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Mr. Bellamy said it was difficult to give assurances that the point regarding the pilot's position as a professional adviser would be embodied in legislation but it was not the intention that the personal responsibility of pilots should be lost.

Commenting on the claim of pilots to remain self-employed as a means to preserve their independence within the port structure, Mr. K. T. Barnett (MoT) questioned the advantages of self-employed status in respect of arrangements on matters such as pensions. He also made reference to employed pilots in foreign countries, suggesting that they too must face the question of pressures from port authorities. He also failed to understand how self-employed status concluded that the pilotage authority must be separate from the port authority or how a sense of responsibility was incompatible with salaried employment.

The Chairman, too, questioned whether there was any reason for a change of attitude of pilots if they became salaried.

It was claimed by members of the Committee that conditions associated with self-employment could quite clearly be satisfactorily arranged.

FOREIGN PILOTS

While any comparisons with foreign pilots presented obvious difficulties, it did appear that greater efficiency was achieved where pilots were self-employed. In any case, the employed pilots referred to were not employed in the sense envisaged by those in this country who favoured this arrangement—being, for the most part, civil servants.

In addition, it was stated, that there would not be the same incentives for salaried pilots to work long hours and to deal with unpredictable traffic peaks.

The meeting's attention was drawn to the concern of pilots over their possible inclusion in the earnings structure of the port industry, which must result in anomalies and in many instances untenable situations arising from comparative earnings.

Reference was also made to the reliance many shipping companies placed on pilots to press their ships to a limit consistent with efficient operation bearing in mind the company's special needs and the safety factor. Employed pilots, subservient to the port authority's requirements, would be prevented from preserving this attitude to the ship, which all pilots value.

In any case the hazardous physical aspect of the pilot's profession, in itself, suggests the maintenance of the pilot's right to make decisions, a condition far better achieved when self-employed.

Mr. Barnett said he would, if this was necessary, be prepared to put the pilots' claims to maintain the law which ensured freedom from interference when engaged in piloting a ship, to those preparing legislation.

"CUMBERSOME" BYE-LAWS

It was maintained that the present cumbersome bye-law procedure could, to a large extent, be overcome through agreements within the organisation of pilotage, fostered and administered by a central body which, in the opinion of pilots, should be created for this purpose.

The BoT officials intimated that they were ready to consider any suggestion to improve the lot of pilots by perhaps providing for arbitration on earnings disputes, but under the present pilotage arrangements the obligation to hear objections would persist, irrespective of whether the arbitration was the responsibility of the BoT or any other body.

Members of the Committee took the opportunity of drawing the attention of the BoT to the financial difficulties experienced by pilots in the smaller ports. It was suggested that this was a matter which warranted attention although this was not to suggest that the pilots concerned wished to depart from the general terms of the arrangement for pilotage suggested by the Committee.

The officials were assured that whilst there was general agreement among pilots in respect of the underlying principles of their suggestions, it was obvious that there were differences. These differences, for the main part, arose from the fear of a "substantial number of pilots" of the prospect of "port domination" even though they were prepared to accept participation by the port authorities in pilotage arrangements.

Seven more galleries in the east wing of the National Maritime Museum, Greenwich, have been opened to the public. The development of the British merchant ship, the fishing industry and the Royal Navy in the 19th and 20th centuries is shown in plans, photographs and paintings.

"Whilst agreeing that the metric system may be used to advantage in the financial and business world, we can see no advantage in abandoning the universally recognised fathom and cable, beyond a desire to conform to everything Continental." So says D. P. Gordon (Isle of Wight) in —

OBSERVATIONS ON THE EFFECTS OF THE METRIC SYSTEM AT SEA

I would like to offer some observations on the effects of Notices to Mariners 246 and 247 of 1968 dealing with the proposed changeover to the use of the metric system on charts.

Whilst welcoming a clearer and more easily interpretable chart format, we feel that the implications of the proposed change to the metric system require clarification, and, we sincerely trust, adequate consultation with the interested parties.

As pilots, we are required to memorise every contour, and all relevant depths appertaining to our district. Change to the metric system will necessitate a change of all contours, thus, buoyage, at present sited on fathom contours, and leads sited for clearing various contours, will inevitably be affected to the detriment of safe navigation.

It is further proposed to expunge all present soundings and replace them with 1/3 by number metric soundings; we contend the reduction in number of charted sounding is a retrograde and hazardous decision during a period of rapidly increasing sizes and drafts.

FAR REACHING

To the British seafarer the implications of this change are as far reaching as the recent change in driving side in Sweden. This instance was preceded by intensive training and education; and was accomplished overnight with every minute detail allowed for.

From past experience such bureaucratic efficiency is the last thing we might expect. Three years ago half of the Solent area had the chart datum changed, and it has taken three years to bring the charts into uniformity, unfortunately leaving us still with a 'doorstep' halfway through the district to be dealt with in the "near future" (January 1967). The wording of Notice to Mariners 246 suggests a similar efficiency in approach and detail is being adopted in this instance.

Whilst agreeing that the metric system may be used to advantage in the financial and business world, we can see no advantage in abandoning the universally recognised fathom and cable, beyond a desire to conform to everything Continental.

Though deprecating the change, we have no doubt it will be expedited despite protests by bodies more qualified to evaluate its eventual consequence, but we trust that before it is too late, something might be achieved to organise the change in a more responsible manner, and the Chamber of Shipping be made aware of the eventual cost to them.

CHANGEOVER DATE

We contend that a date should be set for the changeover, say, six months after the issue of a complete series of metric chart folios and conversion tables, instead of a trickle of new charts an irregular trader may never see. Harbour and pilotage authorities would then have time to assimilate the new system and decide on any changes desirable in their areas, which could be implemented before the changeover date.

Although no mention is made in N. to M. 247, tide tables, tide gauges and draft marks will have to be changed, and to continue the change to the ultimate, all datums will be affected.

CHANNEL TUNNEL

RAC Chief's Warning

The Government should think again before it commits the country to vast expenditure on a Channel Tunnel, said Major Eric Strologo, the RAC's Chief Touring Executive, at Dover on 9th July.

"We have waited 100 years for this Tunnel," he said. "We should wait a little longer and be quite sure that new forms of transport, such as the hovercraft, have not already rendered it obsolete even before building starts."

Executive Committee

Standard Parameter Pilotage Charges Hope

No Objection to Wearing of Spectacles on Duty

The question of fringe benefits, the proposed new basis for pilotage charges, transferability and redundancy and eyesight tests were among the matters discussed by the Executive Committee at a meeting on board *HQS Wellington* on 16th May.

It was reported to the Committee that the Association's claim for fringe benefits had been submitted to the Chamber of Shipping and Mr. Tate and Mr. O'Leary (of the TGWU) had met their officials for a discussion, following which the Chamber had suggested that the increase sought by pilots should be consolidated into the form of a percentage on existing rates.

Mr. Tate had made the point that in negotiating the Letch Agreement no account was taken of overtime payments, but since then the National Maritime Board had recognised that additional payments for weekend work should be made.

The pilots' claim was for exactly the same principle to be applied to them. There were very few people connected with shipping who were not paid special weekend rates.

On the question of future NMB Adjustments, it was pointed out that any increase granted to the Merchant Service on the basis of higher productivity would not automatically apply to pilots, but would have to be submitted separately to the Prices and Incomes Board.

BASIS FOR PILOTAGE CHARGES

The Humber Conservancy Board had prepared a paper showing the practical application of the formula recommended by the Association, and Mr. Berry distributed copies. A number of other Authorities had been asked for similar information, but the only reply had been from Cardiff, where figures had been produced for ships of 500 gross tons. That Authority had emphasized that the position was more complex than at first appeared, and that the formula was difficult to apply to larger vessels.

The Chamber had said that the time was not opportune for such a change, but had nevertheless asked for practical illustration of what was proposed.

The Board of Trade had declined to take any action until after the matter had been considered by IMCO, which was not expected to be until 1969.

It was felt that if the difficulties could be met and a formula produced which was simple to apply and did not produce violent discrepancies when compared with present charges, the adoption of a standard parameter might well be acceptable to Shipowners and the Board of Trade.

TRANSFERS AND REDUNDANCY

The Association's recommendation to facilitate transfer by lifting the age limit for existing licence holders had been sent to Pilotage Authorities, and the Chamber of Shipping had also sent a circular to Authorities supporting these proposals.

The principal problem appeared to be over pension arrangements, but these would be obviated by the introduction of the proposed National Pension Scheme.

Mr. Edmondson suggested that a further letter should be sent to Authorities enquiring whether they intended to apply for the necessary bye-law amendments.

As regards the London District, it was understood that the pilots would at this stage only agree to transfer between the different Stations within the District.

A point arose as to how pilots wishing to transfer would know when vacancies occurred in other Districts, and it was agreed that some central list or clearing house might become necessary.

EYESIGHT STANDARDS

Mr. Tate read a letter from Trinity House asking for the Association's reaction to the suggestion of standards being relaxed to permit

the wearing of spectacles to achieve the required level of half normal vision for the renewal of a pilot's licence.

It appeared that in a number of Districts spectacles were worn on duty, and the Tees Authority had recently passed a resolution to allow this to be done.

Mr. Tate had approached the MMSA and been told that the wearing of spectacles by a Master was accepted in view of the fact that he was always accompanied by a Junior Officer on the bridge. The Board of Trade did not insist on periodic checks following the initial test for entry into the Merchant Navy, but if a person's sight was tested in the course of an Inquiry the Board would make allowance for natural deterioration on account of age.

BOARD OF TRADE VIEW

As regards the procedure for relaxation, the Board of Trade considered that where eyesight standards were prescribed by bye-law, it would be necessary for this to be amended. However, where no reference was made to the matter in the bye-laws, they felt a resolution of the Authority would suffice.

Mr. Rhodes pointed out that at present standards and the amount of latitude in their interpretation differed between one District and another, which could give rise to injustice, and Mr. Balmain drew attention to the position of Certificate-holders who never underwent any eyesight examination.

Mr. Edmondson told the Committee that the London pilots were anxious that the standard for their District should be relaxed, and were pressing Trinity House to do so.

It was agreed that a reply should be sent to Trinity House saying that the Association saw no objection to the wearing of spectacles being allowed, and that in fact this was already permitted by a number of Pilotage Authorities.

CORONARY INCIDENT

Mr. Levack gave further details of the enquiry which it was hoped would be carried out into the high rate of coronary and cardiac attacks suffered by London District pilots, but felt that insufficient information was available for the Executive to discuss the possibility of bearing part of the cost of the investigation.

Trinity House were sympathetic towards the proposal which was to be put before their Board.

BRISTOL CHANNEL

The proposed amalgamation of the pilotage services at Barry, Cardiff and Newport appeared to have reached deadlock, and the Chamber of Shipping would not increase their offer of a level of earnings for the three ports of 10 per cent above the present Newport figure, or the Newport level itself if Barry and Cardiff amalgamated but Newport declined to do so. This offer was not acceptable to the pilots, and progress seemed unlikely unless the Chairman of the Joint Negotiating Committee could persuade the various interested parties to re-consider their decisions.

CLYDE

Bye-laws to increase rates in accordance with the 1967 NMB Adjustment had now been confirmed and were in operation. As regards the sum standing to reserve of the Pilot Fund, the Board of Trade had enquired how the money would be used if the pilots' application was successful, and the Actuary had suggested that it should be divided into thirds — one for elderly widows, one for elderly pilots and the other for existing pilots. A Board of Trade Inquiry was now awaited.

HUMBER

The Humber pilots' application for upgrading was before the Board of Trade, and the Chamber of Shipping were considering the detailed grounds in support of the claim which had been submitted on behalf of the pilots.

BARROW EARNINGS

At a meeting of the Executive in February Mr. S. Green (Barrow) reported that the Chamber of Shipping, which, on the cessation of ocean tankers at Heysham had contended that the proper number of pilots for the remaining traffic was four, had now agreed that the rates should be increased to provide the new agreed level of earnings for six.

Bye-laws to give effect to this were placed before the BoT.

Trinity House maintained that the proper number was seven but had submitted the proposals for six rather than enter into protracted negotiations during which the pilots would receive no increase.

The pilots were to keep detailed logs of their duty hours for January-June, in the light of which the position would be re-examined.

Local Secretaries

Aberdeen	J. Cattenach	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan	A. Caldwell	8 Yarborough Place, Ardrossan, Ayrshire
Barrow-in-Furness	R. Moore	Windswept, 35 Roa Island, Barrow-in-Furness
Barry	J. Bennett	Brent Knoll, 92 Port Road East, Barry, Glam.
Belfast	A. Brines	9 Brookeborough Avenue, Carrickfergus, Co. Antrim, N. Ireland
Boston	R. D. R. Maxwell	1 Maple Road, Boston, Lincs.
Bridgwater	C. Muller	2 Cypress Drive, Puriton, Bridgwater, Somerset
Brixham	F. W. Taylor	49 Wishings Road, Brixham, Devon
Cardiff	C. D. Morgan	54 St. Angela Road, Heath, Cardiff, Glam.
Clyde:		
Glasgow	T. W. Fleming	5 Ashton Road, Gourrock, Renfrewshire
Gourock	J. M. Farmer	239 Eldon Street, Greenock, Renfrewshire
Colchester	P. Hills	26 Regent Road, Brightlingsea, Essex.
Coleraine	W. Dalzell	Harbour Office, Coleraine, Co. Derry, N. Ireland
Exeter	H. J. Bradford	22 Camperdown Terrace, Exmouth, Devon
Falmouth:		
Sea	A. H. Leonard	14 Arwenack Street, Falmouth, Cornwall
River	J. Timmins	1 Ponsharden Cottage, Ponsharden, Falmouth, Cornwall
Fowey	W. L. Dunn	53 West Street, Polruan, Fowey, Cornwall
Gloucester	C. A. C. Milson	Bemerton, Old Brookend, Berkeley, Glos.
Goole	W. H. Perry	82 Village Road, Garden Village, Hull, Yorks.
Grangemouth	G. Calder	Pilot Office, The Docks, Grangemouth, Stirlings're
Hartlepool	B. G. Spaldin	24 Kesteven Road, Fens Estate, West Hartlepool
Hull	H. Forrester	139 Woodland Drive, Anlaby, E. Yorks.
Ipswich	A. Wilson	53 Clappgate, Ipswich, Suffolk
Isle of Wight	J. D. B. Wylie	Pilot House, Totland, Isle of Wight
Lancaster	H. Gardner	Greystones, 128 Morecambe Road, Lancaster
Leith	L. M. Smith	64 Trinity Road, Edinburgh, 5
London:		
Cinque Ports	A. Rawcliffe	Trinity House Pilot Office, 15 Marine Court, Dover, Kent
Gravesend Channel	K. Y. Clow	21 Crown Green, Shorne, Gravesend, Kent
River	R. H. Sidley	Kinabalu, 2 Warren View, Shorne, Kent
Medway	T. G. Hannaford	175 Wards Hill Road, Minster, Sheppey, Kent
North Channel	K. C. Davis	9 Queen's Road, Dovercourt, Essex
Londonderry	C. M. O'Donnell	3 Oakfield Drive, Londonderry, N. Ireland
Lowestoft	J. E. Johnson	Westing Down, 44 Gunton Church Lane, Lowestoft, Suffolk
Middlesbrough	W. E. Guy	25 Wheatley Close, Acklam, Middlesbrough
Milford Haven	B. R. Woodruff	Greenisle, South Hook Road, Gellyswick, Milford Haven, Pems.
Neath	A. Boshier	8 Thorney Road, Baglan, Port Talbot, Glam.
Newlyn	J. Geddes	11 Donnington Road, Lidden Estate, Penzance, Cornwall
Par	R. F. Dunn	Hillmere, 7 Polmear Road, Par, Cornwall
Plymouth	E. Rogers	Pilot Office, 2 The Barbican, Plymouth, Devon
Poole	E. S. Haines	Pilot Office, Town Quay, Poole, Dorset
Portsmouth	P. A. Hawkesworth	Trinity House Pilots, Victoria Pier, Portsmouth
Port Talbot	E. L. Hare	8 Bath Street, Port Talbot, Glam.
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	A. J. Cowe	Field End House, Carbis Bay, St. Ives, Cornwall
Shoreham	A. Bramley	3 Willow Close, Lancing, Sussex
Southampton	K. E. Powell	Pilot Office, Union Castle House, Canute Road, Southampton
South Shields	T. A. Purvis	2 Parkside Avenue, Tynemouth, Northumberland
Sunderland	S. Hall	8 Crummock Avenue, Seaburn Dene, Sunderland
Taw and Torridge	V. W. Harris	22 Market Street, Appledore, N. Devon
Teignmouth	J. E. Broom	5 Strand, Teignmouth, Devon
Trent	W. L. Smedley	10 Skelton Avenue, Bricknell Avenue, Hull, Yorks.
Workington	M. Ditchburn	68 Loop Road North, Whitehaven, Cumberland
Wisbech	T. Harris	3 Baxter Close, Wisbech, Cambs.
Yarmouth	G. M. Logie	71 Marine Parade, Gorleston-on-Sea, Yarmouth, Norfolk