than 40 feet in length, and rowing boats, when under way shall not be required to carry the lights prescribed in Rules 2, 3 and 5, but if they do not carry them they shall be provided with the following lights :—

(a) Power-driven vessels of less than 65 feet in length, except as provided in sections (b) and (c), shall carry :—

(i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a white light constructed and fixed as prescribed in Rule 2(a)(i) and of such a character as to be visible at a distance of at least 3 miles.

(ii) Green and red sidelights constructed and fixed as prescribed in Rule 2(a)(iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 22½ degrees (2 points) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Power-driven vessels of less than 65 feet in length when towing or pushing another vessel shall carry :—

(i) In addition to the sidelights or the combined lantern prescribed in section (a)(ii) two white lights in a vertical line, one over the other not less than 4 feet apart. Each of these lights shall be of the same construction and character as the white light prescribed in section (a)(i) and one of them shall be carried in the same position. In a vessel with a single mast such lights may be carried on the mast.

(ii) Either a stern light as prescribed in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam.

(c) Power-driven vessels of less than 40 feet in length may carry the white light at a less height than 9 feet above the gunwale but it shall be carried not less than 3 feet above the sidelights or the combined lantern prescribed in section (a)(ii).

(d) Vessels of less than 40 feet in length, under oars or sails, except as provided in section (f), shall if they do not carry the sidelights, carry, where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(e) The vessels referred to in this Rule when being towed shall carry the sidelights or the combined lantern prescribed in sections (a) or (d) of this Rule, as appropriate, and a stern light as prescribed in Rule 10, or, except the last vessel of the tow, a small white light as prescribed in section (b)(ii). When being pushed ahead they shall carry at the forward end the sidelights or combined lantern prescribed in sections (a) or (d) of this Rule, as appropriate, provided that any number of vessels referred to in this Rule when pushed ahead in a group shall be lighted as one vessel under this Rule unless the overall length of the group exceeds 65 feet when the provisions of Rule 5(c) shall apply.

(f) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern, showing a white light, which shall be exhibited in sufficient time to prevent collision.

(g) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4(a) and 11(e) and the size of their day signals may be less than is prescribed in Rules 4(c) and 11(c)."

Rule 8

This Rule prescribes that the white light to be carried by a power-driven pilot-vessel is to be at a height of not less than 20 feet above the hull. The Rule also prescribes that a stern light is to be carried by a pilot-vessel when under way on pilotage duty.

Rule 9

This Rule has been changed considerably. The complete revised Rule is as follows :—

"(a) Fishing vessels when not engaged in fishing shall show the lights or shapes for similar vessels of their length.

(b) Vessels engaged in fishing, when under way or at anchor, shall show only the lights

and shapes prescribed in this Rule, which lights and shapes shall be visible at a distance of at least 2 miles.

- (c) (i) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus through the water, shall carry two lights in a vertical line, one over the other, not less than 4 feet nor more than 12 feet apart. The upper of these lights shall be green and the lower light white and each shall be visible all round the horizon. The lower of these two lights shall be carried at a height above the sidelights not less than twice the distance between the two vertical lights.
- (ii) Such vessels may in addition carry a white light similar in construction to the white light prescribed in Rule 2(a)(i) but such light shall be carried lower than and abaft the all-round green and white lights.
- (d) Vessels when engaged in fishing, except vessels engaged in trawling, shall carry the lights prescribed in section (c)(i) except that the upper of the two vertical lights shall be red. Such vessels if of less than 40 feet in length may carry the red light at a height of not less than 9 feet above the gunwale and the white light not less than 3 feet below the red light.
- (e) Vessels referred to in sections (c) and (d), when making way through the water, shall carry the sidelights or lanterns prescribed in Rule 2 (a)(iv) and (v) or Rule 7(a)(ii) or (d) as appropriate, and the stern light prescribed in Rule 10. When not making way through the water they shall show neither the sidelights nor the stern light.
- (f) Vessels referred to in section (d) with outlying gear extending more than 500 feet horizontally into the seaway shall carry an additional all-round white light at horizontal distance of not less than 6 feet nor more than 20 feet away from the vertical lights in the direction of the outlying gear. This additional white light shall be placed at a height not exceeding that of the white light prescribed in section (c)(i) and not lower than the sidelights.
- (g) In addition to the lights which they are required by this Rule to carry, vessels engaged in fishing may, if necessary in order to attract the attention of an approaching vessel, use a flare-up light, or may direct the beam of their searchlight in the direction of a danger threatening the approaching vessel, in such a way as not to embarrass other vessels. They may also use working lights but fishermen shall take into account that specially bright or insufficiently screened working lights may impair the visibility and distinctive character of the lights prescribed in this Rule.
- (h) By day vessels when engaged in fishing shall indicate their occupation by displaying where it can best be seen a black shape consisting of two cones each not less than 2 feet in diameter with their points together one above the other. Such vessels if of less than 65 feet in length may substitute a basket for such black shape. If their outlying gear extends more than 500 feet horizontally into the seaway vessels engaged in fishing shall display in addition one black conical shape, point upwards, in the direction of the outlying gear."

Rule 10

Rule 10(b) requires that when an electric torch or a lighted lantern is shown instead of an ordinary stern light by small vessels, it is to give a white light.

Rule 11

Rule 11(a) includes a provision giving vessels of less than 150 feet in length the option of carrying a second anchor light.

Rule 13

In this Rule fishing vessels engaged in fishing as a fleet are included in the classes of vessels for which Governments can make special rules in respect of additional station and signal lights. The reference to shipowners' recognition signals in the existing Rule has been omitted.

Rule 15

Rule 15(a) applies now to power-driven vessels of 40 feet or more in length. The 20 tons for sailing vessels has been amended to 40 feet.

Rule 15(c)(viii) replaces the existing Rule 15(c)(ix) and reads :—

"A vessel engaged in fishing when under way or at anchor shall at intervals of not more than 1 minute sound the signal prescribed in sub-section (v). A vessel when fishing with trolling lines and under way shall sound the signals prescribed in sub-sections (i), (ii) or (iii) as may be appropriate."

(The words "20 tons" in the existing Rule 15(c)(viii) (now Rule 15(c)(ix)) have been changed to "40 feet".)

A new Rule (15(c)(x)) has been added, and reads :—

"A power-driven pilot-vessel when engaged on pilotage duty may, in addition to the signals prescribed in sub-sections (i), (ii) and (iv) sound an identity signal consisting of 4 short blasts."

Rule 16

A paragraph has been added dealing with the situation in which a vessel detects the presence of another vessel before hearing her fog signal or sighting her visually. This is set out in Notice M.445.

Rule 17

This Rule has been completely rewritten and now reads as follows :—

"(a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows :—

(i) When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.

(ii) When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

(b) For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried."

Rule 18

The exception of Rule 20(b) in the existing Rule 18(b) has been extended to except Rule 28 also.

Rule 20

This Rule includes an additional provision that it does not give a sailing vessel the right to hamper, in a narrow channel, the safe passage of a power-driven vessel which can navigate only inside such channel.

Rule 25

This Rule includes a provision that in a narrow channel a power-driven vessel of less than 65 feet in length shall not hamper the safe passage of a vessel which can navigate only inside such channel.

Rule 28

A new paragraph has been added, as follows :—

"Any whistle signal mentioned in this Rule may be further indicated by a visual signal consisting of a white light visible all round the horizon at a distance of at least 5 miles and so devised that it will operate simultaneously and in conjunction with the whistle-sounding mechanism and remain lighted and visible during the same period as the sound signal."

Rule 31

The following Distress Signals have been added :—

A hand flare showing a red light.

A smoke signal giving off a volume of orange-coloured smoke.

Slowly and repeatedly raising and lowering arms outstretched to each side.

The radio telephone alarm signal: two tones transmitted alternately over periods of from 30 seconds to 1 minute.

LOCAL SECRETARIES

Aberdeen	...	R. G. Hall	...	Aberdeen Harbour Pilots, North Pier, Aberdeen.
Ardrossan	...	A. Caldwell	...	8 Yarborough Place, Ardrossan.
Barrow-in-Furness	...	R. Moore	...	35 Roa Island, Barrow-in-Furness.
Barry	...	J. Bennett	...	Brent Knoll, Port Road East, Barry, Glam.
Belfast	...	C. M. Bower	...	Runswick, 1 Sandown Park South, Belfast 5.
Boston, Lincs.	...	H. Fountain	...	55 Kingsway, Boston, Lincs.
Bridgwater	...	C. Muller	...	c/o The Laurels, Puriton, near Bridgwater, Somerset.
Brixham	...	F. W. Taylor	...	49 Wishings Road, Brixham, Devon.
Cardiff	...	C. D. Morgan	...	54 St. Angela Road, Heath, Cardiff.
Clyde :-				
Glasgow	...	J. H. Innes	...	Clyde Pilot Office, 16 Robertson St., Glasgow, C.2.
Gourock	...	T. W. Fleming	...	5 Ashton Road, Gourock, Renfrewshire.
Colchester	...	C. Hills	...	26 Regent Road, Brightlingsea, Essex.
Coleraine	...	S. G. Martin	...	Harbour Office, Coleraine, Co. Derry, N. Ireland.
Dartmouth	...	R. R. Gatzias	...	29 b Lower Street, Dartmouth.
Exeter	...	P. R. Bradford	...	48 Camperdown Terrace, Exmouth, Devon.
Falmouth :				
Sea	...	E. Carlyon	...	Pilot Boat Association, 14 Arwenak St., Falmouth.
River	...	J. Timmins	...	1 Ponsharden Cottage, Ponsharden, Falmouth.
Fowey	...	W. L. Dunn	...	53 West Street, Polruan, Fowey.
Gloucester	...	C. A. C. Milsom	...	Pilotage Office, Sharpness, Glos.
Goole	...	W. H. Perry	...	82 Village Road, Garden Village, Hull.
Grangemouth	...	A. McArthur	...	Pilot Office, The Docks, Grangemouth.
Hartlepool	...	B. G. Spaldin	...	24 Kesteven Road, Fens Estate, West Hartlepool, Co. Durham.
Hull	...	Mr. D. Barrett	...	19 Wolfreton Lane, Willoughby, Yorks.
Ipswich	...	W. Steele	...	45 Dereham Avenue, Ipswich.
Isle of Wight (Inw'd)	...	W. L. D. Bayley	...	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, Shorne, 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.
Londonderry	...	C. M. O'Donnell	...	3 Oakfield Drive, Londonderry.
Middlesbrough	...	W. E. Guy	...	25 Wheatley Close, Acklam, Middlesbrough.
Milford Haven	...	H. W. Phillips	...	42 Pembroke Road, Haverfordwest, Pemsb.
Newlyn	...	J. Geddes	...	3 Art Gallery Terrace, Newlyn, Penzance.
Par	...	R. F. Dunn	...	The Ervals, Eastcliffe, Par, Cornwall.
Plymouth	...	E. Rogers	...	Pilot Office, 2 The Barbican, Plymouth.
Poole	...	G. Brown	...	Harbour Office, The Quay, Poole, Dorset.
Portsmouth	...	P. A. Hawkesworth	...	19a High Street, Old Portsmouth, Hants
Port Talbot	...	E. Hare	...	8 Bath Street, Port Talbot.
Preston	...	H. Halsall	...	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	...	R. D. Paynter	...	Tre-Pol-Pen, St. Ives, Cornwall.
Shoreham	...	A. Bramley	...	3 Willow Close, Lancing, Sussex.
Southampton	...	K. A. Gadd	...	Pilot Office, Union-Castle House, Canute Road, Southampton.
South Shields	...	T. A. Purvis	...	2 Parkside Avenue, Tynemouth, N. Shields.
Sunderland	...	S. Hall	...	Pilot Office, Old North Pier, Sunderland, Co. Durham.
Taw & Torridge	...	V. W. Harris	...	Fernlea, Pitt Hill, Appledore, N. Devon.
Teignmouth	...	J. E. Broom	...	5 Strand, Teignmouth, Devon.
Trent	...	W. L. Smedley	...	10 Skelton Avenue, Grammar School Road, Hull, Yorks.
Workington (Whitehaven and Maryport)	...	M. Ditchburn	...	68 Loop Road North, Whitehaven, Cumberland.
Wisbech	...	E. M. C. Dale	...	90 Edinburgh Drive, Wisbech.
Yarmouth	...	C. Bewley	...	35 Sussex Road, Gorleston-on-Sea, Yarmouth