



THE PILOT

The official organ
of The United
Kingdom Pilots'
Association

No. 157 (Vol. 46. No. 1)

March, 1970

Association

The 82nd Annual Conference

The President refers to the National Pilotage Authority

The President of the UKPA, the Rt. Hon. James Callaghan, M.P. opened the 82nd Annual Conference of the United Kingdom Pilots' Association held on board the H.M.S. Wellington at the Victoria Embankment, London.



The Rt. Hon. James Callaghan, M.P., President

'Perhaps', he told the 80 delegates from all parts of the United Kingdom, "you should regard me in Scapa Flow terms as 'the fleet in being'. Over the horizon, out of sight, and yet ever present, menacing and capable of being called into action at the appropriate moment".

The President remarked that the National Pension Fund appeared to be coming to a satisfactory conclusion after a long period of negotiation and the UKPA has the right attitude to the scheme.

On the proposed National pilotage authority, he pointed out that the UKPA Executive required the delegates' views if it was to prepare the appropriate brief for their negotiations with the authorities. The National pilotage authority, he said, could take one of two forms and it was for the pilots to decide which one, and then argue their case accordingly with the Board of Trade, Ministry of Transport and others. He warned the delegates that the issue would probably be settled by the time of the next Annual Conference. There was no time to spare for the preparation of UKPA's position.

The national pilotage authority, he stressed, was the most important item on the agenda. "It will determine the future of the pilotage authority for some years to come".

He concluded by paying tribute to the excellent way UKPA was served by its Executive Committee, its officers and Mr. E. Eden, and his staff.

After opening the conference and presiding during the presentation of the General Secretary's report the President had to leave to open the debate on the Queen's Speech in the House of Commons that afternoon.

UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W.8

Officers for 1969/1970

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

Honorary Vice-Presidents—THE HON. LADY INSKIP, MAJOR JAMES BURNIE, MR. J. H. FIFE,
MR. H. J. WYNN, MR. D. TATE, MBE

Vice-Presidents—C. A. RHODES (Medway), 81 Minster Road, Minster-on-Sea, Sheerness, Sheerness
3797; T. MORGAN (Cardiff), 97 Maes-y-Coed Road, Heath, Cardiff, Cardiff 62502.

Trustees—C. CATTON, A. A. HOLLAND, F. JANES

Honorary Treasurer—T. MORGAN

Executive Committee

Elected:

1966 K. GRANT (Southampton), 172 Bassett Green Road, Southampton	Southampton 69291
1966 F. BERRY (Humber), 67 Newland Park, Hull, HU5 2DT, Yorkshire	Hull 41984
1967 R. D. BALMAIN (London River), 24 Pine Avenue, Gravesend	Gravesend 4796
1967 P. A. LEVACK (Gravesend, Channel), 29 Hillingdon Road, Gravesend	Gravesend 5254
1967 J. A. EDMONDSON (Cinque Ports), The Grange, Shepherdswell, Nr. Dover, Kent	Shepherdswell 231
1968 E. N. CHAMBERS (Preston), 32 Finsbury Avenue, Lytham St. Annes, Lancs.	Lytham 5120
1968 G. A. COATES (Teesside), 9 Stokesley Road, Marton, Middlesbrough	Middlesbrough 35236
1968 G. W. GIBBINS (Sunderland), Flat 82, Floor 17, Solar House, Sunderland	Sunderland 5280
1969 I. M. MACFARLANE (Clyde, Glasgow/Gourock), 23 Victoria Road, Gourock, Renfrewshire	Gourock 32518

Finance Committee—The two Vice-Presidents

General Secretary and Legal Adviser—E. EDEN, MA, 20 Peel Street, London, W.8 (01-727 1844)

Auditor—T. G. HARDING, F.C.A., (Messrs. Tansley Witt, James, Dangerfield, London)

Editor of "The Pilot"—Ivor B. N. EVANS, 20 Peel Street, London, W.8. 01-727 3755

Delegates and Visitors to the 82nd Annual Conference

<i>Belfast:</i>	D. C. Johnston	<i>River:</i>	J. Hanson, D. Hobday, D. I. McMillan, R. H. Sidley, G. W. Waugh, D. J. Jones (Observer)
<i>Cardiff:</i>	C. Morgan, H. Richards, W. A. Woodward	<i>Medway:</i>	F. Ball, J. Grier, T. Hannaford, E. Harding, H. Marshman
<i>Clyde: Glasgow:</i>	G. Howison	<i>N. Channel:</i>	C. Bull, K. C. Davis, R. H. Farrands, A. E. Nunn, J. S. Roe, G. E. Thompson, B. C. Tribe
<i>Gourock:</i>	J. Farmer, I. M. Macfarlane	<i>Londonderry:</i>	M. O'Donnell
<i>Falmouth Sea:</i>	L. Mitchell	<i>Middlesbrough:</i>	D. Buchan, M. W. Challoner, J. P. Munro, G. Salter, L. Sidwick, J. Taylor
<i>Goole:</i>	A. R. Wild	<i>Port Talbot:</i>	E. L. Hare
<i>Grangemouth:</i>	R. C. MacMillan	<i>Preston:</i>	E. N. Chambers
<i>Hull:</i>	C. E. Allman, H. Forrester, R. Gunderson, B. H. Potter, C. C. Wilkin	<i>Shoreham:</i>	R. Ball, T. N. H. Dalton
<i>Isle of Wight:</i>	W. L. D. Bayley, K. S. Maclean, E. T. Worster	<i>Southampton:</i>	L. G. Foreman, K. E. Powell, H. Rose, T. V. Stedman
<i>London: Cinque Ports:</i>	D. Kinloch, H. P. M. Lawrence, M. C. Percy, P. J. D. Russell, L. O. Thornton	<i>Sunderland:</i>	G. W. Gibbons
<i>Gravesend:</i>	K. Clow, C. G. Lea, D. McLean, N. Macneil, J. Mathews, M. L. Mitchell, D. L. Newton, P. A. Roberts, D. J. Newman (Observer)	<i>Trustees:</i>	C. A. C. Catton, A. A. Holland, F. V. Janes
		<i>Honorary Vice-President:</i>	H. J. Wynn
		<i>Retd. Member:</i>	T. R. R. Letten

The General Secretary Stresses Unification of Pilotage under a Central Pilotage Authority

In his Report to the Conference, Mr. E. Eden, General Secretary and Legal Adviser said:

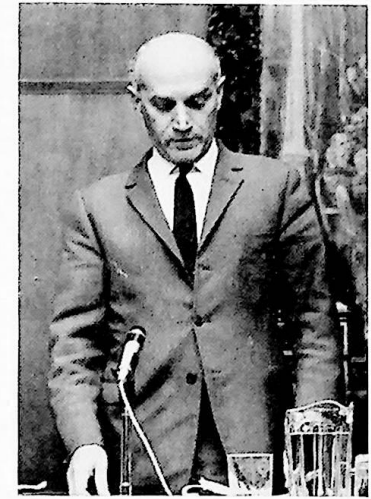
1969 has been a very active year for the Association. Since my last report to Conference in October, 1968 many important events have occurred and I propose, as in my previous report, to give you as concisely as possible an account of these events.

Pilots' National Pension Fund

During the year a determined effort was made to bring about the establishment of a Pilots' National Pension Fund, and I am glad to report that the Working Party, set up by the Board of Trade, composed of representatives of Pilots' Organisations, the Chamber of Shipping, and Pilotage Authorities with Actuaries present to advise on technical matters, agreed the provisions which should be incorporated in the Pilots' National Pension Fund.

The initial rate of contribution necessary to provide the benefits—which were outlined in the August 1969 issue of The Pilot—will be 15% of the gross pilotage dues; thus involving consequential adjustments in the pilotage rates to meet the full cost of the Pilots' National Pension Fund.

The enquiry made by the Association to ascertain the intention of members in each District in respect of joining the Pilots' National Pension Fund showed that a very large majority of pilots were in favour. To allay the fears of some members who have not yet returned their questionnaires, it bears repeating here what the Government Actuary has said in his Report dated 14th October, 1965 to the President of the Board of Trade on the establishment of a national pension scheme for pilots (I quote) ". that the benefits of the proposed scheme are higher than in most existing schemes One advantage of the national scheme is therefore an improved provision for retirement The extent of the improvement is



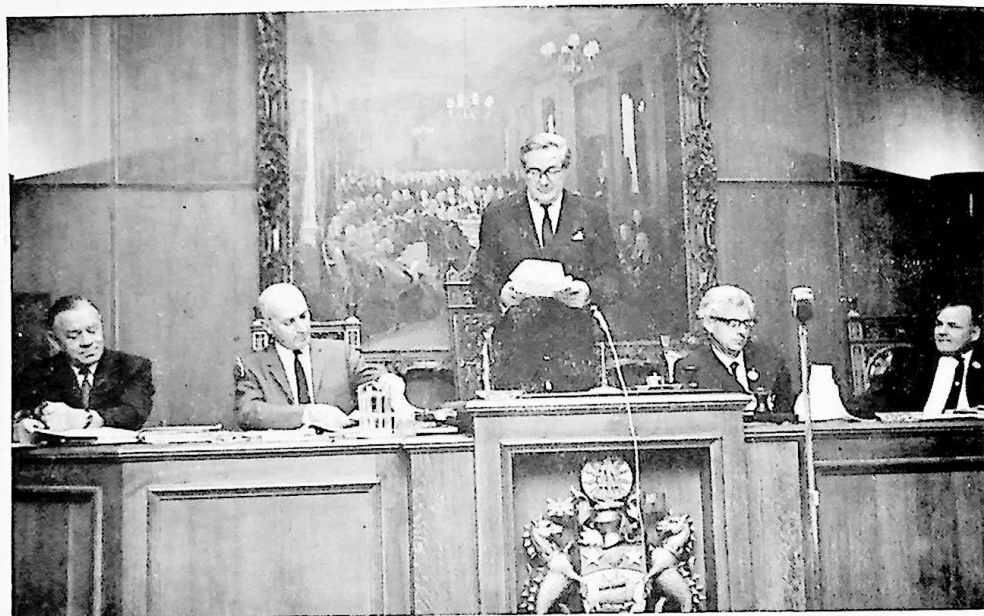
Mr. E. Eden, General Secretary and Legal Adviser presenting his Report

more marked for some ports than for others." Bye-laws for the inauguration of the Pilots' National Pension Fund are now being drafted.

Letch Agreement

Another very important matter to which consideration has been given during the year is the Letch Agreement. We have been reminded that the Letch Agreement marked an important step forward in 1957, but that over the years it has become out of touch with present conditions, not only in its earnings structure, but also in its general application.

The general consensus of opinion of the delegates at the 1968 Conference has emphasised the sense of personal involvement in the quest which is felt by so many members that the Association should investigate the need for a general review of the provisions of the Letch Agreement. To give practical effect to this, nine Regional Groups were set up, covering all Pilotage Districts geographically grouped together, to report on whether there should be a revision of the Letch Agreement and, if so, what provisions of the Letch Agreement should be revised. A special Committee, consisting of the Liaison Members of the nine Regional Groups, met to consider these points in the light of the evidence before them, and came to the conclusion that in view of the impending reorganisation of pilotage, as suggested in paragraph 58 of the Government White Paper on "The Reorganisation of the Ports", the review of the Letch Agreement should not be requested at this stage; that a determined effort should be made to reduce the disparity of earnings that has developed as a result of the provisions of the Letch Agreement; and that



The President, The Rt. Hon. James Callaghan M.P., and his Officers (left to right)—Mr. D. Tate, Hon. Vice-President, Mr. E. Eden, M.A., General Secretary and Legal Adviser, The President, Mr. C. A. Rhodes, Senior Vice-President, who was chairman for most of the Proceedings and Mr. T. Morgan, Vice-President and Hon. Treasurer

these causes of grievance and discontent should be guarded against when the future anticipated reorganisation of the pilotage service is considered.

Central Authority

The heralding and anticipation of the Government White Paper on "The Reorganisation of the Ports" has led the Association to expect a firm recommendation for the unification of pilotage under a Central Pilotage Authority on the lines suggested by the Pilots' Organisations at a meeting with the Board of Trade in December, 1967. But the Government White Paper, which was published during the early part of the year, is no more than its title suggests it to be—"The Reorganisation of the Ports". Pilotage, although mentioned in paragraphs 57 and 58 of the White Paper, would be excluded from the legislation on the reorganisation of the ports, and separate legislation for pilotage would be prepared at a later date. The Government should, however, be complimented on their practical alternative suggestion for the unification of all pilotage under (I quote) "A Central Pilotage Authority independent of, but closely linked with, the National Ports Authority", and we hope that this suggestion will be implemented with the minimum of delay. The advocates for unification of all pilotage under the National Ports Authority may not be satisfied with a Central Pilotage Authority, but do they fully appreciate

the ramifications and implications of their demands. The Association would welcome further consultations with the Board of Trade as proposed in paragraph 58 of the White Paper.

The complete reorganisation of ports under the N.P.A. will inevitably take some time, and it is therefore desirable that such further consultations on the unification of pilotage should also take place with the minimum of delay.

Tonnage Re-Measurement

I must refer to one universal problem which echoes forth from the International Conference on Tonnage Measurement which was held in London from 27th May to 23rd June, 1969. Members will recall from last year's Report that the effect of the Merchant Shipping (Tonnage) Regulations, 1967 on pilots' earnings was discussed at some length with the Board of Trade. It was stressed to the Association that the Government was required to comply with the spirit and letter of the Load Line Convention of 1966 which gave rise to the new Regulations.

We are now told by the U.K. Government in their general observations to IMCO on a universal system of Tonnage Measurement that (I quote) ". . . . it is evident from information which has been circulated in recent months to IMCO about the practices of the national due-charging authorities in the

countries which claim to have implemented the Recommendations that many of them invariably calculate their charges on the higher tonnage of a ship with dual tonnages, whether or not its tonnage mark is submerged. It seems, therefore, that one of the main intentions underlying the framing of these Recommendations has been frustrated". The Association is seeking an explanation from the Board of Trade as to why pilotage dues should not be based on the higher tonnage of a ship with dual tonnages, whether or not its tonnage mark is submerged, when due-charging authorities in other countries are doing precisely this.

Dangerous Chemicals

The Association sent a deputation to the Board of Trade to discuss certain disquieting incidents affecting pilots which had occurred in connection with the loading and discharge of dangerous chemicals. The deputation stressed the need for the issue of an "M" Notice recommending the display of notices adjacent to ships giving details of the chemicals discharged or loaded, and the precautions to be taken in the event of an accident.

As a result of the representations advanced by the Association, the Board of Trade have taken steps to inform the Chamber of Shipping and the Dock and Harbour Authorities' Association that it is considered highly desirable that when tankers are loading and discharging chemicals presenting a health hazard, notices should be displayed on a ship's arrival in port near access to the tanker, stating "WARNING — HAZARDOUS CHEMICALS". The Board of Trade have also drawn attention of both organisations to the need for suitable notices about inflammable cargoes.

The Association are writing to Pilotage Authorities seeking their co-operation in preventing possible health hazards to pilots by asking the Authorities to contact Agents in their Districts advising them that when ordering a pilot for a chemical carrier they should state the nature of the cargo and also the time when it will be safe for the pilot to board the ship.

Humber

By deputation and by written representations, the Association continued its efforts to progress the legitimate demands of the Humber Pilots in their quest for a revision of their mean Letch level of earnings. In September, 1969, after a 20 months period of negotiations—which are outlined in a letter dated 6th August, 1969 to the Chamber of Shipping (see Appendix page 7)—the Chamber informed the Association that they were willing to accept an application of 10% increase to the present recommended level of earnings of the Humber



Mr. D. I. McMillan (London River) opening the discussion on the Report of the General Secretary

pilots as from 1st October, 1969. The Association have advised the Chamber that this offer is unacceptable to the Humber pilots. Not only does the 10% bear no relation whatsoever to the actual earnings of comparable and adjacent pilotage districts, but also completely disregards the recommendations of local interests jointly represented on the Pilotage Committee of the British Transport Docks Board, which is the Pilotage Authority for the Humber Pilotage District. The Chamber of Shipping have been made fully aware of the urgency which the Association attach to this matter.

Advice and Assistance to Members

Much effort and time has been devoted to dealing with a host of problems affecting members individually and collectively in many pilotage districts. The important and varied part which the Association plays is clearly demonstrated by a case involving a Poole pilot who sought legal advice and financial assistance from the Association. The pilot concerned sustained personal injuries and loss of earnings resulting from an accident when disembarking from a ship. The case was handled by the Association without any financial cost to the member, and damages are being recovered as a result of a settlement out of Court.

The Association

As one of the leading organisations in the maritime world, the Association has a very real responsibility for the well-being of its members and the status of the pilotage profession as a whole.

The regular demands for special committees and reports have been present with us as usual, but the pressures involved during the year under review have taxed our Vice-Presidents, members of the Executive Committee and all our Secretaries severely in planning, effort and time.

We are particularly grateful to our President, The Rt. Hon. James Callaghan, M.P., for his invaluable help in pilotage matters. To re-echo the words of our Senior Vice-President which appeared in *The Times* Diary of Saturday, 30th August, 1969, we "..... have been impressed with the speed at which Mr. Callaghan picked up the technical and other points of pilotage, and his ability to get quickly to the root of the problem."

Additional Remarks

After presenting his report Mr. Eden said that progress on the Pension Fund was held up while Trinity House still consulted its legal advisers.

He stressed that with the reorganisation of the ports due to take place within the coming year the pilots had no time to lose in making their position clear on the question of a Central Pilotage Authority.

On tonnage measurements, he said it appeared that many countries were not following the UK practice and observing the appropriate, agreed international tonnage mark. He had received the advice from the Board of Trade that where this occurred, it was open to pilots to apply to their pilotage authorities for appropriate bye-laws to increase the dues as necessary.

Referring to the recent problems of the Humber pilots Mr. Eden said the Chamber of Shipping had agreed the justice of the 18 per cent claim. However, it was proposed that 10 per cent should be given retrospective to 1 October, 1969, and eight per cent in October, 1970. "That is not good enough", he added. "There is no justification within the Letch Agreement for a two-stage increase under paragraph 6(ii) of that Agreement. The Association will press for a more equitable solution".

The Discussion

During the discussion on the Secretary's report, Mr. D. Macmillan (London River) said that the pilots national pension scheme was being held back by the Corporation of Trinity House. They had been given plenty of notice, yet seemed to have waited until the eleventh hour before consulting their legal advisers.

Mr. Mcneil (London Channel) asked if the UK's entry into the Common Market could lead to foreign masters taking out pilots' licences for British waters. This was illegal at



Mr. N. McNeill (London, Gravesend) asks about the effect of the Common Market

the moment under the Pilotage Act, but would Britain's acceptance of the Treaty of Rome over-ride the Act?

Mr. Callaghan said that if the Association would get in touch officially with the Home Office on this point he would see to it that an authoritative answer was provided.

Replying to the discussion Mr. Eden said he was wholeheartedly in agreement with what had been said about the need to introduce the national pensions scheme for pilots without further delay. On the Common Market query he gave an assurance that the Executive would look into this.

No Increased Subscription said the Hon. Treasurer in his Report

The Honorary Treasurer, Mr. T. Morgan (Cardiff), pointed out that the deficit of £1,013 to June 30, 1969 on the balance sheet, referred to uncollected dues. When they are received, the true financial position will show an excess of income over expenditure. He appealed to local secretaries to chase up overdue subscriptions.

Acting on advice, the Government stocks UKPA had held and which deteriorated rapidly in capital value, had been sold; and the proceeds invested. He anticipated a greater capital appreciation in future.

Expenditure of about £11,000 was anticipated next year, but he was pleased to say that the overall financial position did not call for increased subscriptions.

Mr. R. H. Sidley (London River) queried an increase in sundry creditors from £88 to £440, but Mr. Morgan pointed out that this represented some of the unpaid dues.

Appendix to the General Secretary's Report

6th August, 1969

J. P. Callen, Esq.,
Chamber of Shipping of the
United Kingdom,
30-32 St. Mary Axe,
London, E.C.3.

Dear Mr. Callen,

Humber Pilotage District

You will recall that

On 20th February, 1968, the Humber Pilots applied to the Chamber for an increase in their level of earnings under paragraph 6(ii) of the Letch Report from £2,284 to £3,000. Attention was drawn to the developments on the Humber and details were submitted of port improvements in the district for the period 1957-67.

On 20th May, 1968, the Chamber wrote to the Association stating that in their view, these details of port improvements for the 10-year period 1956-67 indicate:—

- (a) that there has been an increase in volume and some slight change in pattern of the trade to the district but
- (b) that these fell far short of what was meant by a substantial change in the character of the trade of the district within the meaning of paragraph 6(ii) of the Letch Report,

and suggested

- (c) that, had there been a substantial change in the character of the trade, such a change would have been reflected in the average size of ship piloted.

On 28th November, 1968, the Association submitted further evidence to the Chamber indicating:—

- (a) that the character of the port as well as the trade had changed substantially and
- (b) that additional responsibilities which

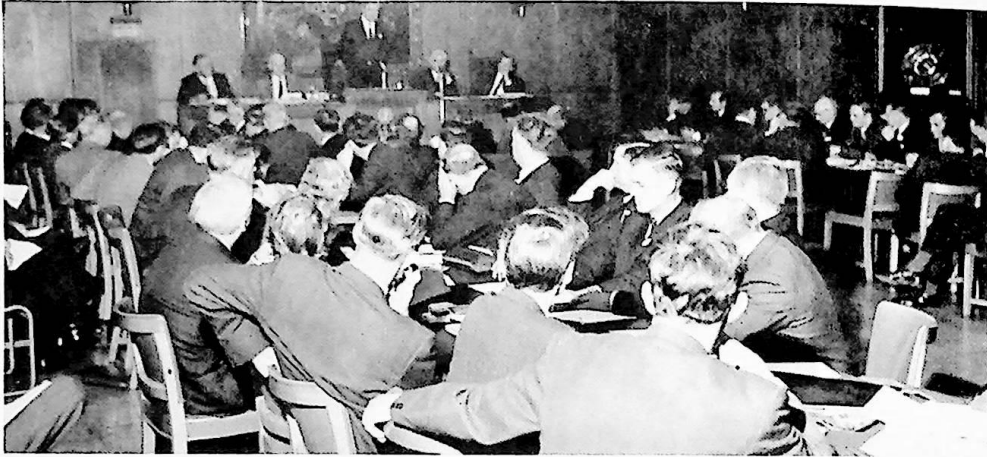
pilots have been undertaking and will increasingly be called upon to do so in the light of further changes, justified further consideration of the pilots' claim by the Chamber.

- (c) that the time was opportune to have a meeting of the three interested parties, namely the Chamber, the Association and the British Transport Docks Board.

On 13th December, 1968, the Chamber in a letter to the Association stated that the Pilotage Committee had reached the conclusion that, before holding a meeting with the Association and the British Transport Docks Board, it would be desirable for the Chamber to seek the views of its local interests on the information provided by the Association.

On 30th January, 1969, the Chairman and the Secretary of the Pilotage Committee of the Chamber visited the Humber to get a better understanding of the physical characteristics of the area and the problems involved and to meet representatives of pilots, shipowners and the Authority.

On 12th February, 1969, the Pilotage Committee of the British Transport Docks Board agreed a motion which was moved by Mr. John Good (Chairman) and seconded by Captain A. E. Newlove (Vice-Chairman) that having regard to the gradual but significant change in the pattern of the trade of the Humber Ports over the last few years, involving the use of larger ships and the establishment of two major oil refineries on the South bank of the Humber, one being already on stream and the other likely to come on stream in July, 1969, which, together, are expected to require the importation in large tankers of something of the order of 10,000,000 tons of crude oil per annum, this Committee are of the opinion that a substantial change in the character of the trade of the Humber Pilotage Waters is taking place within the meaning of paragraph 6(ii) of the Letch Report.



Listening to the President's opening speech

On 12th February, 1969, the Pilotage Committee of the British Transport Docks Board agreed to inform the Chamber that it is considered reasonable in the above circumstances that, when both the refineries become fully operational, the Letch mean figure of annual net earnings applicable to Humber Pilots should be established at £2,800 per annum.

On 18th February, 1969, the British Transport Board, as the Pilotage Authority for the Humber Pilotage District, accepted the view of their Pilotage Committee that a substantial change was taking place in the character of the trade in the Humber within the terms of paragraph 6(ii) of the Letch Agreement, but considered that the question of what this change should represent in terms of an increase in the level of pilots' earnings was a matter for negotiation between the parties of the Letch Agreement.

On 12th March, 1969, the Chamber advised the Association

- (a) that they were satisfied that in the course of this year a change in the character of the trade of the Humber is likely to commence.
- (b) that when this materialises it is likely to be of sufficient significance to warrant a review of the earnings of the Humber pilots,
- (c) that the Chamber undertakes to reach a firm conclusion on this when full information concerning the actual work performed this year becomes available,
- (d) that it seems likely that in this forthcoming review the Chamber may be

able to agree an increase in the recommended level of earnings of the Humber pilots of not more than 10%.

On 25th June, 1969, the Chamber met representatives of the Association and the Humber pilots, and in the course of the deliberations further evidence was adduced in support of the Humber pilots original case for increasing their current level of earnings from £2,364 to £3,000.

During the discussion, the following additional points of substance were made by reference to adjacent ports:—

- (a) The new Oil Terminal at Immingham, capable of accommodating vessels up to 200,000 D.W.T. has now had one berth operational since Easter, and is now in regular use. Vessels of 42' 6" are arriving on the Neap tides, and it is expected that with the completion of the second berth during August, vessels of deeper drafts will be arriving on the spring tides. The problems of the transit of these giant ships through the Humber Pilotage District cannot be emphasised too strongly.
- (b) Reference to the chart will give a clear indication of the distance between the Oil Terminal and the seaward approaches, and as this distance has to be traversed at varying speeds to ensure the vessel is in the appropriate position as the rise of tide will allow, some 3-4 hours pilotage is involved, during which time radical changes in the weather do occur. Once a pilot has passed the No. 3A Buoy (12½ miles from the berth) he is committed to proceed, whatever conditions prevail, up through the



Intent on the General Secretary's Report

Hawke Channel, which is 700 ft. wide and five miles long, before there is sufficient room to swing the vessel. If for any reason he is unable to berth, then the pilot has no alternative but to take the vessel back to sea, beyond the limits of his district, in order to find a safe deep water anchorage.

- (c) At Immingham, larger bulk cargo carriers are regularly in service making use of the improved discharging berths. Each of these vessels is under pilotage 3-4 hours to the completion of the berthing in the dock.
- (d) During recent years an impounding system has been installed at the King George Dock, Hull, thus enabling deeper drafted vessels to enter and leave the dock over a larger range of the tide, and in order for vessels to ensure the optimum use of the appliances and new berths in the dock, pilots are navigating up and down the river to the limits of safety. The bulk grain carriers and packaged timber vessels of 635 ft. in length, having a beam of 81 ft. and 33 ft. draft, have to use the King George Dock lock, which has a maximum width of 85 ft. The transit of these vessels over the whole of the pilotage district (some 25 miles) requires at least five hours under way, from the time the pilot is boarded to the completion of the berthing. If the vessel is unable to enter

the dock, the pilot must return to the only practical anchorage at the mouth of the river.

- (e) Some 22,500 ships are piloted up and down the river in the course of a year, without including the trawlers and coasters which do not avail themselves of the Pilot Service, and as it would be impracticable to stop the movement of all shipping while these tankers are in transit through the district, the pilot is faced with a high density of traffic in the narrow channels.

As you will no doubt appreciate, we have carefully inspected the armoury, so to speak, of adjacent and comparable ports, whose recommended Letch level of earnings range from £2,800 to £3,126, and after the most careful comparison with the ports concerned there is a strong case—which is also supported by local interests jointly—for placing the Humber pilots within the above range of earnings.

We respectfully ask the Chamber to give urgent and most careful consideration to the case for the Humber pilots, who have spared no efforts in upholding the efficiency of the service.

I look forward to hearing from you.

Yours sincerely,

(sgd.) E. EDEN.

The National Pension Fund

The Consulting Actuary Answers Questions on the National Scheme

Mr. John Grier (Medway) asked 'How would the actuarial uplift be made to pilots retiring after 65'.

Mr. C. A. Poyser, Consulting Actuary appointed to the prospective National Fund, said it would be calculated on how much money was available in the fund when a man would normally retire. Interest would be added, and then it would be re-converted into a pension. He would expect that for each year continued after 65 there would be something like a seven percent increase on his benefit calculated as if retiring at 65.

'Would not a widow whose husband had been in ill health and with under five years service receive no pension at all?', Mr. Grier asked.

Mr. Poyser said that this appeared so in the draft outline. The general feeling was a man should be five years in the service before claiming pension.

'What arrangements would be made for purchasing the one-sixtieths (Section A. para IX)?' asked Mr. Grier.

Mr. Poyser said that the principle was accepted from the beginning that existing funds if brought across would not be used for the benefit of any other pilot but applied at the point of time when these pilots joined the fund solely for their benefit.

If a particular group came across with very little funds they could not expect much in the way of credit. Their credits would be related directly to the fund they brought across with no cross subsidies. Once in the fund and given the credits, they would then rank in the same way as credits for current service.

If joining at 40 years of age and given ten years' credit on the basis of the new scheme, ie, ten sixtieths of his final average salary in the last three years, the ten years of past credit would automatically carry with them the right to an enhanced pension if the earnings went up, just the same as his current service benefits would automatically be adjusted to his final three year average earnings.



Mr. J. Grier (London Medway) (right), and Mr. C. A. Poyser (left) argue on a pensions point

How much credit a man got in the new fund depended on the total amount of his local funds and how it was divided up. The principle accepted in the working party was that it was not the function of the working party or the host fund to dictate to the local fund how they should divide up their funds in coming across, but to leave it entirely to them.

It was not sufficient to look at the number of years already served as a pilot and the years in the local fund and compare that with the number of years credit available in the national fund. One must look at the figures in actual monetary terms and translate them into pension amounts rather than years pension credit.



The gripping interest of Retirement Pensions

If he were a pilot at 40 with a credit in his fund of ten-120ths and earnings were £2,400, that would mean his present expectation of pension based on years to date would be £200.

He might say that if given a credit of only four years in the national fund at 60ths, his expectation on £2,400 would be only £160. But, as a pilot aged 40, he would say that £160 by the time he retired at 60 or 65 was almost certainly going to be more than the £200 credit in his present fund.

A young pilot in a fund where the contribution rate was eight per cent was going to get very little under any distribution of his existing fund. He should almost forget the old credit, because what was important to him, was that he would get at least 30 years credit on the new basis, and in that time there would be contributions paid in respect of him which would be much more than were being paid under the old arrangement. It was almost certain he would get a much bigger pension out of the new arrangements.

A man about to retire, would get virtually no benefit out of the new fund, apart from his one year left. His total pension expectation would be based on his credit from the old fund. In his case, it was of crucial importance that his credit should be as good as he could get from the old fund.

Asked about the production of specimen figures and calculations, Mr. Poyser said they had had a meeting with the actuaries and were now working out calculations. It was a tricky problem for each and every fund.

The Board of Management

Mr. Grier then wondered who pilots' representatives on the board of management would be and how they would be selected.

Mr. Eden said it should be two representatives from each organisation: chamber of shipping, pilotage authorities and two elected by the pilots.

'It will be up to us', he said 'to decide who is going to be on the board. If the Union pilots joined in the national pension scheme they would be entitled to one representative.

Asked about how many ports had intimated that they would join the scheme, Mr. Eden said a census showed clearly that quite a number of pilotage districts wished to join.

'If any authority refused to join or hand over the funds while the majority of pilots in that district wished to join, it would be necessary to proceed by way of a Section 18 application'.

A Tees delegate felt that one could easily find that a representative from the pilotage authority could be also a representative of local shipowners. They should ensure that pilots had at least equal voting rights on such a board.

A suggestion that there should be three pilots appointed to the governing body of the national pension fund was made by Mr. Kinlock (Cinque Forts). The third pilot should be a Trinity House man.

Mr. Rhodes pointed out that when the administration of pilotage was re-organised Trinity House pilots, as such, might disappear.

Mr. Nunn (North Channel) was warmly



Mr. D. Kinloch (London, Cinque Ports) speaking on Pensions Management

applauded when he suggested that Trinity House had been unfairly blamed for delays in introducing the national pension fund by January, 1970. 'Let us lay the blame where it really belongs—they are in the hands of solicitors and lawyers and these men take an unconscionable time to get round to the point',

Pensioners

A plea on behalf of existing pensioners was made by Mr. Janes, a retired pilot. 'Everyone will be a pensioner some time', he told delegates. He was very disappointed that there was no provision in the scheme for increases for existing pensioners. There was also the problem that as current incomes increased, long-standing pensioners who retired when rates were lower found themselves at a great disadvantage with their younger retired colleagues.

Any percentage increases for pensioners should be loaded in favour of the older people who had retired with smaller pensions, if they were not to fall even further behind.

Mr. Poyser said he had a great deal of sympathy with Mr. Janes' point. 'There is a strong case for something being done specially for pensioners at the time of the carve-up of the existing funds as compensation for loss of expectation of future increases'.

Mr. Almer (Humber) said that on the Humber they paid only ten per cent and existing pensioners were given appropriate increases as justified. Any surplus should go to pensioners.

Was it not now appropriate to try and assure existing pensioners that once a national scheme came into being, then the first priority must be directed towards persuading a newly created board of management to improve the newly created fund to give pensioners extra increments allowing for the rising cost of living?

Reason for the Delay in Introducing the National Scheme

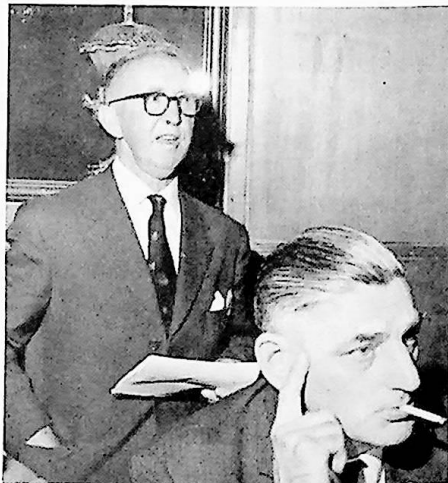
Mr. D. Kinloch (Cinque Ports) said that in the light of Mr. Eden's statement that Trinity House had been advised to seek a ruling in the Chancery Court over relinquishing their trusteeship to permit existing Trinity House benefit fund to become a host fund to a national fund, what action would the Association take if the Chancery Court ruled against Trinity House?

No doubt Trinity House had had to resort to this expediency fearing some pensioners might well challenge their right to relinquish their trusteeship.

Mr. D. I. McMillan (London, River) asked why, having had two years' notice from the UKPA Conference in Hull in 1967, that Trinity House are incapable of providing the requisite Bye-Laws before 1 January, 1970? Why do they leave it until the eleventh hour before consulting their legal advisors?

Mr. Eden replying said that under the existing Trinity House fund there was no obligation on the trustees to hand over any extra money to the pensioners. They did so because almost every other pension fund in the country did the same. No one could give legal assurances to insulate pensioners from the rising cost of living to protect pensioners, but the pilots would be represented on the board of management and it will be upon them to urge the Board to continue the general practice of giving increments to pensioners.

Mr. F. V. Janes (Trustee) said it was not the policy of the Trinity House Pensioners Association to obstruct the scheme. They had had misgivings until quite recently, but conference had gone a long way towards easing them.



Mr. F. V. Janes (Trustee), making his plea on behalf of existing pensioners. In the foreground Mr. T. Hannaford (London, Medway)

Tonnage Measurement

Mr. F. Berry (Hull) said that two years have now elapsed since this Conference adopted a Resolution that the Association promulgate a standard parameter for pilotage charges, based upon the overall length and extreme breadth of a vessel (as published in Lloyds register). You may well ask what progress has been made in this direction, and the simple answer is 'none'. It is, however, fair comment to say that it was anticipated that the IMCO meetings on tonnage measurement recently held in London, and at which the pilots' organisations were represented, may have produced an equitable solution satisfactory to pilots.

The comprehensive report on the measurement of ships, based on these meetings, and prepared by Mr. Tate, published in the current issue of "THE PILOT", makes it crystal clear, however, that agreement is not likely, at any rate in the foreseeable future. Furthermore, certain existing vessels are to maintain tonnage measurements influenced by specialised trades and cargoes, etc., and bearing little relationship to the actual size of the ship, or indeed, the quantity of cargo such vessels are able to carry. If equity in pilotage is to be established and maintained so as to include all types of existing vessels, and encompass future trends in the design of specialised ships, the only tangible dimensions on which to base charges must be the overall length and extreme breadth, with with perhaps an added increment for draught, in certain circumstances.

In this respect it is worth while considering the Report from the Departmental Committee on Pilotage in the U.K., 1911, on which the 1913 Pilotage Act was based, and in particular to quote para. 194, page 58, dealing with the basis and amount of rates—"In our view, rates should be adjusted and maintained in such a manner as to secure, in the first place, that pilots are paid in proportion to the services rendered, and in the second, that these payments are adequate, but not more than adequate . . .".

Gross and nett tonnage is influenced by so many extraneous factors that the end product is no longer proportionate to the actual physical size of a ship, and in consequence pilotage charges based upon this hypothetical measurement can no longer ensure that pilots are indeed, paid "in proportion to the services rendered". Pilots should, therefore, endeavour



Mr. Foreman (Southampton) on Tonnage Measurement

to base their Schedule of Rates so that a charge commensurate with the services involved may be levied without exception.

Mr. H. Forrester, Hull, said many days had been spent trying to work out losses through introduction of the Oslo mark. Ships were getting bigger and in some cases tonnage decreasing. He supported introduction of a length-breadth measurement.

Mr. Foreman, Southampton, said that with a central pilot authority a different measurement would have to be used with standard charges.

Delegates from the Tees and the Clyde were concerned with draught and its place in dimensional measurement.

Mr. Rhodes, Vice-President agreed that some standard system of charges was needed, but would reorganisation cut across this? He hoped that in presenting any reorganised form of pilot scheme to the Board of Trade, a sensible parameter of charges would form part of it.

At the start of the session on Thursday, 30, October Mr. Tate referred to the IMCO conference earlier in 1969 and its report on the tonnage measurement of ships. It was felt it would be advantageous for pilots to change the customary practice of charging on tonnage

Reorganisation of Pilotage

This subject was discussed *in camera* in order that there should be the freest expression of views. At the end of the lively debate Mr. Rhodes, Vice-President, put the resolution from the chair.

This conference instructs the executive committee to prepare a document which outlines a suitable central pilotage authority for the United Kingdom for presentation to the members of the Association and if accepted by them for discussion with the appropriate department of Her Majesty's Government.

The central pilotage authority should contain the following basic principles:

- (1) The central pilotage authority should be independent of port authorities;
- (2) It should contain facilities for close liaison with the port authorities;
- (3) Pilots shall remain self-employed fee-earning/salaried.

The resolution was carried.

The discussion on pilotage re-organisation continued on Thursday afternoon.
See page 22.

CONFERENCE RECEPTION

The U.K.P.A. Reception was held in the Livery Hall at Guildhall on the evening of Wednesday, 29th October, and the many guests were received by the President, the Rt. Hon. James

Tonnage Measurement—continued

to charging instead on the dimensions of the ship; ie, length times breadth.

Mr. R. H. Sidley, London River, said many pilots were greatly concerned at the continued use of the Oslo mark and pilots' loss of earnings on vessels with the mark exposed could be five per cent a vessel. A temporary increase in rates was no answer. Tonnage measurement must be done away with.

'We are tired of waiting on IMCO or anyone else and urge conference to go for a national parameter based on extreme length and breadth so we cannot be diddled out of our rightful earnings', he said.

To a delegate concerned at the possible scrapping of dual tonnage printing, Mr. Tate said the new arrangements would not come into force for eight years and new ships built would have the dual tonnage on their certificates.

Callaghan, M.P. and Mrs. Callaghan, and by the Senior Vice-President, Mr. C. A. Rhodes and Mrs. Rhodes.

Among those who attended were the Chairman and Director General of the National Ports Council; the Acting Chairman of the British Transport Docks Board; the Deputy Master of Trinity House, together with the Wardens and members of both the London Pilotage Committee and Pilotage Committee and also the Secretary for Pilotage and members of his Department; the Director of the Chamber of Shipping and other members of the Chamber; Wardens and Members of the Court of Assistants of the Honourable Company of Master Mariners; representatives of the Dock and Harbour Authorities' Association; representatives from the Board of Trade and other Government Departments, and official representatives from the Marine Branch of the Transport and General Workers Union. Some of the Association's retired members were also present.

Joint reception by The Chamber of Shipping and The D.H.A.A.

On the following evening, 30th October, the President and Council of the Chamber of Shipping and the President and Executive Committee of the Dock and Harbour Authorities' Association were joint hosts to the members of the Executive Committee of the U.K.P.A. at the Chamber of Shipping, St. Mary Axe, London, at a most enjoyable cocktail party.

Mr. Eden said that the last UKPA conference had agreed that each district should submit bye-laws to the Board of Trade in relation to loss of earnings arising out of the introduction of dual tonnage. How many districts had gone to the Board of Trade? he asked, 'and how many had been refused bye-laws?'

Mr. Waff (London River) said he wanted to propose that the Executive press for the introduction of a parameter for charging dues based on overall length and extreme breadth. Mr. How (Southampton) seconded the proposal.

Other delegates pointed out that an exactly similar resolution had been passed at the UKPA conference of two years ago, and he suggested that it was now merely a matter of the Executive getting on with the job they had already been instructed to do.

Unity among Pilots— The Prime Object

A resolution from the Southampton Branch 'that this conference support an investigation of the possibilities of association with the Merchant Navy and Airline Officers' Association if approached by that body' was carried.

Mr. K. E. Powell, when proposing it, said that some years ago an approach had been made by the UKPA to the MNAOA over some form of affiliation but, riding on the crest of a wave at the time, the MNAOA were not interested. However, with the advent of the large bulk carriers and the drastic reductions in passenger liners, the membership of MNAOA was dwindling and they were looking round for a way in which to extend their activities.

Strenuous efforts had also been made to try and find common ground so that pilots in both organisations could join together and form a new organisation representing the profession as a whole.



Mr. K. E. Powell (Southampton) proposing his resolution

The Common Right to withhold Services



Mr. W. L. D. Bayley (Isle of Wight) introducing his resolution

Mr. W. L. D. Bayley proposed this resolution on behalf of Isle of Wight pilots: 'That this Association seeks the repeal of Clauses 1 (g) and 2 of Section 48 of the Pilotage Act (1913). This action, if successful, would give to Pilots the common right to withhold their services in certain circumstances, eg official industrial disputes'.

Mr. Bayley said that pilots, unlike airline pilots, had no weapons with which to right the wrongs done to them. Pilots needed a shield with which to defend themselves and a sword 'to forge a better life for our profession. At the moment there was no real negotiation on terms; pilots simply had to accept what they were offered'.

He said that the law, was slanted against the pilot and removed from him the only form of effective protest available in today's industrial climate. He added: 'Our public image is virtually non-existent; nobody knows about us. We must fight. The shipowners will never willingly give us anything to improve our position.'

'I doubt', he added, if we would ever have to use the strike weapon, because if we don't work we don't eat, but once it was in our armoury the shipowners would think twice before provoking us'.

The resolution was seconded by Mr. D. P. Gordon of the Isle of Wight. 'Pilots would remain bound until the restrictive clauses in the 1913 Act were removed', he said. 'We must be free within the law to take industrial action'.

Mr. Macmillan said he echoed the views of the London pilots in saying that he was not in favour of direct strike action. There were other ways of achieving one's ends in this direction. In 1964-5 when they were at loggerheads with the Chamber of Shipping they had called a special conference which only twelve of the 500 pilots involved failed to attend. This brought the negotiations to a satisfactory conclusion.

Pilots should not ally themselves with wildcat strikes. Mr. Mcneil supported this view.

Mr. Sidgwick (Tees) said that on his station they had not always provided the exact number of pilots for the number of ships due during a given period because not all the ships in this non-compulsory port took pilots. When there were more ships requiring pilots than pilots to provide a service priority was given to the regular pilot users. The station had not been challenged on this practice under the Pilotage Act but he wondered where they stood legally.

Mr. Eden said the government had made it clear that a revision of the Pilotage Act was likely to take place in the near future. There was therefore no question of attempting to



Mr. R. Farrands (London North Channel) reporting on the current activities of the European Maritime Pilots' Association. He also reported that Mr. Tate had been elected an honorary vice-president of EMPA.

revise the Act in the meantime. In any case, he said, on his reading of the Act, pilots who were called upon to attend a special meeting to discuss their terms and conditions of work could be said to be acting with reasonable cause. In these circumstances they would not be at odds with the Act.

Mr. Almer (Humber) said that on his station they had gone on strike for a just and reasonable cause and their conditions had improved as a result. It was a difficult time for pilots, but there was no victimisation. 'You can have a successful strike', he told delegates.

Mr. Rhodes declared a ten-minute adjournment while delegates considered the situation and when the conference resumed Mr. Bayley said that he now understood that the powers sought by Isle of Wight pilots were already in the Act. He therefore wished to withdraw the resolution.

Mr. Bayley also withdrew a second Isle of Wight resolution, which sought the introduction of an upper tonnage limit of 3,000 GRT on ships for which Pilotage Certificates could be issued and that certificate holders should be subject to the same annual re-examination in person to which licensed pilots submitted.

Mr. Bayley said that the Isle of Wight resolution had been overtaken by papers now presented to conference on the subject.

Elections

The Conference unanimously re-elected the Rt. Hon. James Callaghan, M.P. as President.

Mr. C. A. Rhodes (Medway), was re-elected Senior Vice-President and M. T. Morgan (Cardiff), Junior Vice-President and Honorary Treasurer.

Trustees: Mr. C. Catton, Mr. A. A. Holland, Mr. F. Janes;

Honorary Treasurer: Mr. T. Morgan.

The following members were elected to the *Executive Committee:*

Mr. K. Grant (Southampton) and Mr. F. Berry (Humber), were re-elected to the Executive Committee.

Mr. T. W. Fleming (Clyde, Gourrock) retiring, did not seek re-election and Mr. I. M. Macfarlane (Clyde, Gourrock) was elected in his place to the Executive Committee.

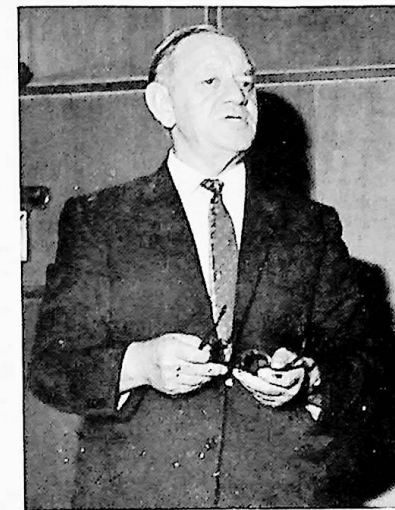
Mr. T. G. Harding of Messrs. Tansley Witt, James, Dangerfield was re-elected auditor.

Mr. T. W. Fleming

After many years of valuable service Mr. T. W. Fleming generously felt that one of his colleagues should gain the experience of Executive Committee work and, therefore, did not seek re-election. He will be greatly missed.

Review of EMPA Activities 1968-1969

by R. H. Farrands



The new Honorary Vice-President of EMPA, Mr. D. Tate, MBE

When discussion took place in 1963 on whether the UKPA should join EMPA, it was argued by some that membership would not help British pilots when, for example, negotiating increases in earnings. It was rightly pointed out that it would be no use quoting port X on the continent and saying that their pilots of a comparable port were earning Y pounds more and therefore British pilots of similar ports should get the same. The shipowner would only laugh and nothing would be achieved. However, now, the earnings, working hours, pensions etc of pilots in Norway, Sweden, Denmark, Germany, Holland and Belgium are the subject of an annual meeting of the pilotage authorities of those countries. Earnings are related to an international cost of living index and comparisons are made. It would seem highly probable that national negotiations to enlarge the Common Market, will eventually lead to a direct comparison with our own earnings and working conditions. Whilst as yet, EMPA has only a superficial effect when British pilots are detailing arguments in favour of higher earnings and better working conditions, the advantage of membership in relation to many other aspects has now become recognised as increasingly important and indeed persuaded the Transport and General Workers Union pilots to join last year. Indeed the joint membership of the two British organisations has led to increased cooperation between the two bodies of pilots something that has been sadly lacking in the not too distant past.

It may be questioned whether EMPA can take any action on behalf of a member country when it is confronted with a situation which defies resolution by its own pilots. A case in point where such a situation has arisen is the difficulties experienced by our Swedish col-

leagues over the past few years. A brief resume of their troubles should be of interest to British pilots as we are coming to the point where reorganisation and rationalisation may introduce problems which have been confronting the Swedish pilots for some years. A matter further complicated by the fact that through disagreement, the Swedish pilots association split in 1966 and pilots are now represented by two different unions.

The Swedish pilots were public servants administered by the Royal Swedish Board of Shipping and Navigation with whom they have been negotiating for vastly improved earnings, pensions etc. since 1962. The level of earnings at that time was somewhere between that of second mate and mate. After some 5 years discussion agreement was at last reached between the Swedish pilots organisation and the Swedish Government. The new agreement meant a fixed salary based on a 45 hour week with additional payments for overtime, Sunday work and night work etc. The agreement included a reorganisation which considerably reduced the total number of pilots in Sweden and a considerable reduction in the number of pilot stations. The new status of the pilots was that of government employees with a secure future but trouble soon arose over the negotiated level of earnings. The salary scheme in effect meant that although the level of earnings was raised by some 30%, it still only equated the best paid pilots with that of master of a Swedish coaster. The Government's reasoning was that the responsibility of pilots did not entitle them to higher earnings in the social scale pointing to the Swedish Pilotage Act

which defined pilotage as merely advising the master on courses to steer and that the master himself was responsible for manoeuvring the ship. To prove that the wording of this section of the Act was unrealistic, and that Swedish pilots did in practice take charge of the pilotage, certain east coast stations started a campaign to conduct their duties strictly in accordance with the Act. The result was that masters of large ships refused to navigate under those conditions and their ships came to anchor. In this campaign, EMPA backed the Swedish pilots and communicated with the Government to the effect that the law should be brought into line with accepted practices. The net result was that the offending section of the Act was amended to this end. However the Government still refused to increase the level of earnings as proposed in the new agreement although legally admitting the pilots responsibility for pilotage.

Because the majority of Swedish pilots disagreed with some of the vital terms in the new agreement, especially earnings, internal troubles arose within their own union. Some pilots on their executive who had negotiated the agreement resigned and together with some 60 pilots joined another union. The rest of the Swedish pilots some 87% remained with the association and endeavoured to renegotiate the agreement. However all negotiations had to be conducted through one of the four top unions to which they were affiliated. Because the Swedish pilots would not agree on their status as being on a level with schoolmasters in determining scale of earnings, they rescinded their affiliation and acted as an independent union with the intention of negotiating directly with the Government department responsible. However that Government department refused to renegotiate the agreement or indeed prolong the original agreement which came to an end in January this year. The declared Government's aim was that it would not come to any agreement with small unions acting independently and that its aim was to break up the small militant pilots union. In May the Swedish pilots filed an application to summon the Government department to appear before the Swedish Labour Court charging it with neglect of its obligations to negotiate agreements with pilots as laid down by trade union law. However the Labour Court found that there was a legal obligation to negotiate and bit no legal obligation to come to an agreement.

The EMPA at its AGM agreed with the Swedish pilots that their Government had adopted a thoroughly unreasonable and intractable attitude to pilots and that the refusal to come to an agreement with a union was in direct opposition to the principles embodied in the European Convention of Human Rights in particular Article 11 which

states that everyone has the right to freedom of peaceful assembly and to freedom of association with others including the right to form and join trade unions for the protection of his interests.

It was agreed by EMPA that steps should be taken to organise a petition to the Council of Europe claiming that the Swedish pilots were victims of a violation of the rights set forth in the European Convention. The draft of this petition will be examined next week at an Executive Committee Meeting of EMPA in Antwerp. Here EMPA is breaking new ground in support of one of its members in trouble and will mark a very important step in EMPA's history. To those of you who have attended EMPA meetings and know the Swedish Pilots recent history will hope that the Swedish government may be persuaded to reverse its policy and if not, then that application to the Council of Europe by EMPA will be successful in attaining for the Swedish pilots the right to make agreements with their Government.

Pilot Ladders

Inefficient and dangerous pilot ladders still exercise the minds of all pilots. It may be recalled that after the original distribution of EMPA pamphlets on pilot ladders in 1964, the Netherlands Standards Institute held an international conference in March 1966 to draft proposals for an international standard on pilot ladders into which some of the EMPA recommendations were incorporated. Amongst the 12 pilots present was Bob Balmain to whom EMPA and ourselves owe a debt of gratitude for the work he has done in this field.

The final outcome of this conference was that the International Organization for Standardization produced their recommendations in July 1968 known as ISO Recommendation R799. It is recorded that no member body of the 22 countries represented opposed the draft. EMPA obviously has been very much in favour of the ISO Recommendation and decided to ask member Governments to sponsor it to IMCO with the view to amendment of Regulation 17. In this country, the UKPA, T&GWU and Trinity House were asked to approach the BOT on this subject. The only result as far as I am aware is the reply received by Mr. O'Leary from the BOT and I quote; "Though the idea of international standards for ships equipment is excellent in principle, we feel that in this instance the Recommendation is rather too restrictive; it does not allow sufficient flexibility for all different shapes and sizes of ships as do the Pilot Ladder Rules and we do not see any advantage over those Rules from the point of view of marine safety. It is therefore not proposed to submit the ISO Recommendation to IMCO".

So, gentlemen, the BOT has turned a cold shoulder on an ISO Recommendation which could have led to an improvement in pilot ladder facilities in spite of the fact that a representative of the BOT was a member of the technical committee of the British Standards Institution which voted in favour of the draft. Pilots will be interested to learn in what way they are too restrictive. In effect the pilot ladder rules have been found to be too lax and this situation has led to fatal accidents. It needed a fatal accident to a London pilot before the BOT issued a Merchant Shipping Notice asking shipping to provide stable bulwark ladders where necessary and accompanying stanchions or handrails, incidentally an EMPA Recommendation some 6 years ago.

As you may know, Trinity House issued a Notice to Mariners concerning pilot ladders and requirements to be observed, warning shipping that they could be fined double the amount of the pilotage dues if they failed to comply with requirement. Also Trinity House issued complaint forms to pilots in order to report instances of dangerous pilot ladder facilities. This system is being adopted by the German and Dutch pilots and in fact direct translations of the Notice to Mariners has been made.

We were told at the EMPA AGM of an incident befalling a Belgian pilot with respect to pilot ladders. He had boarded the ship on a ropery old ladder at Flushing and due to weather conditions had been unable to land on the sea cutter and was overcarried to London. To his astonishment, for the London pilot boarding, a perfectly good ladder was put over the side. Asking the Captain why the different ladders, the Captain replied that the British were so difficult about pilot ladders.

V.L.C.C.'s

EMPA continues its work on the subject of very large bulk carriers and all aspects of safety of navigation in connection with them. Their increasing appearance in the ports of NW Europe has put a strain on the ability of pilots to cope with such giants when navigational facilities have not kept pace with the increase in size of ships. The Liverpool pilots have for some time with the full backing of their pilotage authority tried to introduce a system for two pilots aboard tankers over 80,000 tons or 40 feet draught. Concerted opposition by tanker owner representatives of the Chamber of Shipping has so far prevented the introduction of bye-laws to this effect. Arguments used by the shipowner are principally that the operation of the ships radar and vhf are a responsibility of the ships officers and such duties would be performed more efficiently by them. Also they

contend that a second pilot might introduce divided control and confusion. In EMPA countries where a second pilot is used, the system works very satisfactorily and is regarded as an essential service for very large ships. It is remarkable that in spite of the fact that pilotage in Germany in non-compulsory, the masters of ships never refuse the offer of the service of a second pilot or sometimes three and full pilotage dues is paid for each additional pilot. The shipowner who refuses to acknowledge the necessity of two pilots in Liverpool offers no resistance to the German pilots. We were told this year that one large tanker did refuse the second pilot at the Elbe Sea Cutter and when the pilotage authority heard, a police launch with an extra pilot was sent out from Cuxhaven to intercept the ship.

At the AGM of EMPA when all evidence was heard on this subject the following resolution was unanimously agreed to:

"It should be made compulsory for ships of exceptional dimensions to employ more than one pilot. The additional number of pilots being decided by the navigational conditions in the port and its approaches".

EMPA are at the moment investigating tug problems in relation to large vessels; appropriate number of tugs, method of propulsion and their use in berthing VLCC's. There has been considerable pressure from tanker owners on some pilots at different ports to reduce the number used per ship to below that which pilots consider necessary from the point of view of safety. Minimum underkeel clearance for large ships is also being discussed and whether 10% of the draught is adequate for the very largest of tankers with astronomical beam widths. It is being suggested that underkeel clearance should be a percentage of the beam width in preference to draught. Any regulation of this nature would be welcome at some ports in this country where minimum underkeel clearance is not laid down and leads to excessive draughts which to say the least presents great dangers to shipping and port facilities.

Honorary Vice-President Tate

Amongst the many other subjects under investigation are tonnage measurement, supply of pilots by helicopter, traffic regulation etc. etc. The minutes of the last AGM ran to over 100 pages and perhaps it might be appropriate to end with a quote from the minutes in which the President of EMPA said: "To my dear friend Tate who says he is retired, I should like to say that we will miss his help and miss him personally a lot and it is on behalf of us all that I now offer the Honorary Vice-Presidency of EMPA to our friend Tate".

The Challenge of New Pilotage Legislation

* K. C. Davis

Pilots who attended the 1969 Conference were left in no doubt that early revision of the Pilotage Act is a virtual certainty.

This in itself is a remarkable happening. The late Mr. Griffiths' paper on reorganisation, of August 1967 made an observation both pertinent and profound. He wrote "Change cannot be justified and ought not to be encouraged simply because it creates an illusion of reform . . . before a well-tryed and tested system is to undergo fundamental alteration, a clear case should surely first be made out to justify it".

The shipowners have not demanded fundamental change, the pilots have, through the Joint Coordination Committee, requested change only within the framework of the Pilotage Act. No case has been publicly made for its revision by any interested party.

The only conclusion to draw is that strenuous efforts have been made behind the scenes by interested third parties, to force changes in pilotage, for reasons which they deem prudent to conceal.

The Pilotage Act of 1913 was carefully prepared and wise legislation. Its authors had the great wisdom to realise that they could not foresee all the developments which the future would hold, so the Act was drafted in such a way that, while laying down broad principles of uniform but decentralised pilotage administration, it also contained provisions for the creation and revocation of Pilotage Orders, for major matters, and of bye-laws for lesser matters. Thus it was left to the interested parties themselves to create the detailed pilotage law which future circumstances would require, within the main framework of the Act. Today, it is entirely possible for our reorganisation plans to be implemented through the existing Act. A National Authority for pilotage could be created by Pilotage Order. This Authority

* These are the author's views and not necessarily those of UKPA.

could then introduce the required rationalisation by the promotion of bye-laws.

It is unfortunate that some pilot groups have been slow to realise the fundamental change which port nationalisation is bringing to port management. It is the policy of both political parties that "port users" i.e. shipowners and merchants, should pass over administrative and executive power to professional port managers.

Whatever reservations pilots may have about shipowners, it cannot be denied that they are particularly interested in the safe and timely movement of shipping, over and above other considerations. In contrast, the professional port manager of the future will have port economics and a profit and loss account as first consideration. Pilotage administered by such a port management would be just another port expense, a charge to be reduced as much as possible. Such port management has no special duty to provide for the safety of shipping.

Pilots have grasped this fundamental point only at the eleventh hour. It is only too clear that pilotage, a necessary service for marine safety, a public service concerned with the safe and timely movement of ships exposed to local hazard, should not be administered by bodies concerned primarily with profitable port operation. It should be administered as at present, by the department of Government responsible for marine safety.

It is a commonplace of pilotage that the requirements of marine safety and profitable port operation frequently clash. It is also a fundamental of good pilotage that, subject to the primary interest of the ship, every effort should be made to work in close liaison with the port.

A Government with the interest of safety and efficiency of shipping at heart will ensure that the pilot service of the future will operate any system of remote pilotage advice from observation of shore-based radar. German experience is a striking example of the public advantage to

be gained by such a step. When the Elbe radar chain was started, it was manned by Master Mariners without pilotage experience. Later, the radar was manned by working Elbe pilots, and in the first year following this change, the number of collisions in bad visibility was halved. Indeed, it is difficult to understand what pilotage assistance of any value could be offered by such a radar adviser, unless he was a skilled pilot himself.

This example shows that the administrative problem of a port or other organisation owning or managing radar equipment, with operation by pilots controlled by another organisation, can be solved. There is one great advantage for the owner of the radar equipment in such a settlement—he avoids all civil liability due to any failing in the pilotage information offered.

What opportunities are there for the legislator of today to improve upon the past? In general, the system in use up to the present has worked well. Shipping interests are broadly satisfied; they have enjoyed sufficient influence in pilotage administration to see that their needs receive attention.

The main bugbear of pilots has been remuneration by fixed pilotage rates in an age of inflation. The system of revision of pilotage rates to implement national earnings agreements has been found to be slow and cumbersome.

Negotiation of fringe benefits comparable to those enjoyed in similar occupations has been even more difficult.

One important point was well cared for by the authors of the 1913 Act. They recognised that the very existence of a pilot service depended on the presence of extra-ordinary marine danger or hazard. They did not think it fair that pilots, from the nature of their calling, faced by extra marine hazard all the time, should be automatically exposed to severe penalty every time they were involved in some marine incident. Instead the Act provided both protection in a hazardous occupation, and reasonable provision for discipline. There was protection, in that pilots were licensed, the licence renewable as of right, up to an age limit, and discipline in the form of a system of inquiry and fines or suspension from duty, all subject to appeal in the courts. It is fair to say that these provisions have been more than enough to maintain discipline—in at least one major District the penalty of suspension is virtually unused. The pilot's licence has protected him effectively from wrongful threats and pressures from other parties interested in the operation of ships, besides providing him with a reasonable security of livelihood.

A weakness of the present Act is that it makes no provision for the pilots whose port either loses trade, or whose trade fluctuates widely. Opinion is turning towards the solution that

manning should be the responsibility of a Central rather than a local authority, with provisions for retraining and transfer of pilots.

In the nature of things, the legislator, expert in his own field, relies heavily on advice, when dealing with another specialised field. It is unfortunate that although the government department concerned employs several marine experts as professional advisers, there are none, as far as is known, with first hand experience of work as a pilot.

A much more insidious fact is that the second half of this century, as distinct from the first half, is the era of propaganda by means of lavish use of a P.R. organisation. This tactic is most effective when used upon minds remote from and not informed at first hand upon the controversy in which the controllers of the P.R.O. are interested. In the climate of uncertainty which bedevils pilotage at present, opportunists and adventurers of all sorts have strongly pushed their claims to control pilotage. It is not far from the truth that the extent of the energy and vigour they exhibit in making their claims behind the scenes is only matched by the extent of their lack of knowledge of the practical problems of pilotage. Indeed it might be said that the value of the advice tendered to the government has been in inverse proportion to the intensity and slickness of its presentation.

It will require great perception and wisdom for the responsible advisers and legislators to sort out the grain from the chaff.

Nevertheless, the opportunity for improvement exists. There is the opportunity to provide a National pilot service charged with the task of the safe and timely movement of shipping into and out of our ports, with even higher safety standards than at present, achieved by including in the pilots' duties the operation of remote pilotage from shore radar stations.

The potential hazard of pollution of the environment on a giant scale by oil and other dangerous and poisonous cargoes, the increased and increasing size, speed and value of ships, together with the greater problems of manoeuvre which they bring, demand even more stringent safety standards than those of the present.

There is the opportunity to provide pilots with the reward which they deserve from following a difficult and responsible calling—earnings commensurate with these burdens, fringe benefits as customary in similar occupations, and an income derived from being a member of a national pilot service, instead of individuals being inescapably tied to the fortunes of one port.

In years past, Great Britain was a model for the world in marine legislation. Here is the chance again to lead the way, with fair, far-sighted and humane legislation, suitable for our quickly-changing world.

A Proposal

by the United Kingdom Pilots' Association

for the

Re-organisation of Pilotage in the United Kingdom Waters

1. The Government White Paper *The Re-organisation of the Ports* Cmmd. 3903 states (para. 58) "... there is a need for a much greater degree of centralisation and rationalisation [(of) pilotage services] . . . and for a radical revision of the Pilotage Act, 1913 . . . the broad alternatives most likely to achieve these objectives are unification of all pilotage under the National Ports Authority or unification under a Central Pilotage Authority independent of but closely linked with the National Ports Authority . . . separate legislation for pilotage should be prepared . . .".
2. For at least six years it has been the accepted opinion of the United Kingdom Pilots' Association that the government of pilots by a Central Independent Pilotage Authority is in the best interests of the Nation, the Shipping Industry, Efficient Port Operation and the Welfare of Pilots.
3. Evidence submitted by pilots belonging to the Marine Branch of the Transport and General Workers Union and discussions held between the executives of the two pilots' organisations confirms that the opinion expressed in 2. above is shared by the majority of all the pilots in the United Kingdom.
4. The United Kingdom Pilots' Association therefore proposes:
 - (1) The Board of Trade as the appropriate Ministry responsible to Parliament for pilotage matters shall make a Pilotage Order under Section 7 of the Pilotage Act, 1913 to establish a Central Pilotage Authority, to abolish all existing Pilotage Authorities and pilotage districts, and to empower the new Central Pilotage Authority to define and establish new pilotage districts where it appears to be necessary or expedient.
 - (2) The new Central Pilotage Authority shall be responsible in general for the provision of an overall effective administration of pilotage in all the ports, harbours, rivers, estuaries, coastal waters and approaches to the coast of the United Kingdom, irrespective of the form in which this service is offered.
 - (3) The Pilotage Act, 1913 shall then be revised in such a manner so that in its administration of pilotage the Central Pilotage Authority shall:
 - (a) Define and establish pilotage districts and the limits of exemption from pilotage within those districts;
 - (b) Establish District Pilotage Committees at each pilotage district and delegate powers and duties to those committees.
In the London Pilotage District and others where it is considered necessary and expedient it shall also establish Station Committees composed of pilots of the station and delegate the appropriate functions to such committees.
 - (c) Provide for the establishment of appropriate committees including boat management committees;
 - (d) Provide for and ensure adequate representation of pilots upon all committees and boat management committees;
 - (e) Draft and promulgate all pilotage legislation, orders, bye-laws and regulations at National and Local levels;
 - (f) Provide for an effective administrative and operational liaison at all levels with the appropriate Government Departments, Port and Harbour Authorities, Chamber

- of Shipping and International Organisations, and other organisations concerned with the shipping and port industries;
 - (g) Provide, equip and maintain the proper services and ancillary equipment necessary for the provision of pilots and their services, and provide for the recruitment, training and maintenance of the personnel ashore and afloat necessary for service requirements;
 - (h) Provide for the recruitment, training, examination and appointment of pilots for the service;
 - (i) Be responsible for the establishment of pilots within the various pilotage districts and make provision for redeployment or transfer of personnel in the event of redundancy;
 - (j) Classify each pilotage district for pilotage and remuneration purposes, and provide the proper negotiating machinery to enable an agreed work index and earnings agreement to be established at each district;
 - (k) Provide for the apportionment and collection of pilotage dues, and the disbursement of pilots emoluments and expenses;
 - (l) Provide for and ensure the proper contributions to the Pilots' Pension Fund;
 - (m) Provide for the practical disposition required for the good government and discipline of the pilots.
5. In order to give effect to these proposals the United Kingdom Pilots' Association proposes that the Central Pilotage Authority shall have a Board consisting mainly of representatives of the Chamber of Shipping of the United Kingdom and the Pilots of the United Kingdom; and in addition a representative from the National Ports Authority. It shall also have as Chairman a person having no sectional interest in the Authority, selected by the Board with the approval of the Minister responsible to Parliament for pilotage matters. There shall also be a Director-General who may also be a member of the Board.
- It is recommended that the Board consist of:
- 1 Chairman appointed as above.
 - 4 representatives of the Chamber of Shipping.
 - 4 representatives of the Pilots.
 - 1 representative of the National Ports Authority.
 - 1 representative nominated by the Lights and Buoyage Authorities of the United Kingdom.
6. District Pilotage Committees will vary in size according to need and will, in general, reflect the size and importance of the pilotage district. They will, however, always be composed of representatives of the Chamber of Shipping, Pilots of the District and the Port Authority in similar proportion to the Board. The Chairmen of the District Pilotage Committees will be elected by the members of the committees, subject to approval by the Board, and may be elected from outside their number or from amongst the members of the District Pilotage Committee. District Pilotage Committees will also require an appointed Secretary. This appointment will be either part-time or full-time dependent upon the requirements of the particular committee.
 7. Station Committees where established shall be composed of pilots. These committees may or may not require the services of secretarial staff, but the facility should be available.
 8. The Central Authority will require accommodation, preferably but not necessarily in London, and a staff including officers with the necessary professional and technical qualifications.
 9. The staffing of the District Pilotage Committees will vary according to requirements but, with the exception of the major districts, should not normally require more than the Secretary with part-time assistance.
 10. In order to achieve an agreed organisation it is suggested a Working Party, similar in composition to the proposed Board (see 5 above), be set up and given the necessary facilities to make detailed enquiries and specific proposals for the provisions and duties set out in 4(3) above.
 11. The areas in which the Working Party would be required to make detailed studies and proposals are:
 - (1) Structure of Authority and Internal Organisation; the areas of responsibility and the extent to which Powers and Duties should be delegated to District Pilotage Committees and the machinery necessary for the setting up of the various technical and operational committees and sub-committees.

- (2) Definition of Pilotage Districts and limits of exemption from pilotage and the establishment of Remote Pilotage Services.
- (3) Auxiliary services and ancillary equipment—Boats and Cutters, Watch Houses and Accommodation, Training Facilities and Research and Advisory Services.
- (4) Manpower requirements—Professional,

- Administrative, Technical and Service.
- (5) Recruitment, Training and Redeployment necessary to give effect to findings arising out of 2, 3 and 4 above.
- (6) Levels of Earnings and Salary Scales, the apportionment method of collection and scales of dues and charges necessary to meet the total costs of the service.
- (7) New or revised legislation necessary to give effect to the proposals.

Notes to the Proposals

Para. 4(3)(a)

In the main it will be found that the majority of existing Pilotage Districts will need to be retained and will, therefore, need to be re-established and re-defined to cover identical areas as at present. However, in view of the changes that have taken place in recent years in the pattern of trade and industrial areas of the country, the variations in size and type of vessels required to accommodate these changes and the technological advances and developments that have not only accompanied the changes but made them possible, there is a case for a review and rationalisation of all the areas.

Some of the existing districts, such as the Humber and Belfast have already been expanded; three districts in the Bristol Channel have been merged; London is presently undergoing examination. There are some that can be contracted, more that need expanding, others that could be merged with neighbouring districts and certain areas, not yet prescribed, that need to be included.

The view has been expressed in some quarters that the VLCC class of vessel now in existence and the even larger vessels planned, together with the specialised vessels carrying cargoes of a particularly hazardous and noxious character, should be confined to restricted routes and areas of the waters off the coasts and the approaches to the ports of the United Kingdom and Continent. It is further offered that this type of vessel, navigating in these areas of hitherto International Waters, should be subject to compulsory pilotage by specialist persons licensed for these particular waters and vessels.

In defining and declaring those areas

wherein pilotage would be compulsory and setting the limits within which exemption from pilotage would be allowed, it is suggested all those areas outside normal port precincts and approaches, rivers and estuarial waters should be exempt from pilotage with the exceptions outlined above. In all harbours, rivers and restricted waterways all vessels of 50-tons gross and over should be under the command or control of a duly licensed pilot or the holder of a pilotage certificate for the area. Areas of high traffic density, estuaries and the approaches to ports that lie outside recognised harbour limits should be subject to special investigation with a view to categorising vessels that may claim exemption from pilotage. In this respect, however, it must be emphasised that exemption from pilotage should not be considered synonymous with freedom to 'pick and choose'. An efficient and economic service needs stability of demand and an ability to accept emergencies only.

The following extract from the Report of the Committee of Inquiry into Pilotage, 1911 and part of the evidence of a former President of the Probate, Divorce and Admiralty Court at the Inquiry are as pertinent now as the day they were recorded:

'A consideration that is sometimes lost sight of is that an efficient system is a system which can only be maintained at considerable expense, and is maintained for the benefit of shipping. At free ports where the access under normal conditions is easy the ship may or may not, when the conditions are favourable, employ the services of a pilot, but when the conditions are unfavourable then all ships will not only expect the services of a pilot to be available, but they will further expect that those services will be efficient'.

Again, Lord Gorrell expressed the opinion that:

'to prevent risks being improperly run, and to induce the maintenance of an adequate service of pilots, it is, in my opinion, both in the interest of the State and of shipowners, masters, pilots and others, that pilotage should be made compulsory in every port where a pilotage system is reasonably necessary'.

Para. 4(3)(b)

Most of the existing Pilotage Authorities will become District Pilotage Committees except that District Pilotage Committees will need to be established at each of the present Trinity House Outports. Again, most of the existing Pilotage Authorities are constituted on broadly similar lines to the proposal contained in para. 6 of the proposals proper, and as most of the Sub-Commissioners of Pilotage at the Trinity House Outports are men with similar qualifications, it is not expected that anything more than minor adjustments will need to be made to existing bodies for them to be reformed into District Pilotage Committees.

Para. 4(3)(d)

When moving the second reading of the Pilotage Bill on 22nd November, 1912, the President of the Board of Trade said:

'It is fair and just that pilots should have some voice in the management of pilotage authorities and in the pilotage system'.

The Pilotage Act, 1913 did in fact fulfil this promise and any new legislation should further extend this principle. The amended legislation should make provision particularly for pilots to be closely involved in the management, design and construction of pilot vessels.

Para. 4(3)(g)

See Appendix A.

Para. 4(3)(h)

Para. 4(3)(i)

Standardisation of Qualification for entry into the pilotage service, method of training and system of appointment is essential for the economic use of manpower and to allow for redeployment within the service when needed. While the basic standards of qualification, training and examination should be set to a National standard, particular account must be paid to local requirements in experience and knowledge, and examination as to fitness and competency should be carried out locally.

Recruits to the pilotage service should not have to bear the costs of their training, nor should pilots transferring to another district be required to finance their periods of re-training.

Para. 4(3)(j)

There are strong arguments that equal skills demand equal rewards. It is equally almost impossible to determine the differing amounts of skill required to conduct vessels of identical size and character through differing areas and under differing conditions or circumstances. In general, however, the ports and pilotage districts of the United Kingdom can be classified into major and minor categories. Recognition of basic skills to provide an equitable basic level of earnings with added differentials to take account of the variations in demand on skill, time and environment could provide an acceptable solution. The varying demands on time involved, the varying distances and areas covered and the various services performed make it necessary that each pilotage district, or station within a district, shall have its own negotiated level of earnings and work index agreed at a point within the limits agreed generally for each category of district.

Para. 4(3)(k)

The method of financing the pilotage service and the machinery for collection of Dues is the subject of two papers included as Appendix B and C.

Para. 5

The inclusion of a representative nominated by the Lights and Buoyage Authorities of the United Kingdom is prompted by the belief that the marking of channels and coastal areas is very closely allied to the navigation and pilotage within those channels, although the co-operation and liaison considered necessary could be achieved through the provisions contained in 4(3)(f).

Para. 7

Large stations within a complex district, such as exist in the present London Pilotage District, are efficiently run by station committees composed of pilots who are responsible for the day to day administration and organisation without the need for constant attention by the District Pilotage Committee. This arrangement should be allowed to continue.

Para. 11(I)

District Pilotage Committees should have wide powers and duties delegated to them—accepting the fact that pilotage is a service

particularly affected and concerned with localised conditions and circumstances—and the District Pilotage Committees should be enabled to assume wide responsibilities while operating within the bounds of policies laid down at National, or Central Authority level. It would be an advantage to all sections of the port and transport industry if local technical and operational liaison committees were established within each pilotage district.

Para. 11(2)

The co-operation of the port authorities should be sought in a scheme to use pilots from the district in conjunction with Radar Surveillance facilities to provide a Remote Pilotage Fog Service.

Para. 11(3)

The facility should be provided to enable pilots to co-operate with and give the benefit of

their advice and experience to those bodies and individuals concerned with and responsible for ship design, guidance and control systems and to participate in research, development and testing of new projects concerned with the control and movement of shipping in pilotage waters.

The intense economic pressures resulting from the high unit cost of modern shipping and sophisticated port installations, demand a high degree of operational efficiency from all sections of the transport industry. The modern pilot has the skill to match the demands made upon him and a wealth of advice and experience to provide as his share in the development and prosperity of the industry and the Nation. He needs a modern pilotage service in which to operate.

February, 1970.

Appendix A

Organisation of the Boarding and Landing Service within a Central Pilotage Authority.

1. Preamble

The present arrangements for boarding and landing pilots in the United Kingdom vary from the occasional use of a hired craft, to a full department, professionally staffed, with an income in excess of £½M. This is inevitable owing to the geographical spread and varied usage called for. These services can cost up to about 50 per cent extra on the charge for piloting. The "high cost services" are generally those where a large cruising cutter is deemed necessary. In 1968 this service cost the shipping industry about £1½M. being used by 263,000 vessels of which about 40 per cent were British.

2. Existing Local Services

The Central Pilotage Authority should superintend the affairs of the boarding service on which it will depend. On establishment, the CPA will "inherit" many services of proven ability, well managed and operating satisfactorily. It would be wise to allow them to continue to manage affairs locally and to spend up to an agreed figure but to be accountable to the CPA. The Authority may then encourage the efficient and suggest improvement where needed. The accounting system should be

established on sound modern commercial lines and should be separate from, and independent of, any other account administered by the CPA. Establishments such as "Watch Houses" "Lookouts" and moorings should be regarded as part of the boarding service.

3. Pilots' Investment

Pilots in certain districts are required to invest significant capital in their cutters as an implied condition of receiving a licence, thereby relieving the local Pilotage Authority of involvement in boats. This arrangement often works against the best interest of shipping, the port and the pilots and the CPA should seek to end pilots' personal investment in Cutters.

4. Billing and Charges

At present, Local Authorities levy boarding charges in various ways, eg, gross or net tons, but the CPA should establish a common parameter associated with the parameter to be used in charging pilotage in order that the billing system may be as simple as possible. Charges should be set for each district to provide for the running costs, proper mainten-

ance, replacement of craft; for ancillary services and necessary shore establishments required by the scale of operations at that port.

5. Management Fee

It would seem reasonable to expect the Boarding Service to contribute a small percentage of its fees to the local Committee account in return for office accommodation, management service, telephones etc.

6. Costs

Except where the CPA discovered a Local service running at deficit, no general increase in charges should be called for.

7. Availability Fee

The CPA would have a duty to provide a service for shipping on demand. As the service would be available for all ships when needed, every ship should contribute to its upkeep. At present, in non-compulsory districts, regular users maintain the service which is used by others, as a convenience, when conditions are adverse or commercial advantage is at stake. Those ships, therefore, with the right to demand pilotage, should contribute 70 per cent of the boarding-fee when not taking a pilot. The use of a Pilotage Certificate, disqualifying a ship from demanding a pilot, might exempt a vessel from this charge.

8. Future Advantages

The Boarding Service should be conducted in a lean and economical manner with a taut organisation which makes use of the best existing local arrangements, but it is apparent that no immediate cost benefit would automatically arise as a result of Centralisation. Future advantages will accrue through central purchasing, some standardisation of craft types and their redeployment throughout Britain.

9. Cruising Cutters

The type of craft and service, locally established, has evolved through time and has been regarded as best suited to local conditions, but recent new thinking may produce economies while maintaining efficiency. Cruising cutters can be transferred and function whenever they are required, present variations being generally in scale of accommodation.

10. Direct Boarding Craft

The more numerous "direct boarding" type are, generally, variations on the M.F.V. and are, in principle, fairly standard. One benefit possible would be a reduced number of reserve craft, suitably deployed at stations with maintenance facilities, serving more than one port. The CPA should take advantage of recent experiments with non-traditional direct

boarding craft and continue to investigate the possibilities of producing a type, suitable for batch production and capable of operating at many stations as possible.

11. Responsible Members

It would be useful to give, say, two members of the Board of the CPA an additional, particular responsibility for the affairs of the Boarding Service thus creating a small sub-committee which could act quickly. The staff in the Boarding Service would then feel that someone at "H.Q." had a particular interest in their problems and the CPA could rest assured that two of their fellow members, selected for their knowledge, were deeply concerned with the Boarding Service, would discuss problems at the CPA and were available to answer questions. These members would be valuable to the CPA and the Director General if they were based in the regions.

12. Use of Helicopters

Remote Boarding Stations

The possibility of using helicopters to board pilots in certain circumstances should be progressed by the CPA. When a small number of ships occasionally need to board a pilot at a point remote from an established cutter station, a helicopter could be used. Very large crude carriers are boarded about 40 miles outside Rotterdam in this way. A proper procedure has been laid down which appears to work well. German pilots have used helicopters with their cruising cutters but are believed to have had a serious accident.

Heavy Weather

Alternatively, it may be possible to use helicopters when heavy seas prevent a cutter from operating. Early in 1969, a River Tees pilot was asked, by an Agent, to fly by helicopter to a large tanker urgently needed at a refinery, weather conditions having rendered the cutter inoperable. This ship was subsequently boarded by the cutter on the next tide, but, as it appeared that similar requests would follow, the Tees Pilotage Authority decided to investigate the possibility.

Winching Trial

In July, Messrs. Bristow Helicopters Ltd., arranged a trial demonstration at the Tees Pilot Station using a twin engine 'Wessex' machine. This helicopter is considered suitable for marine use, as in an emergency, it can perform on one engine only. Regrettably, the trial took place in fine weather, but many Tees Pilots were winched up and down and a large majority have indicated that they are prepared to use this method in heavy weather if the cutter cannot get out and board. Ships with

decks obstructed by masts and derricks could not make use of this arrangement.

Hiring Costs

The hire fee of about £200 per flying hour must, in the above case, be borne by the Shipowner, Charterer or Consignee having considered the alternative cost of delay. Total helicopter boarding charge depends upon the proximity of the helicopter base to the boarding station, as flying time starts and finishes at base.

Present Level of Experience

Several companies operate helicopters and have a wealth of experience servicing oil rigs and ships around the world. Their marine operations in the UK are licensed by the BOT who insist upon strict safe procedure. The most recent BOT Clearance allows winning operations on vessels over 12,000 net. absolute

discretion being given to the helicopter operator regarding weather conditions and ship's movement. One should not confuse regular commercial operation with desperate life-saving ventures.

It is of interest that a new ship repair service "Air Lifts" engineers and machinery to ships at sea, using helicopters based at Falmouth.

A paper entitled "The Application of Helicopters to Marine Services" was read by Capt. A. C. Gordon to the Institute of Marine Engineers on 11th November 1969, and is relevant to this discourse.

CONCLUSION

Helicopter boarding on deep sea pilot stations is feasible and the CPA having quantified the requirement, must carefully cost all boarding systems and adopt the most economical.

Appendix B

Method of Financing the Pilotage Service and the Machinery for Collecting Dues.

If a Central Pilotage Authority is established, it should be responsible for the pilotage of all districts included in the Summary of Pilotage Returns submitted to the Board of Trade.

The costs of maintaining a Pilotage Service in a particular station or within certain districts, vary enormously. This variation is determined largely by geographical location. Quite clearly the overheads of a sheltered or inland port with good road communications, will be a fraction of that of a large estuary, with exposed outer sea station, serving large port systems.

The ownership of craft, property, and pilotage equipment at all stations should be transferred to the Central Pilotage Authority. Only by so doing can standardisation of craft types and rationalisation of operating methods etc. be achieved.

Pilotage is a service to shipping, and as such, all shipping should be required to contribute towards the upkeep of the Pilotage Service, whether they avail themselves of the services offered, or not. This would go towards eliminating the unfair exploitation of pilots during adverse weather conditions by certain ships which normally proceed without pilots, but habitually make a convenience of a pilotage service when circumstances are abnormal.

The payment of light dues is mandatory, whether or not ships move in the dark.

A basic pilotage due should therefore be levied on all ships that use a port, and the level of dues at the principal ports ought to be calculated on a "self-sufficient plus" basis. This would permit a subsidy to the smaller ports unavoidably faced with overheads that render the provision of adequate pilotage arrangements excessively costly, when calculated on a unit cost basis.

In fixing the level of "Basic Pilotage Dues", its financial objective would be to cover:—

- (i) The operating and maintenance of all pilotage craft, buildings, assets etc. including the salaries, wages and pensions of all employees in the pilotage organisation who are not licensed pilots.
- (ii) To cover the depreciation on assets at replacement cost, and to pay the interest on loans entered into for the purchase of capital equipment.
- (iii) To provide the necessary revenue for the National Pilots' Pension Scheme.
- (iv) The travelling, subsistence, and telephone expenses of pilots.

In respect of (i) above, consideration should be given to the costs of research and development of:— methods of boarding and disem-

barking pilots, and the application of electronic devices to increase operational efficiency.

The number of pilots in a port is determined from past experience and taking into consideration the trend of the future trade. Ships requiring a pilot on board, or pilotage assistance through a radar guidance system would pay an additional pilotage charge over and above the mandatory due, i.e. "Basic Pilotage Due".

The charges levied for a pilot should be commensurate with the services performed. The revenue thus received must be calculated to provide at least the agreed income level of pilots at a port for a reasonable output of duty, plus a surplus to provide for circumstances outlined in para. (a) below.

Machinery for the collection of dues exists in all ports of the United Kingdom, and an extension of the system whereby H.M. Customs at certain ports collect the Light Dues on behalf of Trinity House, could be attractively achieved on a most economical basis, at any rate insofar as the collection of a mandatory pilotage due on all ships is concerned. The supplementary charges for the actual services of pilots, however, are a little more involved, and would depend to a large extent on the form of pilots' income structure which under a Central Pilotage Authority can take one of three forms:—

- (a) Salaried
- (b) Fee earning
- (c) Basic salary plus fee

and in consequence the method of financing would differ somewhat according to whichever of the above alternatives is adopted.

(a) Salaried.

Notwithstanding the professional pros and cons of salary status for pilots, the operation of a salary system presents fewer administrative problems. Such necessary standards as the maintenance of salary during sickness, leave, training courses, refresher radar courses, instruction on new techniques etc., become automatic. District branch offices will facilitate the most efficient and economical accountancy system and also carry out the detailed local day to day administration of pilotage services under the direction of the District Committees.

The prescribed certificates of pilotage services performed should be of a standard form designed for use in conjunction with a "Dye Line Copier" machine. This up-to-date method of preparing and submitting accounts saves time and consequently keeps staff and administrative costs down to a minimum. It is ideally suited for the collection of pilotage charges when a detailed and itemized account has to be presented. The receipt and payment of accounts and salaries through the Bankers Credit Transfer System should be adopted as a standard procedure.

The rates for pilotage services must be fixed to provide the surplus revenue necessary to ensure the maintenance of pilots' salaries at ports adversely affected by industrial disputes or changes in the character of the trade etc. either of a permanent or a temporary nature. To maintain the Central Pilotage Authority's financial reserves at the optimum level, cross subsidy between districts will become necessary in the above eventuality. Redeployment of pilots will alleviate situations where long term redundancy is evident.

(b) Fee earning.

If pilots under a Central Pilotage Authority continue to derive their incomes exclusively from fees, each station must in consequence remain a financial entity, at any rate insofar as the pilots' incomes are concerned. The craft, buildings and equipment etc. would be provided and maintained from the "Basic Pilotage Due". All Pilotage fees should, however, be collected via machinery outlined in para. (a) and distributed to the pilots concerned in accordance with a system largely determined by those pilots, e.g. a Pooling system, or composite system.

(c) Basic Salary plus fee.

The method of financing pilots' incomes on this basis would largely be determined by the proportion of the final income that is to be obtained from each of these sources. A nominal basic salary could be paid from the proceeds of the "Basic Pilotage Due". The major balance of the pilots' incomes would then be obtained from the fees as in (b) above. If, however, the basic salary is to provide the greater part of a pilot's income, the fees would have to be divided accordingly and the provisions for the maintenance of a salary as described in (a) above would apply.

Appendix C

The Method of Financing the Pilotage Service and the Machinery for Collecting Dues.

In anticipation of the establishment of a national or Central Pilotage Authority for the UK which the pilots want to be an independent authority and not a part or branch of the National Ports Authority the matter of financing the pilotage service and the machinery for collecting the dues is all-important.

The present financing of the pilotage service is sub-divided into 4 main parts:

1. Dues for acts of pilotage.
2. Dues for the Pilot Fund (Administration)
3. Dues for shipping and landing pilots.
4. Dues for Pilots Benefit Funds (Pensions)

Under the terms of the Pilotage Act 1913 pilots are self employed and the present methods by which they collect the monies due to them vary from district to district and even within parts of a district and it may assist the formulation of ideas for the future if these methods are examined to see if any of them or combination of them are worthy of retention.

The first point which must be considered however is section 49(1) abc of the Pilotage Act 1913. This section establishes the legal responsibility of owners or agents to pay pilotage dues and it is a safeguard for pilots which must be preserved in any new Pilotage Act.

The various dues to pay for the Pilotage Service are paid on behalf of the ships making use of a particular district pilotage service and the amounts payable are governed by several factors, principally draught, gross tonnage and net tonnage and the distance piloted.

These factors vary from pilotage district to pilotage district and the charges may be based on a combination of any or all of these factors.

The great majority of pilots are paid for the work they perform at a rate which is expected to raise a certain amount of money. This amount is generally referred to as the Letch figure and is the amount which it was agreed the pilots of various districts should receive at the time of the report made by Sir Robert Letch plus certain percentages applied to the original figure of 1957 in some attempt to maintain parity with merchant navy officers.

It is not possible to anticipate the amount of shipping which will use a pilotage service in any one year and the Letch figure is subject to a toleration margin of plus or minus 10 per cent. It is the net income the pilot receives after any deductions have been made for Pilot Funds (Administration) Pilot Benefit Funds (Pension) and approved allowable expenses i.e. the cost of travelling home from work (but not to work). Victualling and hotel bills incurred whilst at work, telephone rental, cost of renewing licences and other similar expenses.

The Pilot Fund or money required for administration is generally either a certain fixed percentage of the gross pilotage account or a percentage added to the dues payable for pilotage services. This amount in the main appears to vary between 2½ per cent of the gross and a surcharge of 11½ per cent on the pilotage dues. In some districts it is collected by the pilots on behalf of the pilotage authority to whom it is then rendered, whilst in others it is collected by and retained by the authority when they collect all the dues involved.

Any excess money remaining in the Pilot

Fund at the end of each year shall be transferred to the Pilot Benefit Fund (Pilotage Act, Section:21, Part:2) unless it is specifically provided to the contrary by Bye-Law.

Thus it will be noted that the Pilot Fund of any particular authority has no reserve and its future yearly income can only be a matter of speculation, any marked change in the traffic patterns being reflected in the Pilot Fund income.

Dues for shipping and landing are the monies paid on behalf of vessels for the replacement of pilot cutters or launches (or the redemption of loans made for the purpose of craft replacement), their annual maintenance and running costs and the cost of upkeep of shore based pilot stations. These dues are generally levied according to a vessel's tonnage (gross or net) and like the other 3 sets of dues the system of collection varies from district to district. In some districts the money is collected by the pilot from the owner-agent and then rendered to the authority whilst elsewhere it is collected by and retained by the authority.

The income for financing this particular part of the service is, like the others, subject to changes in trade patterns and also when based on tonnages to quite marked effects brought about by such regulations as were established by the Oslo Convention 1966. An illustration of this may be gained when it is considered that despite the increase of 12½ per cent in shipping and landing charges made by the Trinity House in January 1969 for London and certain outport districts the income for this Fund is falling although the number and types of ships are not dissimilar to those of the previous year and this diminution of income is attributed to the application of the terms of the Oslo Convention.

Finally the money paid to Pilot Benefit Funds is again a percentage of the gross account for pilotage services (excluding the shipping and landing charges) or a percentage added to the account for pilotage services. In certain districts a percentage of the Cutter Fund income (different to the percentage applied to the pilotage part of the account) is also contributed to the Pilots Benefit Fund.

At the present time the investment of the Funds to provide pensions for pilots is in the hands of localised trustees or their nominees and the well-being of such funds in addition to depending on the trade patterns and thus the amount available for investment depends to a large extent on the financial acumen or lack thereof of those responsible for investment.

Thus it will be appreciated that the system of financing each section of the pilotage service accounts is to a considerable extent of a precarious nature and influences completely beyond the control of the pilots or pilotage

authorities can have a very dramatic effect on the income of each section.

This can most readily be illustrated by the recent strike of dockers at the port of Preston. The dispute was over the rates of pay for working container traffic but during the period of the dispute, some 11 weeks from July to October 1969, no traffic requiring the services of a pilot used the port of Preston. No section of the pilotage service at that port therefore received any income and whilst this matter could not help but be of consequence to each section of the service to the pilots themselves it was near catastrophic.

Through absolutely no fault of their own and with no possibility of future recompense they were deprived of over one-fifth of their year's income and as self-employed men they were not eligible for unemployment benefit, yet on the very day that the strike ends and the shipping returns to the port, even had the strike lasted 11 months rather than 11 weeks the ship owners expect the pilots to be ready to resume work. Such readiness of availability demands something more rewarding than the present income level of pilots which has fallen behind the comparable merchant navy rates of pay.

The dues to finance each section of the service are collected in a variety of ways in certain districts the pilotage authority collects all the dues and remits to the pilots the net amount having retained Pilot Fund, Pilot Benefit Fund and Cutter Fund monies. In other districts the pilots employ a full time "Collector" who remits the appropriate sums of money to each section of the service. Elsewhere the pilots collect their own money (or employ and pay an agent such as a bank or shop keeper to collect it for them) and they receive the whole of the monies due remitting to the authority the poundage and Cutter Fund monies.

In London all foreign ships accounts pass through the hands of H.M. Customs, the owner-agent depositing at the Customs House a sum of money sufficient to cover both the inward and outward pilotage accounts. (Pilotage Act 1913, Section:55) this money is normally deposited at the time of entering in the ship.

Following on from the precariousness of the system of financing the pilotage service it must also be noted that the methods of collecting the various dues whilst no doubt working with reasonable satisfaction can hardly be described as highly efficient.

A Central Pilotage Authority must standardise the basis and method of financing the pilot service and at least streamline the method of collecting this money.

Obviously the pilotage service must in the main be paid for by the vessels who make use

of it and at present this shipping is roughly 20 per cent British and 80 per cent foreign. There is however a certain proportion of shipping both British and foreign which does not normally use the service which is available because either the ships are exempt from compulsory pilotage or because the Masters or Mates of the vessel are in possession of pilotage certificates.

On the Continent vessels in these categories make a contribution to the cost of the pilotage service based on the vessel's size etc., and the frequency with which they use a port. It should perhaps be considered whether a similar contribution should be made in the UK. The income received can well be used to defray overall costs of the pilotage service and/or the cost of training candidate pilots. Not infrequently the vessels which in normal circumstances do not avail themselves of the pilot service on certain occasions of bad weather or due to the internal necessity of the vessel decide to take a pilot. On these occasions they expect the same ready availability of service as the ship which takes a pilot on every visit and it does not seem unfair to expect them to pay for the privilege of exercising their option.

In order to streamline and facilitate the collection of dues for paying for all the sections of the pilotage service the system of collecting the dues and the system on which dues are levied should be standardised throughout the whole of the UK.

The collection of all the dues should be in the hands of the local authority who should retain and apply to the correct account monies for administration, Cutter Funds and Pension Funds, thus leaving to be remitted to the pilot only the gross amount due for his pilotage services and from which the only deductions in order to ascertain the net figure would be for travelling and victualling etc.

The standard for ascertaining dues should as near as possible be the same in every district and should be based principally on physically unalterable features rather than tonnages which can be drastically altered by loading or discharging cargo or by the opening or closing of doors in the ships structure. The only principal features which meet pilots' requirements in this sense and which are also of material consequence when pilotage is being performed are the overall length and overall breadth combined with the maximum draught of the ship at the time.

These features should be tabulated as a common basis for all districts in the country and to them should be applied the necessary multipliers for the distance covered and to produce the net Letch figure.

Finally the system should be changed by

which all rate charges must be subject to the amendment of bye-laws with the lengthy procedure of agreement by the various parties concerned i.e., The Pilotage Authorities, The Pilots Representatives and The Chamber of Shipping, followed by the seeking of permission from the Board of Trade to publish in the press and elsewhere the notification of the proposed change; the allowing of a period for objection to the proposed change; time to deal with objections if any are received and when these are resolved the time taken for the pilotage authority to sign and seal the bye-laws and remit them to the Board of Trade for a confirming signature followed by a further period generally 7 days before they become effective.

The Central Pilotage Authority should be empowered to authorise amendments in rates when these have been agreed by the pilots' representatives and the Chamber of Shipping, the two principals involved and the lengthy procedure of seeking Board of Trade approval and public notification should be abolished.

Summary of Recommendations

1. Preservation of the legal responsibility of owners-agents to pay pilotage accounts.
2. Local Pilotage Authorities to collect the dues and render these direct to the appropriate recipient i.e. The Pilot, The Pilot Fund, The Pilot Benefit Fund and The Cutter Fund.
3. Standardise for all districts the system by which pilotage charges are made.
4. All vessels exempt from compulsory pilotage or in charge of a holder of a pilotage certificate to pay a levy to the local pilotage authority.
5. The Central Pilotage Authority should be empowered to adjust the pilotage rates in any district without resorting to the present system.

This report leaves untouched one vital aspect of how pilots should be paid—whether they should continue to be paid as self employed, fee earning persons or whether they should be paid as employees of The Central Pilotage Authority. The arguments for and against either choice have been advanced at length and on many occasions and each pilot must decide which status he would elect for himself.

It is perhaps sufficient to say that at the present time the majority of pilots wish to remain self employed and whilst they might be prepared to consider being employees of a *Completely independent* Central Pilotage Authority they are unalterably opposed to becoming the employees of a pilotage authority which is part of a port or National Port Authority.

Presentation to Mr. Dan Tate at the House of Commons by the President



The President The Rt. Hon. James Callaghan, M.P., (right) making the presentation to Mr. Dan Tate, with Mr. C. A. Rhodes, Senior Vice-President looking on

A Dinner in honour of Mr. Dan Tate, who retired in December last, was given by UKPA at the House of Commons on Thursday, 19th February. The President, The Rt. Hon. Mr. James Callaghan, MP and Mrs. Callaghan attended, and also Mr. Henry Petersen, the President of the European Maritime Pilots'



Mr. D. H. W. Feild, Clerk to the Honourable Company of Master Mariners enjoying a joke with Mr. C. A. Rhodes

Association, together with all members of the Executive Committee with their wives.

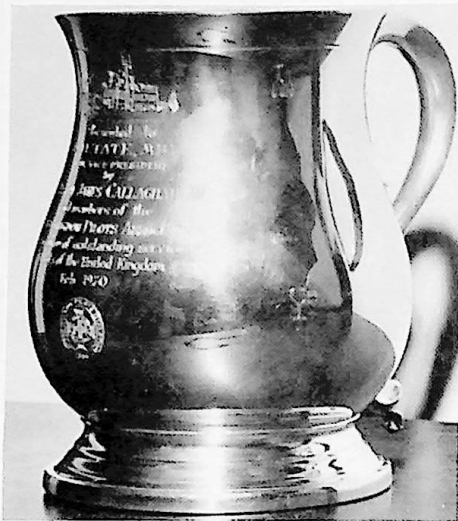
The Dinner was preceded by a cocktail party attended by friends of Dan Tate and representatives of the Chamber of Shipping, the Board of Trade, Trinity House, and the Honorary Company of Master Mariners.

After the Dinner Mr. Callaghan presented to Mr. Dan Tate on behalf of the UKPA a silver tankard suitably inscribed, and a cheque for £200 contributed by members. In his short speech he recalled Mr. Tate's career from his apprenticeship on the Tees 35 years ago; his early service as a Local Secretary of the UKPA; how in 1947 he was elected to the Executive of the UKPA and how, four years later, he was elected a Vice-President. "In all", he said, "you have given 23 years on the Executive and 18 years as Vice-President, and we thank you very much indeed for your service".



Mr. D. H. Tate reminiscing with Mr. O. Cochran, late of the B.O.T.

portance and stature to ever fresh heights, fresh strengths and fresh levels of statesmanship". Of Mr. Tate's successor he said "In Colin Rhodes we have a Chairman who is going to serve us very well indeed—who is one of the new statesmen".



Mr. Dan Tate's memento of his many years of magnificent service to UKPA

In his reply Mr. Tate thanked everybody for 'the magnificent evidence of your confidence and thanks for the work which I did'. He went on 'It has been a long time, and has been to a great extent to the disadvantage of my domestic life', and he thanked his wife for her support and forbearance.

He also thanked Henry Petersen, the President of EMPA, for travelling from Hamburg to be with him and said of the European Maritime Pilots' Association that 'it is very necessary, in fact absolutely essential, that we as pilots pool our knowledge to the general good and welfare of shipping'.

Earlier he had recalled how he had seen progress from 'the hardbitten days of sail at

7 knots to the great container ships of today'. He said 'I have always been very pleased and very happy that of all people in this world, pilots have always been willing to take their place and move wholeheartedly with the times. Ships have got bigger and bigger, and it is to the eternal credit of pilots that they have been able to play their part in introducing these ships into our ports'.

He also paid tribute to Mr. Colin Rhodes and said 'I feel that the UKPA are very fortunate in having the services of Colin Rhodes, a man with drive and acumen and with an eye to the future'.

He also said that he was glad he had been able to welcome Mr. Eden as General Secretary of the Association. He continued 'we are extremely fortunate in having his services; we can put our confidence in him without the slightest question'.

Mr. Petersen, President of EMPA, said he was grateful to be offered the opportunity on behalf of EMPA to say a few words on Dan Tate's retirement. He recalled 'we first met some years ago, and since then we have met about two or three times a year'. The discussions at EMPA meetings were held in the English language of foreigners! As pilots, we are accustomed to Spanish/English, French/English, Italian/English, but listening to it for a day or two becomes tiring. But in the end, it was you Dan, who came to the rescue, and I was always astonished at the way you got the problems sorted out. For that we thank you.

The proceedings concluded with the presentation to Mrs. Tate of an engraved Swedish glass vase and a bouquet of flowers from the Executive. In presenting it Mr. Rhodes thanked Mrs. Tate and said how much they appreciated her sacrifices on behalf of the Association.



The President, The Rt. Hon. James Callaghan, M.P. dining with the Members of the Executive Committee and their wives

Establishment

of a

Nautical Professional Body

A decisive step forward in the move towards the establishment of a professional body for seafarers has been taken with the formation of the Nautical Institute Trust, comprising experienced master mariners representing all facets of the Merchant Navy.

Last December a 200-strong group of sea-going officers, pilots, harbourmasters, nautical college lecturers and others from all the major ports in Britain invited Captain Sir George Barnard, Deputy Master of Trinity House, to assist them in the formation of a nautical professional body.

Such a body was seen by the group as the only way in which the professional mariner could protect his interests during a period of technological change in the traditional structure of the Merchant Navy.

At the request of Captain Sir George Barnard the Nautical Institute Trust has now been formed to prepare the way for the establishment of the professional institute. The trustees have sailed in all types of ships, from tramps and tankers to cargo liners and large passenger liners. Many of them have also seen service in the Royal Navy or Royal Naval Reserve. Some of them now occupy

high positions ashore in major British shipping companies while others are in government service. Two are concerned with pilotage and another represents the wide body of opinion in the country's nautical colleges.

The trustees are:

Captain Sir George Barnard, Deputy Master of Trinity House.

Captain F. G. Boize, commanding with Furness, Withy and Co. Ltd.

Captain C. Colburn, formerly commodore of the BP Tanker Co. Ltd. and Master of the South Wales Company of Mariners.

Captain J. A. L. Cosh, marine surveyor in the Marine Survey Service of the Board of Trade at Milford Haven.

Captain S. A. M. Dickers, Senior Master of Blue Star/Port Line Management Limited.

Captain J. L. Dunkley, marine superintendent of P. and O. Lines Limited and Warden of the Honourable Company of Master Mariners.

Captain J. Gulesserian, commanding in the Royal Fleet Auxiliary Service.

Captain R. Hart, nautical adviser to the British and Commonwealth Shipping Co. Ltd.

Captain G. R. Hughes, head of Department of Maritime Studies in the College of Technology, Plymouth.

Captain C. A. Rhodes, Medway pilot and chairman of the United Kingdom Pilots' Association.

Captain R. Smith, Superintendent of Pilotage for the Mersey Docks and Harbour Board, Liverpool.



Dining at the House of Commons

Local Secretaries

Aberdeen	H. Mackilligan	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrrossan	A. Caldwell	8 Yarborough Place, Ardrrossan, 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	c/o Harbour Master's Dept., The Harbour Office, Belfast 1
Boston	M. W. Harrison	1 Margaret Drive, 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	I. M. Macfarlane	23 Victoria Road, Gourock, 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	R. T. Williams	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. Milsom	Bemerton, Old Brookend, Berkeley, Glos.
Goole	A. R. Wild	31 Airmyrn Road, Goole, 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	63 Davenport Ave., Hessle, E. Yorks. HU13 0RN
Ipswich	A. Wilson	53 Clapgate Lane, Ipswich
Isle of Wight	W. B. McGuffin	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	R. S. Percy	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, Oast Way, Hartley, Dartford, 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, Bagal, Port Talbot, Glam.
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	F. H. Collins	Trinity, 57 Kent Road, Southsea, PO5 3EL
Port Talbot	E. L. Hare	8 Bath Street, Port Talbot, Glam.
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	J. C. Perkin	Pen-Enys, Gwel-au-Wheal, St. Ives, Cornwall
Shoreham	T. N. H. Dalton	5 Willow Close, Lancing, Sussex
Southampton	K. E. Powell	Pilot Office, Union Castle House, Canute Road, Southampton, SO1 1AG.
South Shields	T. A. Purvis	2 Parkside Crescent, Tynemouth, Northumberland
Sunderland	J. Patterson	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham
Taw and Torridge	V. W. Harris	22 Market Street, Appledore, N. Devon
Teignmouth	A. C. Broom	8 Foresters' Terrace, Teignmouth, Devon.
Trent	W. L. Smedley	10 Skelton Avenue, Bricknell Avenue, Hull, Yorks.
Wisbech	T. Harris	3 Baxter Close, Wisbech, Cambs.
Workington	M. Ditchburn	68 Loop Road North, Whitehaven, Cumberland
Yarmouth	G. M. Logie	71 Marine Parade, Gorleston-on-Sea, Norfolk