



THE PILOT

The official organ
of The United
Kingdom Pilots'
Association

No. 158 (Vol. 46. No. 2)

September 1971

Association

The 83rd Annual Conference

The Presidential Address

Call for an International Pilotage Service

In the whole of our maritime history, there has never been a period like the last ten years for building bigger and bigger ships, especially oil tankers. At the same time there has been a growing dependence, perhaps an unwise dependence, upon radio, radar and other equipment as aids to good navigation.

Put these things together, and the Torrey Canyon and Pacific Glory disasters were bound to happen sooner or later. I have no wish to be alarmist, but the public should know that

it is the considered opinion of many experienced pilots and master mariners that there will be more of these tragic collisions every year unless action is taken.



First of all, pilots seriously question the present standards of manning aboard ship. It is not alleged that the standards themselves are infringed. The question is rather that the approved standards do not provide for a sufficiently large complement of officers and men in confined waters where there is heavy shipping traffic.

Then there is the question of the qualifications required of certain officers in some foreign ships, how far their radio communications are operationally efficient and the natural handicap

Continued on page 3



The President, The Rt. Hon. James Callaghan, P.C., M.P. (Left) and the Senior Vice-President, Mr. C. A. Rhodes (Right) happily presiding over the successful 83rd Annual Conference.

UNITED KINGDOM PILOTS' ASSOCIATION
20 Peel Street, London, W.8

Officers for 1970/1971

<i>President</i>	The Rt. Hon. James Callaghan, P.C., M.P.
<i>Honorary Vice-Presidents</i> ..	The Hon. Lady Inskip Major James Burnie Mr. H. J. Wynn Mr. D. H. Tate, M.B.E.
<i>Vice-Presidents</i>	C. A. Rhodes (Medway), 81 Minster Road, Minster-on-Sea, Sheerness (Sheerness 3797) T. Morgan (Cardiff), 97 Maes-y-Coed Road, Heath, Cardiff, Glam. (Cardiff 62502)

Executive Committee

<i>Elected:</i>	
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 74596)
1969	F. Berry (Humber), 107 Newland Park, Hull, HU5 2DT, Yorks. (Hull 41984)
1969	K. Grant (Southampton), 172 Bassett Green Road, Southampton (Southampton 69291)
1969	I. M. Macfarlane (Clyde, Glasgow), 23 Victoria Road, Gourock, Renfrewshire (Gourock 32518)
1970	J. A. Edmondson (Cinque Ports), The Grange, Shepherdswell, Nr. Dover, Kent. (Shepherdswell 231)
1970	P. A. Levack (London Channel), 29 Hillingdon Road, Gravesend, Kent. (Gravesend 65254)
1970	D. I. McMillan (London River), 61 Pine Avenue, Gravesend, Kent. (Gravesend 65154)
<i>Trustees</i>	C. Catton A. A. Holland F. Janes
<i>Honorary Treasurer</i>	T. Morgan
<i>Finance Committee</i>	The two Vice-Presidents
<i>General Secretary and Legal Adviser</i>	E. Eden, M.A., 20 Peel Street, London, W.8. (01-727 1844)
<i>Auditor</i>	T. G. Harding, F.C.A. (Messrs. Tansley Witt, James, Dangerfield, London)

Presidential Address (continued from page 1)

that some of them do not easily understand and speak English. All this may pass without undue risk in mid Ocean. The question is are the standards good enough in an emergency or in heavy traffic? Many ships today have small over-stretched crews. The question to be considered is whether the heavy weight of new navigational aids has been used to reduce manning standards aboard some ships below the safety level needed in critical conditions.

Safety at sea must come first. I doubt if we can claim that this is so in the light of recent developments.

The arrival of very large ships of 200,000 tons and over, of up to 1,200 ft. long and with a draft of up to 80 ft. brings an entirely new dimension to the subject of safety at sea. I understand that there may be even bigger vessels still to come with a draft of up to 105 ft. If this is so, then there will be large areas round the coast of Britain where it will be necessary to navigate to the finest limits of clearance under the ships keel. This will add to the already serious limitations on the manoeuvrability of these mammoth ships and so add both danger to life and the threat of polluting the environment.

The United Kingdom Pilots' Association, therefore, adds the full weight of its experience to the call for action to be taken by the governments of the world and by the shipping industry before further disasters overtake us.

I have been referring so far to the position of ships sailing in confined waters such as the English Channel but still sailing outside the limits of areas where it is compulsory to take a licensed pilot aboard. Once these ships enter our waters, the risk to them and from them becomes much less thanks to the existence of a skilled corps of pilots who come aboard the ship bringing with them a detailed knowledge of local conditions and hazards. So the main dangers are not in the immediate approaches to our major ports but in the international sea lanes that lie outside the compulsory pilotage areas but are nevertheless in the vicinity of our coasts.

In view of this it is astonishing that some foreign shipowners are now trying to circumvent the safety regulations when entering or leaving British harbours by employing a junior British officer, who holds a certificate of pilotage, as part of the Ships Company. Such

a man is under the command of the Master of the ship and, most importantly, is not independent of him. This legal loophole has arisen as a result of a recent interpretation of the Pilotage Act of 1913 and I am surprised that the Department of Trade and Industry are not more active to safeguard the position. I urge them to come forward at an early date with an Amendment to the Pilotage Act to prevent the existing safety standards from being abused.

But further action than this is needed. We do not need to discuss today the new scheme of "Ships Routing and Traffic Separation" which the members of the Inter-Governmental Maritime Consultative Organisation have recommended. In the view of many pilots it is necessary to go beyond this Scheme. The questions are more fundamental. For example, should Britain extend her compulsory pilotage areas so that a skilled British pilot can be put aboard these large ships when they are much further down the Channel or out at sea than at present?

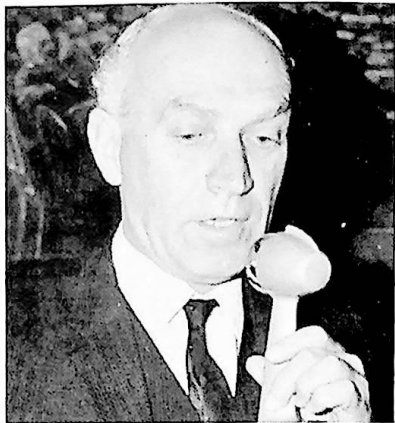
Should we call together our neighbours in the English Channel and the North Sea such as France, Germany and Holland and the North Sea countries to see if we can get agreement on a substantial extension of compulsory pilotage?

The navigation of the sea is by tradition free to all ships. Nevertheless, in my opinion, the time has come to see how far this doctrine needs to be modified further in confined waters like the English Channel and the North Sea in order to prevent what will be an undoubted repetition of the Torrey Canyon and Pacific Glory disasters.

The subject for an urgent Inter Governmental enquiry is no less than the need to establish a proper International Pilotage Service, manned by Master Mariners who are qualified competent pilots, knowledgeable in the restricted areas and conditions in which large ships will be navigating and drawn from the maritime nations whose coasts bound such areas. Coupled with this should be an early review of the manning standards now currently in force aboard ship. Such a review would need to go wider than a simple process of bargaining and negotiation between the ship owners and the maritime Unions. I suggest that it is in these directions that we should look to overcome the growing threat of serious collision at sea, tragic and unnecessary loss of life and severe pollution of our coasts.

The Association's Busiest Year

Report by the General Secretary and Legal Adviser, Mr. E. Eden



Mr. Edgar Eden, reporting on UKAC's successful year

The past year has been the Association's busiest year, particularly in the field of negotiations for earnings when steps were taken of great significance to the future development of the profession.

As the Association goes from strength to strength, it is fitting on this occasion to pay tribute to the energy and enterprise of our President, Vice-Presidents and members of the Executive Committee and the Local Secretaries of our pilotage districts who are unremitting in their efforts to serve our profession in the broadest possible way. The success of the Association is a measure of their efforts, and to all of them we extend our thanks.

Tribute must also be paid in this report to Mr. R. D. Balmain, who has decided to stand down from the Executive Committee after eleven years. He has been a constant source of knowledge and wise counsel to the Association, and we shall greatly miss the contribution which he made to our deliberations.

The Letch Agreement and Pilot's Earnings

As foreshadowed in my Report for 1969, a determined effort was made during the year to reduce the disparity of earnings that has developed as a result of the provisions of the Letch Agreement.

By deputation and by written representations, the Association illustrated how pilots' earnings have become out of touch with present conditions. Statistics were presented to the Chamber of Shipping in respect of arrears arising from the application of N.M.B. Awards. We referred again to the national survey which we undertook in 1967, and to further evidence in respect of that part of pilots' work undertaken outside of what is now regarded as "normal" working hours—those hours which occur during the night time, at weekends and during statutory holiday periods. We stressed that the movement

of shipping involves pilots no less than crew members in irregular hours of work, and yet compensation for such irregularity of working time applies to all concerned with the exception of pilots.

The Chamber's attention has also been drawn to the fact that for some years now pilots have been handling larger ships requiring greater skill and experience, without any compensation for this type of increased responsibility in confined waters. Furthermore, the Association stressed that the present arrangements made no provision whatsoever for improved productivity, and since there is positive evidence of such increased productivity in many districts, pilots' efforts over many years have remained unrewarded.

After much deliberation the Chamber agreed that there is some substance in some of the special claims submitted, and that work in the pilotage service has become more exacting in certain ways since 1965. In recognition of this, the Chamber offered a special adjustment of 5% in the earnings of pilots as from 1st October, 1970, in full settlement of all pilots' claims prior to that date. In practical terms, this means that pilots are being asked—in return for this small increase in their level of earnings—not only to forgo all their legitimate claims, including those which the Chamber accept as having some substance, but also to resign themselves to accepting the present level of earnings which have been seriously eroded since 1957 when pilots earnings compared favourably with those of Masters of ships.

It is not surprising that, in view of the size of the special adjustment and the severe conditions attached, the Executive Committee found themselves unable to recommend pilots to accept the 5% special adjustment which would "wipe out across the board" in one clean sweep, all pilots' claims without materially

improving the present level of earnings of pilots.

The Chamber of Shipping has therefore been asked to reconsider making a much improved special adjustment to pilots' earnings which bears some true relation to the pilots' claims, and which is "fair" by reference to the restrictive conditions attached to the offer.

1970 N.M.B. Adjustment

Pilots have had to wait two years, to be precise from July 1968 to June 1970, before receiving any increase in their mean level of earnings. When the Award was announced on 13th April, 1970, the N.M.B. Adjustment was 16%.

I am glad to report that the iniquitous delays in implementing previous N.M.B. Awards, which took between three to six months, has been greatly reduced on this occasion when the Department of Trade and Industry wrote to Pilotage Authorities to impress upon them the urgency of submitting byelaws to implement the Award by 1st June, 1970. Pilotage Authorities were also advised separately by the Chamber of Shipping and the UKPA about six weeks before the effective date of the Award, to press ahead as quickly as possible with the necessary byelaws with the object of ensuring that there was no delay in implementing the Award.

Notwithstanding the helpful co-operation from the Department of Trade and Industry, the Chamber of Shipping and a large number of the 48 Pilotage Authorities who complied with the request, a small number of Pilotage Authorities entrusted as they are with the good government of pilots under Section 17(1)(c) of the Pilotage Act, 1913—completely disregarded the written pleas for prompt action, and the pilots concerned were kept waiting for some four months, without as much as an apology, before their due increases were implemented. Such unwarranted delay must surely be unique in either the industrial or professional field. When an Award to increase earnings is made in any other sphere of work, it is unquestionably back-dated to the date when the award becomes effective—not so for pilots who, so far, have had to bear a sizeable loss of income equal to at least two years' earnings since the Letch Agreement was signed in 1957.

Pilots' National Pension Fund

Much effort and time has been devoted to the long and tedious process of drafting the necessary Byelaws and Rules for the Pilots' National Pension Fund. After many meetings of the Working Committee and Drafting Subcommittee, the final draft of the Byelaws and Rules is expected to be submitted to the Department of Trade and Industry on 23rd November, 1970, when a Shadow Board of Management would be set up to prepare the

ground work.

The tremendous amount of work which has so far been devoted to bringing the Pilots' National Pension Fund a step nearer to reality is a reflection of the goodwill shown by all concerned in this worthwhile achievement.

Safety of Navigation and Pilotage Certificates

The safety of ships navigating close to our shores within congested waters has become an issue of the utmost importance to this country. This has been forcibly brought home by such incidents as the Torrey Canyon and, more recently, the Pacific Glory. At a time when tankers are rapidly increasing in size, passengers on high speed ferries and ships that come into close proximity with large tankers and other ships carrying dangerous cargoes, have a right to be assured that there is no lowering of the present high standard of the pilotage service in the United Kingdom. I am sure I speak for all when I say it is incumbent on those concerned with the safety of navigation of ships in their pilotage districts to ensure that every effort is being made to uphold this satisfactory standard—a fact which has been recognised by successive governments.

What should have clearly become a matter of importance to the Department of Trade and Industry, has been sadly undermined by an Opinion made by a Queen's Counsel on cases referred to him by the Department; the practical effect of which would permit any mate of a ship (subject to certain other requirements) to apply for a pilotage certificate, which has hitherto been very sparingly granted, and then only to the Master or Chief Officer of a ship.

The consequences of Queen's Counsel's Opinion has already been remarked upon in a debate in the House of Commons on 11th March, 1970, when an attempt was made to reverse this decision, which decision, if allowed to go 'unchecked' would pose a great hazard to shipping using the congested pilotage waters, especially since vessels concerned in the case would be high speed passenger carrying ships under the command of a Master whose pilot was one of his junior officers. Bearing in mind the special relationship between Master and pilot, the implementation of such a decision by a Pilotage Authority would further aggravate a very dangerous situation, which could have adverse effect on the safety of navigation of ships to and from our shores.

Pilotage in Relation to Hovercraft

The operation of hovercraft in channel and coastal waters has introduced a new hazard to shipping.

As the hovercraft—which is neither a ship nor an aircraft or motor car according to the

Hovercraft Act 1968—is at present used almost exclusively for passenger ferry work, the Association believes it is essential that each officer applying for a licence to take charge of a hovercraft operating commercially should be in possession of a certificate of local navigational knowledge after examination by the appropriate U.K. Pilotage Authority. In the absence of such a qualification, a licensed pilot should be carried.

Discussions have been held with the Department of Trade and Industry, and a further meeting has been called for early in December with the hovercraft operators under the Chairmanship of the Department.

Pilot Ladders

It has taken the best part of a year to get the Department of Trade and Industry to do something about the unsatisfactory state of pilot ladders. By representations in Parliament, to the President of the Board of Trade and finally, the use of the Ten-Minute Rule Bill procedure to bring in a Private Member's Bill, the Board set up a Working Group—on which the Association was represented—to consider in the light of the I.S.O. Recommendation R.799 and S.O.L.A.S., 1960, whether amendment of the Pilot Ladder Rules, 1965 may be necessary to increase the safety of pilots boarding and leaving ships, and to make recommendations.

The Working Group have now made a number of recommendations which, if implemented, would go a long way to meeting the present unsatisfactory position of pilot ladders.

A Proposal for the Reorganisation of Pilotage in the United Kingdom Waters

In accordance with Conference instructions, the Executive Committee prepared a document outlining a suitable Central Pilotage Authority for the United Kingdom, and this was presented to all members of the Association in "The Pilot" of March, 1970.

Having regard to the change of Government and consequent change of policy, the Executive Committee decided that one half-day of the Annual Conference should be devoted to a full discussion on The Proposal for the Reorganisation of the Pilotage Service in the United Kingdom, and that this should be followed by a referendum to all members on the points which emerge from the discussions at the Conference.

International Maritime Pilots' Association

The European Maritime Pilots' Association was formed in 1960. Since then there has been ever-increasing co-operation and exchange of information on an international level.

It seemed logical, therefore, that an International Maritime Pilots' Association should be created, and support for such an international organisation was given at the Eighth Annual General Meeting of E.M.P.A. in Kiel in June, 1970. Some 72 National Pilots' Associations whose Governments are members of the Inter-Governmental Maritime Consultative Organisation have been invited to join I.M.P.A.

The draft Articles of I.M.P.A. will be considered in detail at the first meeting of the Assembly, which it is anticipated will be held next year.

International Convention on Tonnage Measurement of Ships, 1969

The United Kingdom Government have taken the necessary powers under the Merchant Shipping Act, 1970 to formally declare its acceptance of the International Convention on Tonnage Measurement of Ships, 1969. The Convention will not enter into force until two years from the date on which it has been ratified by at least 25 countries, together having at least 65% of the world's gross tonnage.

The Association agree with the Board's view that the 1969 Tonnage Convention does not provide an ideal solution, and that there will be a long transitional period before a uniform internationally acceptable system of tonnage measurement is brought into force. The indications are that there will be a minimum of 14 years from the date of ratification by the twenty-fifth country before all ships of those agreeing to the 1969 Tonnage Convention conform to the standard system of measurement, and even then some 35% of the world's tonnage would remain outside the Convention.

Whilst the 1969 Tonnage Convention may provide a future basis for the calculation of dues, this is likely to come about only in the very long term and, consequently, it is unlikely to solve the urgent problems presently affecting pilots' earnings due to the effects of tonnage re-measurement and the tonnage mark scheme.

Effect of Tonnage Re-Measurement on Pilot's Earnings

The effect of the Merchant Shipping (Tonnage) Regulations, 1967, as amended, could not possibly have been foreseen in 1957 when the Letch Agreement was signed, and since the Letch earnings for each pilotage district were calculated on the pattern of the gross tonnage of vessels using the pilotage district at the time of the Letch Agreement, the revised measurement under the 1967 Merchant Shipping Regulations has produced an artificial, not a natural, falling back, and pilots are now expected to suffer a reduction in their legitimate

earnings within the 10% toleration for piloting the same ships.

To accept the "10% toleration" principle, and yet deny the pilots the right to prevent further erosion of their earnings within the "10% toleration" is, in the opinion of the Association, totally unjustified.

A New Standard Parameter as a basis for Pilotage Charges

The principle that charges should bear some relationship to the service performed must surely be a sound one. It is therefore reasonable to expect that pilotage dues should bear some relationship to the service performed by pilots and this service cannot, in the opinion of the Association, be realistically rewarded by any remunerative system based on tonnage.

The Association believe that pilotage dues, based on factors of the ships' actual physical size, such as a new standard parameter, bear a more realistic relationship to the work performed by pilots. With this in mind, the Association have asked the Department of Trade and Industry for an early meeting to discuss a new standard parameter for charging pilotage dues.

The Association

I would like to say a word or two about the work of the Association. In addition to settling legal claims out of court to the satisfaction of the members concerned, the Association have dealt with an increasing number of problems covering a wide field of pilotage activities, including a number of applications for a revision of the mean Letch level of earnings.

During the year we instituted a major service to all pilotage districts of the U.K.P.A. by introducing the circular letter procedure to keep all members informed of up-to-date negotiations. The work of the Association has been extended to include a National Technical Committee, the object of which is to make the benefit of members' expertise available to all those bodies and individuals concerned with and responsible for ship design, guidance and control systems, research, development and testing of new projects concerned with the control and movement of shipping in pilotage waters.

I should like to acknowledge the constant help I have received from my staff, Miss Yvonne Blake, who has the interests of the Association at heart and spares no effort to improve its service to members.

Mr. Eden adds to his Report.

Expanding points from his formal report Mr. Eden brought the conference up to date on latest negotiations with the Chamber of

Shipping on the pilots' pay claim. He referred to correspondence with the Chamber, and said that the Chamber was due to meet the next day (the second day of the conference) to discuss the Association's latest letter.

On pensions Mr. Eden said: "We have been battling for 14 years to try to get a national pension for pilots; it is scandalous to have to wait for so long but at last a measure of agreement has been achieved."

A 'shadow' Board of Management had now been set up and bye-laws were being submitted to the Department of Trade and Industry. This Board would be made up of representatives of pilots, shipowners, and pilotage authorities.

The President thanked Mr. Eden for 'a comprehensive review of a busy year'. He told the delegates that the standard of efficiency of their organisation had increased during the past 12 months. The service to members and communications had been improved. The General Secretary and Legal Adviser had done a remarkable job for the Association.

The circular letter was of great value in keeping everyone in touch with what was going on.

The Discussion

Mr. D. I. McMillan (*London River*) said that in the last year the Department of Trade and Industry had not listened to the views of the pilots on safety of navigation, pilotage certificates and hovercraft.

The pilots had been urging greater control over the issue of pilotage certificates for years but in the last year more certificates had been issued for larger ships than ever before. "It is high time there was drastic action taken on this point," said Mr. McMillan.

Masters with certificates could not be expected to have the same skills when navigating in restricted, congested pilotage waters as the regular pilot. The U.K.P.A. must press for a radical change in the bye-laws relating to pilotage certificates.

Dealing with hovercraft he said that they should not be free to travel up rivers and into congested waters without a skilled local pilot. The manoeuvrability of hovercraft was drastically reduced when they dropped speed.

Mr. Antony Howard (*Southampton*) congratulated the executive on the work of the previous year. "There is a great degree of professionalism coming into the Association now," he said.

Referring to tanker safety he said the *Pacific Glory* collision occurred "almost on our doorstep" at Southampton. It had been followed by a "deluge" of comment from all

quarters. Much of the comment and advice offered in the press and on the radio and T.V. was conflicting. 'I deplore this hasty, ill-judged desire to get into print'.

Some of the people present at the conference had to accept some of the blame for this. More balanced comments could have been provided by the U.K.P.A.'s technical committee. Mr. Howard said he was not referring to Mr. C. A. Rhodes, the Association's distinguished Vice-President, in making his remarks.

A long time before the present rash of comments about tanker safety, the Southampton pilots had drawn up a memorandum on the subject.

This dealt with some of the reasons for concern—flags of convenience ships operating without adequate crews, increasing reliance on mechanical aids, etc.

The Southampton plan advocated the introduction of a channel pilotage system for tankers above a certain tonnage. Under this system large tankers could pick up pilots in the western approaches to the English Channel and these pilots could take the ships right up channel and into the final port of destination.

It would be a European scheme operated by British, French, Belgian, Dutch and German professional pilots. It would be a voluntary system which pilots would operate in addition to their normal duties. These pilots should be bi-lingual, if possible and have had special training on tanker handling.

Mr. Howard told delegates: 'This is a scheme which could be of immense benefit to all. Highly skilled and highly paid navigators should operate from places where they can do most good and not be kept cooped up for months on end with only routine duties to perform'.

Mr. Howard said copies of the Southampton memorandum were in the hands of the London Pilots' Council and Trinity House, but no action had yet been taken.

The large vessels under discussion should be subject to compulsory pilotage in the English Channel and surrounding waters. If the Southampton system had been in operation at the time, the Pacific Glory-Allegro collision would probably not have happened.

Mr. J. M. Farmer (*Gourock*) said there seemed to be a gradual change in the shipowners' attitude towards pilots. Their previous reluctance to use them seemed to be abating. 'I feel a new era dawning', he said. 'At last we are being invited in out of the cold'.

Mr. Farmer said it was in the shipowners' financial interests for the master to obtain a pilotage certificate and do the pilotage himself but he could not possibly provide the margin of safety provided by an experienced pilot familiar with local conditions.



Mr. Antony Howard (Southampton)

It should no longer be possible for large vessels to please themselves whether or not they used a licensed pilot when entering certain large ports. And there was urgent need for action to put this right.

Japan was at present building a 440,000 ton ship and million-ton tankers were on their way.

Mr. W. B. Ross (*Falmouth*) supported the idea of large ships being subject to compulsory pilotage before reaching the present pilotage areas. He challenged the accuracy of the legal

Continued at foot of col. 1, page 9



Mr. J. M. Farmer (*Gourock*)

The European Maritime Pilots' Association

The Annual Report

by R. H. Farrands

Neil McNeil at last year's Conference asked if the United Kingdom's entry into the Common Market could lead to foreign masters obtaining pilots' licences for British waters. He stated that it was illegal under the Pilotage Act but would Britain's acceptance of the Treaty of Rome over-ride the Act? A very fair question which was answered by Mr. Callaghan that if the Association would get into contact with the Home Office officially, an authoritative answer would be provided. Whether or not this was done, I do not know but other events have transpired since which, to a certain extent, present a threat which has been hanging over Pilots' heads for some time. That is the employment of British officers, not engaged as the Master or the Mate, aboard foreign passenger ships with the object of their obtaining pilotage certificates and thereby avoiding pilotage dues. Some years ago, the Belfast Pilots were confronted with a German ship where there was a threat of a British officer attempting to obtain a certificate. Through E.M.P.A.'s intervention, Mr. Petersen managed to get this quashed by the German authorities.

Last year the Humber Pilots Society appealed to E.M.P.A. to see whether action could be taken on their behalf to prevent evasion of dues by a Dutch ship, the *Norwind*, which was seeking to employ a British officer. The British officer in question was serving as mate of the British *Norwave* and the plan was to put the Dutch ship under British management and then apply for a pilotage certificate. The request to

Continued from page 8

interpretation used by the Department of Trade and Industry which allowed second or third officers to apply for pilotage certificates.

The President welcomed the point made by Mr. Farmer. If there was this awakening of public interest in the work of pilots it was up to the pilots to exploit this development. 'If your services are going to be in greater demand then this had better be borne in upon the Chamber of Shipping', said Mr. Callaghan. 'I think you have a tactical advantage at the moment in view of the public concern over the management and handling of these great ships'.



Captain Henry Petersen, President of E.M.P.A. [a Distinguished Visitor] listening to Mr. R. H. Farrands' Report on the Association.

add the Dutch ship's name to the pilotage certificate of the officer concerned was turned down by the Humber Pilotage Committee as there was some doubt as to whether he could serve as a bona fide mate of this ship and both ships were not under the same management as required by the Pilotage Act. Subsequently both ships were put under British management and application was made again for a pilotage certificate but was refused by the Humber Pilotage Committee. Because the Humber Pilots feared that an appeal against decision, if successful, would be a dangerous precedent, they asked if E.M.P.A. could help in any way.

The E.M.P.A. informed the Dutch Inspector General of Shipping that its members supported the Humber Pilots in their submission that the 1913 Act was never intended to allow foreign passenger ships to switch management in order to evade pilotage dues or to allow British officers to pilot foreign ships. The E.M.P.A. stated that such practice would create a dangerous precedent which would endanger the safety of navigation in a British port.

The intervention was successful and the Dutch authorities said that dispensation for the British officer would not be granted.

Subsequent to this, the Norwegian firm of Thoresens came back into the picture again. This time it concerned the port of Dover. There the case concerned two Chief Officers of Townsend Ferries who were in possession of pilotage certificates for the *Free Enterprise III* and three other ships of the same owners. Townsend found it necessary to charter the Norwegian *Viking II* and to employ the two British officers as extra first styrmann. Not as master or mate but the next rank down. Last year application was for the British officers on the Norwegian *Viking II* to obtain pilotage certificates. Trinity House turned the application down on the grounds that they were not

bona fide the mates and serving only in a temporary capacity.

The 1970 Annual General Meeting of E.M.P.A. having heard the evidence, communicated its views to the British Board of Trade. E.M.P.A. advised that lack of supervision of the navigation of the ferries by licensed Pilots in congested waters could result in the maintenance of tight schedules under which such ferries are operated, taking precedence over the safety of passengers and crews. It also said that the position of a second mate in a foreign ferry where he would be required to work without hope of promotion, would be such that it cannot be expected to attract the better type of officer. E.M.P.A. also pointed out that definition of the word mate should mean first mate and that any change in definition by the principal maritime nation would inevitably result in attempts being made to apply the change generally.

However I am afraid to say that in answer to E.M.P.A., the B.O.T. restated that it accepted Barry Sheen's opinion as an authoritative interpretation of the Act.

By good chance the President of E.M.P.A., Mr. Petersen, was attending the 250th anniversary of the Norwegian pilotage authorities this Spring and had a chance to speak to the Norwegian authorities on the subject of the Thoresens case. A reference has been made in other years to meetings of European pilotage authorities and this year the meeting was attended by Holland, Germany, Norway, Belgium, Denmark, Finland, Iceland, Sweden and this year for the first time by the United Kingdom who were represented by an Elder Brother of Trinity House. To add to what has already been said about pilotage certificates, this meeting of pilotage authorities discussed reciprocal exemptions from pilotage of regular ferries between two nations. Also on the agenda were pilots' earnings, pilot ladders, pilot hoists, pilot training in radar simulators, ship manoeuvring, radar advice from pilots on shore radar, pilot cutters, comparison of laws on compulsory and non-compulsory pilotage and the requirements of physical examinations of pilots.

As mentioned at the start of this report, fears have been expressed concerning effect on pilotage should the United Kingdom sign the Treaty of Rome. The Treaty of Rome states that during the transitional period railways, road transport and inland waterway systems would be integrated. After that the Common Market might turn its attention to shipping and aviation. Railway and road transport have not yet been digested and there appears to be no move as yet to put shipping under the microscope.

A feature that is and will have more effect

is the custom for countries' authorities to compare pilotage organisation in the various countries and to adjust the systems to what may appear to them to be more efficient and more competitive. Even the Japanese ship-owners have been sending questionnaires to countries all round the world asking for details of earnings, status, pensions and work indexes. Not the least the age of retirement. In the land of the rising sun, the youngest pilot is 42 and the oldest 82, average age 61. The high age on entry stems from the fact that they have had to be in command of ships of over 3000 tons gross before becoming pilots.

Because comparisons are being made, it is so necessary to have a European association through which pilots can exchange information and endeavour to raise their standards. There is also the growing realisation that through mutual confidence, countries' pilotage associations are prepared to help each other.

Swedish Problem

I referred last year to the steps being taken by E.M.P.A. to help the Swedish pilots. You may remember that the Swedish government refused to negotiate agreements direct with the Swedish Pilots' association the Lotsforbundet, a recognised union but, because it was numerically small, had to conduct its negotiations through one of the top four labour organisations. On the social scale within that top labour organisation, pilots were equated with schoolmasters; the best paid pilots earning no more than masters of coasters.

Because E.M.P.A. was very much in sympathy with the Swedish pilots in their fight to obtain recognition of entitlement to negotiate their own agreements and because the Swedish government department concerned had publicly expressed its aim was to break up the small militant pilots' union, E.M.P.A. decided to support the Swedish pilots case and take it to the Council of Europe. On February 17th the E.M.P.A. forwarded their submission to the European Commission of Human Rights that the Swedish government had prevented the Lotsforbundet from functioning in its capacity as a trade union and that this was tantamount to denying to the Swedish pilots the exercise of their rights as embodied in the European Convention.

One might think that having got so far, one would have to wait until the submission came before the European Court. But it is not as easy as that. On the 24th February, a letter from the European Commission asking whether E.M.P.A. alleged itself to be a victim of a violation of the Convention or whether it wished to lodge an application as a representative of the Swedish Pilots Association.

On the 8th May, another letter from a

different gentleman representing the Secretary to the E.C.H.R., stating that it was still not clear whether the application should be registered as being introduced by E.M.P.A. only, or whether the Swedish Pilots Association should be regarded as a party to the case.

A letter from E.M.P.A. of 12th September to the E.C.H.R. said that E.M.P.A. had been advised that the application should be registered as being introduced by E.M.P.A. as a party acting for one of its members the Svenska Lotsforbundet.

On 18th September a letter from the E.C.H.R. stated that it was not quite clear whether or not E.M.P.A. alleged itself to be a victim or merely wished to act as a representative.

On October 30th a letter from the Swedish lawyer acting for the Swedish Pilots, stated that the Swedish Pilots will be the direct party who have been the object of the alleged violation and supported by E.M.P.A. It was now up to the Commission to decide whether E.M.P.A. should be considered a party in the case. And so it goes on.

Status

In the March 1970 Pilot, a proposal for the reorganisation of pilotage in the United Kingdom waters by the U.K.P.A. was published from which I quote:—

"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."

As the arguments for the status of salaried employees have been advanced at some length, I thought it would be to the advantage of British pilots to obtain from E.M.P.A. members their views on the advantages or disadvantages of their own status whether it be self employed or salaried employee.

Views of E.M.P.A. members have been obtained and circulated to U.K.P.A. stations in full. I think it is fair to say that by and large, all E.M.P.A. members were in favour of preserving their present status, a conservative attitude with a small 'c'. I hope that the reasons put forward by E.M.P.A. members will be of help to pilots in the U.K. when deciding their future status in any future reorganisation.

Earnings

For the 1970 A.G.M. of E.M.P.A., its sub-committee on earnings produced a long report comparing earnings, pensions, number of days

clear of duty and pilotage dues of its member organisation for the years 1967, 1968 and 1969. They make interesting reading and a valuable indication of the relative standing of E.M.P.A. Pilots in these fields. Because of objections from some member countries concerning publication of earnings, this report has had to remain confidential, and has not been released for public consumption.

However the report quoted the earnings of masters deep sea for the various E.M.P.A. countries and as the U.K.P.A. is trying to recoup some of its lost headway in respect of earnings, some figures here should be of interest.

The following figures are for 1969 but have not been adjusted on an international cost of living index.

The French state that masters of big tankers or passenger ships earn up to £5000 a year.

In Germany a tariff rate of £4,150 is quoted but actual earnings are unknown as earnings are arrived at by private agreement.

In Spain, masters of small ships earn £3,000 and large ships are quoted as £4,350.

The Dutch quote masters in big companies up to £5,800 a year; in Sweden up to £8,100.

A master in Blue Funnel reported as earning £4,107 in 1969.

Subscriptions

As we are on the subject of money, I have to tell you that the subscription for each member country will from next January be raised by 15%. This is the first time since E.M.P.A. was founded in 1963 that subscriptions have been raised. At that time the subscription per country of 30,000 Belgian francs meant that this cost a member of the U.K.P.A. four shillings a year, devaluation put this up to 4s. and 6 pence. The added membership of the Union Pilots brought it down to 3 shillings a pilot. The 15% increase will increase cost of subscription to 3s 6d each, less than you were paying some 7 years ago. I would be failing in my duty if I did not warn you that in some 2 years' time it may be necessary for E.M.P.A. to engage a full time professional secretary or at least a part time assistant. It cannot be expected that the work of the secretary can be undertaken in the spare time of a pilot much longer. You must be reminded that all the officers of the E.M.P.A. are unpaid and the total expenses of the secretariat in Antwerp for the last financial year was only £135. It is also being seriously considered by E.M.P.A. that a per capita subscription should be introduced as being a more equitable way of spreading the financial load. Some of the E.M.P.A. members being smaller in numbers than our own association are paying per pilot some five times as much as we are.

We were glad to hear at Kiel from the

Portuguese pilots present at Kiel that they will be applying for membership.

Black List

At the A.G.M. this year, it was proposed by the French Federation that E.M.P.A. should set up a system of Black Lists. This is because of the Pilots increasing concern over the deterioration in manning standards and upkeep; the lack of essential navigational gear and adequate equipment.

The concern is mainly directed at ships under flags of convenience and ships sailing under the flag of countries who a little while ago were unknown as maritime countries. A look at a list of such ships in the process of being built will convince one of the increasing risk resulting from such ships navigating in dangerous congested waters of Western Europe. A major accident can occur which will involve a pilot; a major accident not of the pilot's fault but due to inadequacies of gear or manning. Pilots for a long time have put up with this type of ship and it is hoped that the creation of a Black List by E.M.P.A. may do something to correct this trend or at least draw public notice to it.

The scheme is planned so that as soon as a European pilot station has confirmed exceptional cases relating to defects in pilot ladders, anchors, communication, machinery, steering, manning standards etc, they should be reported to the national pilots' organisation who will notify the E.M.P.A. Secretariat in Antwerp and who in turn will circulate the details to E.M.P.A. member countries in the form of Black Lists. In serious cases where the next port for the ship concerned is also in Europe, telegrams or Telex messages should be sent to warn pilots of that port so that the necessary action can be taken. A list of telephone and telex numbers of pilot stations is to be compiled.

Tankers

On a like theme, the E.M.P.A. A.G.M. agreed that the Technical Sub-Committee should circulate the 1965 E.M.P.A. Tanker Recommendations to obtain suggestions for their amendment to bring them into line with the 1970s and also to add a section relating to V.L.C.C.'s that is tankers of 200,000 tons dw and above. In 1965 the talking point was super-tankers; today it is V.L.C.C.s. Such vessels have not appreciably increased in length but have increased in beam and draft thus approximating more closely to that of a box pushing its way through the water with consequent deterioration in handling ability in conditions of small under keel clearance. At the 1965 the E.M.P.A. A.G.M. in London, the E.M.P.A. Tanker Recommendations were discussed and finalised with the advantage of

having Captain Sdougos of I.M.C.O. present. He was asked what procedure must E.M.P.A. adopt to get the Recommendation discussed by I.M.C.O.

E.M.P.A. was told that the member countries would have to persuade their respective governments to sponsor them to I.M.C.O. Mr. Griffiths managed to persuade the S.O.N.C. of the B.O.T. one year later to discuss the Tanker Recommendations. But they never got to I.M.C.O. nor did any other member country have much success although members of then I.M.C.O. Maritime Safety Committee were well aware of the Recommendations.

The Secretary of the C.O.S.'s Pilotage Committee said at the B.O.T. meeting and I quote from the minutes, '... the Chamber of Shipping were not too happy about the activities of E.M.P.A. Pilots around the world were differently organised and had ample forums in which to discuss these problems outside I.M.C.O. . . . Mark well 'outside I.M.C.O.'.

E.M.P.A. at this point was realising that a European association could not in effect be properly described as truly international as it only represented some 8 European countries. It could not discuss directly with I.M.C.O. matters related to the safety of navigation unless it gained consultative status with that body. To achieve that end, there must first be set up an international association of pilots

Pilot Ladders

In a like manner, E.M.P.A. found it was up against a stone wall when it tried to further the recommendation to amend Regulation 17 of the S.O.L.A.S. Convention regarding pilot ladders.

In 1966, 8 E.M.P.A. pilots attended a meeting of the Netherlands Standards Institute to discuss details of pilot ladder facilities and which eventually led to the International Organization for Standardization producing their Recommendation R.799 which was submitted to I.M.C.O. in 1969. E.M.P.A. members were asked to approach their respective governments to persuade them to sponsor I.S.O. R.799 to I.M.C.O.

In spite of the fact that the B.O.T. had a representative on the technical committee of the British Standards Institute which approved the I.S.O. Recommendation, the B.O.T. claimed that R.799 was too restrictive. Subsequent meetings started on the initiative of Trinity House have persuaded the B.O.T. to change its mind. Helped to a large extent by very wide publicity in the press, journals etc. and by actions of M.P.'s in Parliament, the B.O.T. have come a little way towards amending the British Pilot Ladder Rules.

Collision Regulations

At the moment I.M.C.O. are discussing the

revision of the Collision Regulations, a most important subject to Pilots; thus it is most important that the views of Pilots all over the world should be taken into consideration. Otherwise revision will for the most part cater for deep sea and coastal navigation problems. A case in point recently and noticed by John Edmondson was that this year I.M.C.O. have approved special signals for fishing vessels; the signals have been detailed in a M Notice and allow fishing vessels with trawls, drift nets and purse seines when hauling their nets to exhibit one white light over a red light. One can imagine the possible consequences of a large ship in shallow water and restricted visibility looking for a pilot cutter or launch and seeing a white over red on a fishing vessel. On top of that fishing vessels may under the I.M.C.O. International Code of Signals indicate that they are hauling nets by signalling or sounding G.

International Association, I.M.P.A.

The instances quoted surely provide examples why Pilots should set up an international association. Concern is also being felt by pilots all over the world at the increasing tendency of other interests to assume responsibility for matters which quite properly are the affairs of pilots and which pilots are best qualified to deal with.

E.M.P.A. has aroused a great deal of interest in other countries such as Japan, U.S.A.,

Canada, Australia and South America. It has become evident that there is a general desire for an association which can speak for Pilots internationally; an association that can help Pilots achieve a minimum standard of earnings, pensions, hours of work etc. It is particularly significant that the President of the American Pilots Association, Captain Clothier, took the trouble to attend the E.M.P.A. A.G.M. this year at Kiel where the formation of an international pilots association was to be discussed. Also present were three Pilots from Japan which country has for a long time been anxious to join an international association.

Because the foundation of an international association is no easy task, pilots owe a debt of gratitude to Mr Eden who came to Kiel to put forward his proposals that the Secretariat of I.M.P.A. should be in London and that he would volunteer his services to get the project off the ground. Delegates may be reminded that the Headquarters of I.M.C.O. are in London and therefore the logical choice for an international pilots association. Both Mr. Tate and Mr. Eden have worked hard to draft a constitution in time for Mr. Petersen's visit to the American and Canadian Pilots Associations this autumn. I do not wish to encroach any further on the next item except to say thank you to Miss Blake who has been burning the candle at both ends to extract the names and addresses of pilots organisations all over the world from the various embassies etc. in London. A monumental task in itself.

International Maritime Pilots' Association

Mr. E. Eden dealt with the formation of the International Maritime Pilots' Association and Conference agreed to an executive resolution that the U.K.P.A. should apply for membership.

From the enquiries he had made it seemed that the U.K.P.A. was the largest pilots' organisation in the world.

All the pilots' associations in the 73 countries belonging to the Inter-governmental Maritime Consultative Organisation had been approached and a large number had already joined or shown interest in joining the new body.

'In a year or so we might have about 10,000 pilots in the International Association', said Mr. Eden.

One of the principal objects of I.M.P.A. would be to seek representation on I.M.C.O. The headquarters of I.M.P.A. would be in

London and English would be the official language.

Mr. Eden said he had agreed to act as unpaid Secretary-General to the new association for the first two years. He felt it was in the interests of all pilots to obtain consultative status at I.M.C.O. and the new body would also have an important role to play in the dissemination of technical information and advice.

Mr. D. Kinloch (*Cinque Ports*) said that they should express their deep appreciation of thanks to Mr. Eden for offering his services gratis for two years to the newly-formed I.M.P.A.

Mr. Eden thanked Mr. Kinloch and said 'the U.K.P.A. have done a great deal to set up the international association'.

The Treasurer's Report

Presenting his report as Treasurer Mr. T. Morgan, Vice-President, said the Association's financial position had improved on the previous year.

Last year there had been a deficit of £1,013 compared with a surplus of £718 this year. This was due to the decision to increase the subscription to £10.

Mr. Morgan thanked the auditor Mr. T. Harding, Mr. E. Eden and his secretary Miss Yvonne Blake for their support during the year.



The Treasurer presenting his Report.

Delegates, Officers, Observers and Distinguished Visitors at the 83rd Annual Conference

Barrow	S. Green	<i>River</i>	M. Barwick, J. Beer (Observer), F. Eagle (Observer), D. Hobday, D. I. McMillan, R. H. Sidley, G. W. Waugh.
Belfast	G. F. Hamilton		
Cardiff	C. D. Morgan, W. E. T. H. Smith	<i>Medway</i>	F. G. Ball, J. Grier, T. G. Hannaford.
Clyde		<i>North Channel</i>	K. C. Davis, R. H. Farrands (Observer), A. Nunn, A. Robinson, J. S. Roe, A. Vaughan.
<i>Glasgow</i>	D. W. McCallum, I. M. Macfarlane		
<i>Gourock</i>	J. M. Farmer, J. T. Peattie	Milford Haven	M. A. Haigh, B. R. Woodruff
Falmouth		Port Talbot	E. L. Hare
<i>Sea</i>	W. B. Ross	Preston	E. N. Chambers
Goole	D. F. Tate, A. R. Wild	Shoreham	H. N. Dalton
Grangemouth	R. C. MacMillan	Southampton	M. H. C. Hooper, A. R. Howard, K. E. Powell, O. W. Salisbury, T. V. Stedman (Observer).
Hartlepool	B. G. Spaldin	Sunderland	G. W. Gibbins.
Humber	D. Barrett, R. Carmichael, L. Clark, H. Forrester, J. C. Hall, P. F. J. Hudson, D. Mulholland, C. C. Wilkin.	Tees	D. Buchan, L. Hill (Observer), J. P. Munro, D. Parker (Observer), G. Salter, L. Sidgwick, J. Taylor.
Isle of Wight	R. M. Barton, A. D. Foulkes, W. B. McGuffin, D. Robson	Trustees	C. A. C. Catton, A. A. Holland, F. V. Janes
London		Honorary Vice-Presidents	D. H. Tate, H. J. Wynn
<i>Cinque Ports</i>	J. A. Cresswell, E. Fowler, C. M. Hughes, D. K. H. Kinloch, P. J. D. Russell	Visitor	H. Petersen (Hamburg), President of E.M.P.A.
<i>Channel</i>	A. Baker (Observer), K. Clow, C. Lea, M. Macneil (Observer), D. McLean, M. C. Mitchell, D. J. Newman (Observer), P. A. Roberts		

Conference Resolutions

1. Pilots' Contingency Fund



Mr. W. E. T. H. Smith, proposing his Resolution

Mr. W. E. T. Smith (*Cardiff*) proposed the resolution on behalf of Cardiff pilots: 'That this conference approves the formation of a Pilots' Contingency Fund.

'This Contingency Fund to be a levy of one half per cent of gross pilotage of all U.K. ports, and to be administered by the Department of Trade and Industry or any other body approved by conference.'

Mr. Smith said that when Newport dock was to be closed for four months for repairs, they had been told that no pilots would be required at all. But after it had been closed about a week they were told there would be a small amount of traffic and a few pilots would be needed.

'Newport pilots have earned in the last four months less than £10 a week,' said Mr. Smith. 'The other 75 per cent of Newport pilots were just told: find employment where you can.'

Mr. Smith said that the men had approached the banks with the intention of living on the bare Leitch figure—but the banks had wanted someone to stand collateral for them.

Preston pilots two years before had been in the same position. They could not even draw unemployment pay as pilots were self-employed.

'Newport pilots with 20 years' service as pilots are going back to sea as third mates, said Mr. Smith. 'Although they have been pilots 20 years, deep water is a strange world to them.'

The resolution was seconded by Mr. C. D. Morgan of Cardiff.

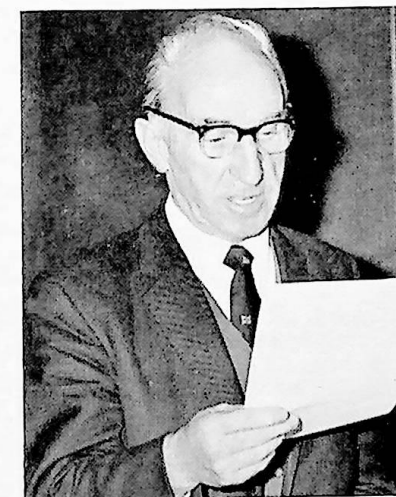
Mr. E. L. Hare (*Port Talbot*) said that this resolution should have been brought up a long time ago.

He said that in Port Talbot the dock strike and the Steel Company of Wales strike had affected the pilots.

Mr. Hare told delegates that the Port Talbot pilots had contacted an insurance company and arranged a scheme whereby for a yearly premium the men were paid a weekly wage in the event of dock closure. For £15 a year they had a weekly wage of £20 for a certain length of time—the policy was through Lloyds.

'I would like to see the U.K.P.A. negotiate a cover scheme with an insurance company to take in this sort of case,' he said. 'A lot of ports in this country can be hit for six by one or two strikes.'

Mr. R. H. Sidley (*London River*) said the second part of the resolution was very untidy.



Mr. E. L. Hare celebrated both his 65th Birthday and his retirement at this Conference. It was also the last occasion on which he would represent Port Talbot.

For London this figure would amount to £17 a year and that would not go very far in a four month strike. But the idea behind the resolution was sound.

Mr. K. C. MacMillan (*Grangemouth*) proposed an amendment 'That conference approves the investigation of the formation of a pilots contingency fund.'

Mr. J. Taylor (*Tees*) said that they were expecting 150,000 ton oil carriers in the Tees shortly. Traffic like this could completely close the channel if anything went wrong.

They were taking out two insurance policies. One for a complete blockage of the river was £425 or £6 a man—this guaranteed 12 months earnings. The other costing about £10 a man covered a complete blockage of the river and stoppage of both oil refineries in the area.

Mr. Taylor said that the half per cent levy over 20 years would produce £600,000—but there would be none of this left if during that time there was a big dock strike at London or Liverpool.

Mr. Taylor suggested that in the event of anything like Preston or Newport happening again there could be a levy of half a per cent per man on pilots in the U.K. to go towards helping the men who were out of work.

Mr. Sidney Green (*Barrow-in-Furness*) said this should come under the re-organisation of the whole pilotage structure and was bound up with the principle of whether or not they should remain self-employed.

Mr. J. Munro (*Tees*) told delegates: 'We hear a lot from the Chamber of Shipping about fringe benefits. This is their responsibility.'

'If they want us to be available for four months after the dock gates close it is their responsibility to provide a fund like this. Otherwise we will all go back to sea'.

Mr. C. A. Rhodes, Senior Vice-President, said that this was an essential part of the remuneration of pilots and it was also bound up with the principle of whether pilots were self-employed or salary earning.

'If a pilot does not receive his proper level of earnings it is not his fault. He is being there at the requirement of the shipping industry', said Mr. Rhodes. 'And it is the shipping industry that should support him'.

Mr. Frank Berry (*Humber*) said that because of the extensive and comprehensive pilotage district of the Humber he could not imagine a situation of total stoppage there. For this reason the Humber and London had a higher degree of financial security than most ports.

He said it must be in the interests of the shipping industry that a team of pilots was



Mr. D. O. McMillan (*London River*) making his maiden speech as the new Member of the Executive Committee.

still available after the stoppages at Preston and Newport. The executive should press a scheme for a fund contributed to by the shipping industry without delay.

Mr. Neville Chambers (*Preston*) said that overnight pilots in Newport and Preston found themselves penniless.

'We found that no-one would insure against industrial dispute', he told delegates.

Mr. Chambers said that as long as the ship owners knew that the pilots would not have control of a contingency fund and the money would not just go into the pilots pockets they could have no objection to its formation. It was after all for their benefit.

'I feel that the money for this fund should come from the ship owner—and I will fight for that,' he said.

Winding up the debate, the proposer Mr. Smith said: 'Make no mistake. When this was put down it was put down for the ship owner to pay not for the pilots'.

Mr. Smith said that the total pilotage costs last year were £8 million and that would produce £40,000. If the fund was running for a few years at this rate it would cover a big port.

The conference voted in favour of the amendment to the resolution, calling for an investigation of the formation of a contingency fund by the executive.

2. Two Pilots on Ships



Mr. D. Barrett (*Hull*) proposing his Motion.

Mr. D. Barrett (*Humber*) proposed the resolution on behalf of Hull District: "That this conference recommends that when vessels of over 40,000 tons D.W. require, or are obliged to take, the services of a licensed pilot, such pilot will be assisted by another licensed pilot of the district".

Mr. Barrett said that conference would be aware of the proposals put forward by Mersey pilots as far back as 1967, 'that very large ships should be required to have on board a second pilot'.

'After ploughing through the masses of correspondence relating to the Mersey proposals I could only come to the conclusion that the then Board of Trade hid behind the shadiest interpretation of section 11(1) of the Pilotage Act to justify their attitude to two pilots on large ships', said Mr. Barrett. 'But more than anything else, the attitude of the persons who have spoken against the proposal, for the Chamber of Shipping, at informal meetings with the Mersey pilots have delayed a simpler further aid to the safe passage of large ships. I am of the opinion that the marine advisers to the oil companies, who sat in at the meetings have not argued their case in a responsible way'.

'They had said that ships officers could carry out radar observations for pilots—but they did not give pilots the required information. On the size of ships' bridges they pointed out that layouts were designed on economic

principles—but not on the vessels chartered by the oil companies'.

'We are saying in effect that the shipowner is placing too much responsibility on the shoulders of one man and that responsibility can be eased by having a second pilot assisting who is sympathetic to the changing situations as a large vessel is on the terminal or prime stage of its voyage', went on Mr. Barrett.

'Ten years ago there were only 16 ships of more than 60,000 tons D.W. At the beginning of 1970 the number was 590 and deliveries this year are expected to break all records'.

He said that on the wording of the resolution it might be found that in individual districts a different tonnage or even draft might be a better standard for saying when two pilots were required.

Mr. H. Forrester (*Humber*) seconded the resolution, saying that two pilots were employed on large ships in a number of European ports and the principle had the support of E.M.P.A.

Mr. Forrester said that the Chamber of Shipping had suggested there might be confusion as to who was in charge if two pilots were on board. But domestic working arrangements would leave no doubt as to who was the pilot and who the assistant pilot on a ship. No confusion could arise.

Mr. Antony Howard (*Southampton*) said that 40,000 tons was a pretty arbitrary figure. In Southampton it was a pretty small figure—and in Milford Haven it was a mere coaster.

Different standards should be laid down for different ports, he added.

Mr. C. M. Hughes (*London, Cinque Ports*) suggested that the figure of 40,000 tons should be replaced with 'a certain tonnage to be negotiated by individual pilot stations'.

Mr. D. I. McMillan (*London River*) said that some ships employed an unqualified man to assist the pilot; 'commonly known as the monkey on our back'.

This man was paid good money to be on the ship. But they were unnecessary and did not know what the pilot's requirements were.

Mr. T. G. Hannaford (*Medway*) said: 'I would like it clearly laid down that not only must there be a second pilot on board; but the second pilot must be paid'.

Mr. K. E. Powell (*Southampton*) said that when Esso had introduced the large tankers two years ago their marine manager had said they were quite willing to pay for a second pilot as well.

'We discussed it and said we would try to see how it worked out only using one pilot on piloting these big tankers—but we still have the offer of the Esso Petroleum Company,' he said.

Mr. A. E. Nunn (*North Channel*) said that this was long overdue and large tankers needed two men on board.

'We operate a system of putting two pilots on board tankers of 50,000 tons or over,' he said. 'This is to ensure continuity of pilots on board these ships so no-one works from scratch'.

Mr. J. Peattie (*Gourock*) said that the size of ships requiring two pilots must be a local matter. They used two men in some situations in the river and in the Gare Loch but with their largest tankers of 220,000 d.w. they used one man.

Mr. Noel Dalton (*Shoreham*) told delegates: 'With these huge tankers with petroleum aboard we have a potential bomb here.'

'With 40,000 tons of petroleum, going round to ask one man to look after it is absolutely

3. Compulsory Pilotage

Mr. McMillan (*London River*) proposed the resolution, seconded by Mr. Ross (*Falmouth*): 'That the future policy of the U.K.P.A. will be to press for compulsory pilotage in every port in the United Kingdom for every vessel of more



Mr. W. B. Ross (*Falmouth*) seconding the Motion

ridiculous. Who is going to look after his rear? Has the pilot got to run around from one end to the other himself?'

Mr. Kenneth Clow (*London Channel*) said that this came under the heading of bye-laws and had to be negotiated at local level and not with the ship owners.

If the ship owners had any objections they would have to put them to the local authority. But if the bye-law was passed they would then have to abide by it.

Mr. B. R. Woodruff (*Milford Haven*) said that 18 months ago the pilots on his station had decided that two pilots were needed on vessels over 120,000 tons. But it was completely turned down by the Special Commissioners for Milford Haven.

'The ship owner is in favour of two pilots from a safety point of view but he wants the second pilot free', said Mr. Woodruff. 'He is only opposed on the grounds of cost'.

Mr. Sidley (*London River*) proposed an amendment after: 'vessels of over 40,000 tons D.W.' add 'or such figure negotiated with the Pilotage Authority by the U.K.P.A. in consultation with the particular District'.

This amendment was carried by the conference.

than 250 gross registered tons, or more than two metres in draft. The primary concern should be the adoption of compulsory pilotage and to ensure that all vessels contribute to the pilotage services'.

Ships were now larger, faster and deeper than ever before yet most ports, harbour entrances and depths of water had not changed in 50 years. The pilots' skill had grown with the size of the ships and because of these factors pilotage should and must be compulsory.

And this was not in the interest of a closed shop but in the interest of safety. 'Safety is the most expensive word in the shipping industry's vocabulary' said Mr. McMillan. Freight rates were adjusted to absorb the costs of pilotage and other essential safety services 'but unscrupulous shipowners are legally entitled to dispense with normal aids to safety in order to gain additional profits', he added.

Mr. Ross, seconding the resolution said that when the U.K.P.A. was formed in 1884 one of its principal objectives was to get compulsory pilotage. It had been trying to get it ever since yet the problem was still with us.



R. H. Sidley (*London River*) speaking on the Motion.

Mr. N. Dalton (*Shoreham*) said that on his station they had 1,500 ton tankers coming into harbour without a licensed pilot and therefore not getting the assistance they needed. Masters of such vessels had to glean what information they could about local conditions from dock hands and the like.

The Shoreham harbour authority had been pressed to ensure that pilots were provided for these tankers but they could not agree that it was necessary. They must also tighten up on the issue of pilotage certificates. While certificates were issued to any ship it made a mockery of attempts to get compulsory pilotage.

Mr. Howard (*Southampton*) agreed with Mr. Dalton. While they could earn extra money for it, Merchant Navy officers were naturally going to agree to apply for pilotage certificates. Until the issue of certificates was much more limited the abuses would continue.

Election Results

President: Mr. James Callaghan, M.P.

Senior Vice-President: Mr. C. A. Rhodes.

Junior Vice-President: Mr. T. Morgan.

Trustees: Messrs. C. Catton, A. A. Holland and F. Janes.

Treasurer: Mr. T. Morgan.

Executive Committee: Mr. J. A. Edmondson, *Cinque Ports*, Mr. P. A. Levack, *London Channel*, and Mr. D. I. McMillan, *London River*.

Mr. Rhodes paid tribute to the work of Mr. Balmain who was retiring after many years service. He also praised the work of Mr. E. Eden and his secretary, Miss Yvonne Blake.

Mr. R. D. Balmain in reply said he had been the longest serving member of the executive and felt the time had come for some new blood.

Mr. R. H. Sidley (*London River*) said the fault lay with the Department of Trade and Industry. They had recently issued a certificate to the master of a 8,500 ton vessel using London River in spite of strong protests from the pilots and Trinity House.

Mr. Sidgwick (*Tees*) said that his own port was fighting to attract more shipping and so was unlikely to support any move to make pilotage compulsory, in spite of the dangerous loads carried by many vessels using the river.

Tees pilots would welcome any action the U.K.P.A. took which would improve the situation on the Tees.

Mr. C. Lea (*London Channel*) said that if all vessels paid pilotage dues the general rate would go down.

Mr. Rhodes said that the Department of Trade and Industry insisted that it was anxious to do all it could to improve the safety of shipping and the economics of the pilotage service. They had said that if a case could be made out to their satisfaction they would support compulsory pilotage.

Mr. Kenneth Clow (*London Channel*) said they should let the public know about the risks being run by approaching elected representatives of local authorities.

Mr. R. D. Balmain (*London River*) said continental ports did not issue pilotage certificates 'like packets of tea' the way our own authority did.

The resolution was put and carried by the Conference.



Mr. R. D. Balmain, *London River*, who, at his own wish, retired from the Executive Committee which he long served with excellence and distinction.

North Sea Pilots

Mr. Eden said that there had been applications from time to time from North Sea pilots seeking to join the Association. In the past they had always been told that the Association was only open to pilots licensed for particular pilotage districts with pilotage authorities.

But the executive committee felt that some guidance should be sought from the conference as to whether the Association should be open to these men.

Mr. Rhodes said that if new pilotage districts were set up or present district extended there would have to be pilots to cover these areas.

One view was that if these pilots existed then the Association should incorporate them so that they could control them.

Mr. D. J. Newman (*Gravesend*) said that anybody taken into the Association should have some proper qualifications.

He understood that these pilots were licensed by various pilotage authorities, but they had nothing to do with the area of the particular authority licensing them.

Mr. A. E. Nunn (*North Channel*) said that it may seem attractive to the Association in view of extra revenue involved but it could lead to a conflict of interests within the Association. All present pilots represented various stations but what interest would these men

represent.

On the question of qualifications, he said that in some areas the only qualification required for pilotage was the normal masters certificate.

Mr. K. Clow (*Gravesend*) said that if the Association wanted to be the organisation for all licensed U.K. pilots then they should let these men join.

Mr. F. Berry (*Humber*) said that if it was felt necessary to extend the limits of pilotage areas it should be the existing pilots in the areas who should handle the ships.

Mr. Berry said that it has been found necessary to extend the pilotage district of Humber and it came into effect this month. The limit of the Humber now extended 12 miles from the British coast.

They had a Mono buoy off the coast there and very soon millions of tons of crude oil would be pouring in through it from ships. These buoys would be appearing all around the coast and requests would have to be put forward to extend pilotage districts to take in these buoys.

It should be the pilots in these districts who took the ships up to these buoys—not the outside pilots. If these pilots were allowed to join the Association there would be a division of interests.

The conference voted that North Sea pilots should not be allowed to join the Association.

Company of Master Mariners; the Director General of the National Ports Council; representatives from the Dock and Harbour Authorities' Association and representatives from the Marine Branch of the Transport and General Workers' Union.

Also present were the President of the European Maritime Pilots' Association, the Secretary-General of the Inter-Governmental Maritime Consultative Organisation, representatives of the International Maritime Pilots' Association and the Commander Coast Guard Activities, Europe of the United States Coast Guards.

Reception by Trinity House

On the evening, of Tuesday, 24th November, the Deputy Master and Elder Brethren of Trinity House were hosts to the members of the Executive Committee of the UKPA at a most enjoyable cocktail party at Trinity House.

Conference Reception

The UKPA Reception was held in the Livery Hall at Guildhall on the evening of Wednesday, 25th November.

The guests were received by the President, The Rt. Hon. James Callaghan, P.C., M.P., and by the Senior Vice-President, Mr. C. A. Rhodes and Mrs. Rhodes.

Among those who accepted invitations to attend were Members of Parliament; representatives from the Department of Trade and Industry and other Government Departments; the Director of the Chamber of Shipping, the Chairman of the Pilotage Committee and other members of the Chamber; the Deputy Master of Trinity House, together with the Wardens, members of the London Pilotage Committee and the Pilotage Committee, also the Secretary of Trinity House and members of his Department; the Master, Wardens and Members of the Court of Assistants of the Honourable

The Pilots' National Pension Fund

Decision to set up the Fund

Bye-Laws and Rules accepted

Mr. Eden opened by saying that the target date for the operation of the Fund was 1 January, 1971. The C.O.S. had agreed that Trinity House should raise dues with effect from that date to finance the scheme.

Mr. C. A. Poyser, *the Actuary to the P.N.P.F.* said that alterations to the scheme required by the Inland Revenue did not affect the explanatory booklet already issued on the scheme. One of the points raised by the Inland Revenue was that £3,000 a year or two-thirds of final salary, whichever was the smaller, was the limit for pensions. This limit, of course, was subject to alteration in the future.

Mr. L. Sidgwick (*Tees*) said that under their own fund they had better benefits at 60 than the national fund provided. The Tees pilots would be happy to join the national fund if this point could be resolved. Could the Tees pilots buy credits in the national fund to cover themselves?

Mr. Poyser said that at the moment Tees pilots could retire at 60 only on health grounds. The Inland Revenue had ruled at the moment that the 15 per cent contribution was a maximum figure which meant that they would not allow extra payments for the buying of credits.

Mr. D. I. Kinloch (*Cinque Ports*) said he assumed that the next of kin of a pilot who died on 2 January, 1971 would presumably not benefit under the national scheme if the bye-laws were not confirmed, although available, until after that date.

Mr. Poyser said it was hoped that the bye-laws would be accepted and confirmed on 1 February,

1971 and that they should be back-dated to 1 January. Anyone dying on 2 January would thus benefit.

The President said he felt a conflict arose on this point. Normally bye-laws became effective only when they were put into operation. 'I would be dubious about anyone dying on 1 January and getting benefit from that date in the present circumstances', he said.

Mr. Kinloch said he wanted it to be reaffirmed that an object of the National Pension Fund would be to protect pensioners against the effects of inflation. 'This should be the first liability on the fund', he said.

He also wanted to know if pilots who were members of private pension schemes would be able to continue to draw tax relief on their private contributions when the national scheme came into being.

Mr. Poyser said there had certainly been an expression of intent that surpluses in the fund should go to help pensioners affected by rises in the cost of living.

However, the first purpose of the Fund must always be to meet the benefits promised and the benefits were based on a pilots' earnings in his last ten years of service.

'But if earnings go up very much the fund will not be able to provide the benefits set down in the rules', he added. 'There is a limit beyond which this fund cannot go. If active pilots get their benefits automatically jacked up with earnings and they grab all the surplus money in the fund there will be nothing left for the pensioners. It is a matter of dividing the cake'.

It was important for pilots to keep this in mind.

Answering Mr. Kinloch's second point, Mr. Poyser said he was somewhat surprised to hear that some pilots were obtaining relief from the Inland Revenue for private pension schemes. 'If you have got away with it in the past I hope you will get away with it in the future but there is no certainty at all', he said.

Mr. D. H. Tate (*Hon. Vice-President*) said that it had been stated that the 15 per cent contribution was designed to cope with an annual inflation rate of 2½ per cent. Yet we were already exceeding an inflation rate of 5 per cent. Did this mean that part of the margin for inflation contained within the 15 per cent had already been eroded?

It appeared that the Fund was already coming very close to a position where the contribution could not support the scheme. If this occurred would additional relief be given by the Inland Revenue?

Mr. Poyser said that in the eyes of the Inland Revenue, pilots were self-employed people and yet they had stretched a point in allowing pilots to have a pension scheme more applicable to employed persons.

In the case of schemes for employed persons short falls might be made up by the employers but there were no employers as far as pilots were concerned. The pilots might or might not succeed in getting the Chamber of Shipping to find more money for the fund to combat inflation but whether the Revenue would allow any such money to be pumped into the scheme he could not say.

Dealing with the current health of the fund Mr. Poyser said that they were starting on an even keel. The inflation which had occurred so far would not affect the credits earned by the pilots at the time they entered the scheme. However, there would be an effect on benefits if inflation continued at the present rate.

Mr. Stanley Green (*Barrow-in-Furness*) asked if they could have an assurance that pilots approaching 65 years of age would not be worse off under the national scheme than they would have been under the old Trinity House scheme.

It was impossible to give this assurance because the benefits under the national scheme were quite different said Mr. Poyser. For younger pilots the benefits they would accrue would be much higher than they would have been under existing schemes. Those nearing retirement age should be marginally better off but he could not give an assurance on that.

Mr. Douglas Buchan (*Tees*) said he thought it was unfair that they were not allowed to put in more than 15 per cent as a contribution. 'I would like to reject the scheme as it stands

now', he said. 'We should be able to stretch this a little further than 15 per cent'.

The President asked if Mr. Buchan was proposing a resolution to that effect and Mr. Buchan said he was.

There was no seconder and the resolution fell.

Mr. G. A. Coates (*Tees*) said that they sometimes had recruits who had been members of company pension funds. One of his colleagues in this position had been required to withdraw his contributions from such a scheme and now wanted to pay a lump sum into the national pension fund in order to obtain credits. Would this be possible?

Mr. Poyser said he did not think the Inland Revenue would object to such a payment. It might even be possible for people with credits in other pension funds to transfer both their own and their previous employer's contributions.

Mr. T. Steadman (*Southampton*) moved that the U.K.P.A. formally adopted the National Pension Fund.

Mr. H. Forrester (*Humber*) said that the Humber pilots' difficulty was that they had not yet heard from their actuary about the existing value of the Humber fund.

Mr. Tate said a vote taken at the conference should not be binding on any stations which had doubts about the national pension fund.

The President said he was advised that it was desirable for the conference to have such a resolution but it was up to delegates.

Mr. Howard (*Southampton*) commented: 'This debate has been going on for about six years. I agree with the proposer, we should accept the scheme as it is now. It must be to our advantage for the shipowners to start paying more money into the pension scheme. We can rely on the Management Board to make sure that all the problems are looked after in the future'.

Conference carried overwhelmingly a resolution "that the U.K.P.A. was of opinion that a national pension fund should be set up and that the conditions set out in the Bye-laws and Rules should be accepted, subject to the Association's right to re-open any issue for discussion at a later date".

The President paid tribute to those who had devoted so many hours of painstaking work to the scheme.

Mr. Rhodes thanked Mr. Poyser for his help in advising the Association at every stage.

The General Meeting in Birmingham

Tuesday, 26 January, 1971, was a unique and historic occasion in the history of pilotage. On that day for the first time ever, pilots gathered in the Town Hall in Birmingham for a General Meeting. They came from the farthest points of the United Kingdom—from Cornwall, from Scotland and from Northern Ireland, by train, coach, plane and in private cars—1,350 out of a total of 1,707 pilots in the United Kingdom.

The reason for the meeting was to discuss pilot's claims for increased earnings which had been the subject of negotiation with the Chamber of Shipping for over a year. The Chamber's response to the pilots' claims was to offer a 5% increase to "wipe out across the board" all pilots' claims prior to 1st October, 1970, which offer had been conveyed to pilots and a referendum held to ascertain whether such an offer would be acceptable. The answer was a clear and decisive "No", and this answer had been conveyed to the Chamber. The Chamber of Shipping found themselves unable to increase their offer, but suggested arbitration. It was therefore decided to call a General Meeting of all pilots so that their opinion could be sought at first hand on the question of arbitration, or any other alternative solutions they could suggest to end the impasse.

Accordingly, a General Meeting was called for Tuesday, 26th January, to be held at the Town Hall in Birmingham, which was considered to be the most convenient and central venue. On 14th January notice of the meeting (as set out in the attached Press Statement) was sent to the Chamber of Shipping, all Pilotage Authorities and the Press. This enabled ship-owners to advance or retard times of arrivals and sailings and ensured that as little disruption as possible was caused to shipping. In the best traditions of the service, local arrangements were made by the pilots in most Districts for a few volunteers to stay behind so that a pilot

would be on call for any emergency.

The meeting commenced at 2.0 p.m. under the Chairmanship of Mr. Colin Rhodes, A résumé of events leading up to the meeting was given by Mr. Harry Frith; the reasons for refusing the offer of 5% were enumerated by Mr. John Edmondson, and the reasons why the Executive were not in favour of arbitration were explained by Mr. Gerald Coates. The Chairman then put forward for the consideration of the meeting the following proposed resolution which the Executive felt was going some way to meet the Chamber of Shipping and which might provide a possible basis for further negotiations:—

That the pilots will be prepared to accept a 5% increase in their earnings back dated to 1st October, 1970, PROVIDED THAT the Chamber of Shipping agrees to re-open immediate negotiations for the purpose of re-establishing the level of pilots' earnings which compared favourably with the standards of the Merchant Service in 1957.

Questions were then invited from the floor, and many helpful and constructive suggestions and queries were put forward, after which the Chairman put to the vote the following:—

Are pilots prepared to accept the 5 per cent "across the board" offer put forward by the Chamber of Shipping?

The answer was a resounding "No".

Are pilots prepared to go to arbitration? Again the answer was unmistakably in the negative.

Then the Chairman asked

Are the pilots willing to adopt the resolution set out above?

By an overwhelming majority the answer to this third proposition was "Yes", and the resolution was accordingly adopted.

It was then decided to adjourn the meeting pending a reply from the Chamber of Shipping.

The result of the meeting was conveyed to the Chamber of Shipping on Wednesday morning, 27th January. Following negotiations over a period of some months, agreement was reached on certain increases and these were outlined in circular letters to all members.

The Executive would like to place on record their sincere thanks to all Local Secretaries who devoted an immense amount of time and energy to organising local meetings and making arrangements for travel, meals, etc. for their members; to the few pilots who, in the interests of the service as a whole, volunteered to stay behind at their Stations in case of emergency, and to each and every pilot who made the journey to Birmingham and who, by his presence, showed that he had the best interests of his fellow pilots and of the profession at heart.

This announcement was sent to the U.K. Press twelve days prior to the meeting of U.K. Pilots on 26 January, 1971 at Birmingham:

1. *Reason for Holding one General Meeting*

The main reason for holding one general meeting for all U.K. pilots instead of a number of regional meetings is to avoid the possibility of pilots reaching different decisions at regional meetings, and thus nullify the sole purpose of the meeting to arrive at a final decision.

2. *Why a half-day meeting?*

As professional and responsible persons, pilots do not look kindly upon any form of disruption of (to quote Sir Winston Churchill when President of the Board of Trade in a statement made on 13th November, 1909) "a dangerous craft and profession" which has been praised by successive governments.

The meeting, which has a genuine purpose in reaching a final decision on the Chamber of Shipping's offer, has therefore been kept, in the first instance, to the minimum time in which it is reasonable to expect a decision to be taken.

It also has regard to the legal requirements of Section 48(g) of the Pilotage Act 1913, which does not enable a pilot to

strike or take industrial action. The only exception is when a pilot is prevented from piloting because of illness or other reasonable cause; for example, attending a meeting to discuss and consider vital issues affecting such matters as the status, terms and conditions, pilots' earnings, and other important matters.

3. *Why Birmingham?*

As you will appreciate, to hold one meeting necessitates a convenient venue giving all pilots an equal opportunity to attend without some of them having to travel very long distances. Birmingham is about equal distance to most Districts and, in addition, is served by fast train services from many cities.

4. *Why a meeting at all?*

Negotiations with the Chamber of Shipping were started over a year ago. By deputation and by written representations, the Pilots' Organisations illustrated how pilots' earnings have become out of touch with present conditions. Statistics were presented to the Chamber of Shipping in respect of arrears arising from the application of NMB Awards. We referred again to the national survey which we undertook in 1967, and to later evidence in respect of that part of pilots' work undertaken outside of what is now regarded as "normal" working hours—those hours which occur during the night time, at weekends and during statutory holiday periods. We stressed that the movement of shipping involves pilots no less than crew members in irregular hours of work, and yet compensation for such irregularity of working time applies to all concerned with the exception of pilots.

The Chamber's attention has also been drawn to the fact that for some years now pilots have been handling larger ships requiring greater skill and experience, without any compensation for the type of increased responsibility in confined waters. Furthermore, we stressed that the present arrangements made no provision whatsoever for improved productivity, and since there is positive evidence of such increased productivity in many districts, pilots' efforts over many years have remained unrewarded.

Representations were made to the Chamber regarding their attitude to the losses in pilots' earnings directly attributable to the Merchant Shipping (Tonnage) Regulations, 1967, which is that no objection would be raised to a

general increase in pilotage rates to compensate pilots for a loss if the proper number of pilots were earning less than the Letch mean figure. To accept the "10% toleration" principle and yet deny the pilots the right to recoup their losses "within that 10% toleration" is extremely harsh by any standard.

It was also pointed out to the Chamber that pilots have suffered considerable losses in earnings through delays in implementation of agreed increases. Such unwarranted delay must surely be unique in either the industrial or professional field. When an Award to increase earnings is made in any other sphere of work it is unquestionably back-dated to the date when the award becomes effective—not so for pilots who, so far, have had to bear a sizeable loss of income equal to at least two years' accumulated deficiencies since the Letch Agreement was signed in 1957.

After much deliberation the Chamber agreed that there is some substance in some of the special claims submitted, and that work in the pilotage service has steadily become more exacting. In recognition of this, the Chamber offered a special adjustment of 5% in the earnings of pilots, and having regard to the delay in implementing all previous awards since 1957 the Chamber on this first occasion agreed to back-date the offer to 1st October, 1970 in full settlement of all pilots' claims prior to that date. In practical terms, this means that pilots are being asked—in return for this small increase—not only to forgo all their legitimate claims and accumulated NMB deficiencies, including those which the Chamber accept as having some substance, but also to resign themselves to accepting the present level of earnings, which have been seriously eroded since 1967 when

pilots' earnings compared with those of Masters of Ships.

It is not surprising that, in view of the size of the special adjustment and the severe conditions attached, the Executive Committees found themselves unable to recommend pilots to accept the 5% special adjustment which would "wipe out across the board" in one clean sweep, all pilots' claims without materially improving the present level of earnings of pilots.

The Chamber of Shipping was therefore asked to reconsider making a much improved special adjustment to pilots' earnings which bears some true relation to the pilots' claims, and which is "fair" by reference to the restrictive conditions attached to the offer.

The Chamber, however, repeated their qualified offer of 5%, and in the last resort suggested arbitration.

5. *Why should it be necessary for all pilots to attend the meeting?*

The fact that the meeting has been kept to half a day is to enable all pilots to attend and take part in what is, after all, a vital decision on a matter affecting their status and that of the profession as a whole. To quote Mr. Lloyd George, then President of the Board of Trade, in a debate in the House of Commons on 1st August, 1907 "the pilotage service was a very dangerous service, and very often led to loss of life. It was therefore a service which should be very adequately and fully remunerated."

6. *Object of the meeting*

The object of the meeting is to discuss and consider the terms and conditions of the adjustments to pilots' earnings that have been the subject of negotiation over a period of more than a year, and, finally, to consider the Chamber's offer or other alternatives.

A Visit to the Ship Division of the National Physical Laboratory

by W. L. D. Bayley

Pilots often feel that the only people who understand their problems are other pilots. In many ways, this is true and also, to some extent, it is the fault of the pilots themselves. We are a very conservative body of men, accustomed to keeping our own counsel and getting on with the job in the best way we can. We have virtually been content to let the technological revolution pass us by.

In the past, no harm was done by this. A new class of ship was very like its ancestors because ship-owners were almost as conservative as pilots. Then came the VLCC explosion.

In one leap, the size of tankers increased from around 100,000 tons deadweight to a quarter of a million tons. The explosion is even more staggering when seen against the background of the past decade. When I left Esso in 1959 to become an Isle of Wight pilot, their largest tanker was one of 36,000 tons deadweight.

New problems—or are they just old problems intensified?—have had to be solved without gradually-obtained experience. Stopping the oilbergs, steering them with minimal headway,

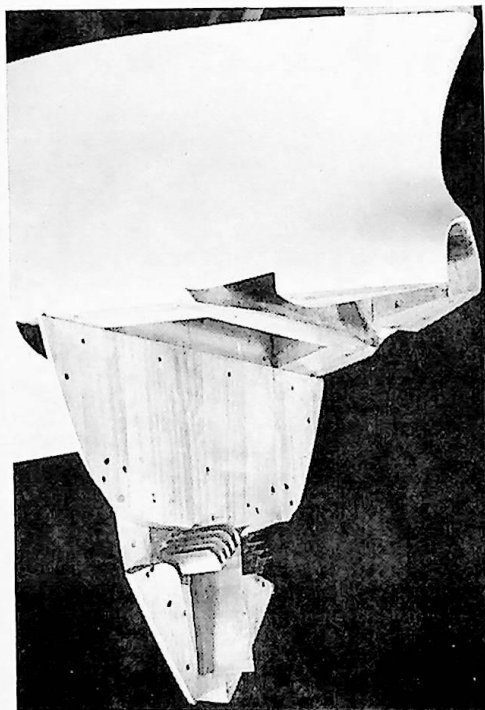
judging speed of approach and adjusting one's perspective to the sheer size of these monsters has required a major re-think by the pilots who have had to handle them. The awful environmental and economic consequences of pilot-failure do not bear contemplation. And yet, apart from practically useless handling information gained in deep water trials, there is nothing and no-one to help the pilot. Instant experience!

Or so I thought until I saw a programme in B.B.C.-TV's excellent series, "Tomorrow's World", which featured a revolutionary rudder design, developed at the National Physical Laboratory specifically for large bulk carriers. Someone at the Ship Division at Feltham was working on one of our problems. Had they any thoughts on some of the others? Bottom clearance, for example, or stopping a mammoth tanker.

I wrote to Ship Division, detailing my



The Revolutionary Rudder



Tanker slowing down device

queries specifically with regard to my own District, but queries which are of general interest to pilots everywhere. The whole operation of bringing a VLCC from the Nab to Fawley was described fully with reference to the Admiralty Chart of the area. Bottom clearance interested me particularly. When I was Hon. Secretary of the Inward Service, we agreed with the ship-owner a clearance of 5 feet for the Thorn Channel, which accorded well with the EMPA recommendation of 10% of the draft. This was gradually whittled down to 4½ feet. O.K., so it's only six inches less—but the last inch is the important one. It may also be coincidence or just my nasty, suspicious mind; an allowance of 4½ feet *just* ensures that ships will never be neaped in Cowes Roads!

My letter brought an answer from Mr J. A. H. Paffett, who wrote that he was most interested in our problems. He had not previously appreciated the difficulties involved in bringing giant tankers up to Fawley. Would I care to visit the Ship Division to see what was being done, and also to feed back some practical information on what was needed? As these questions affected more than just the Isle of Wight District, I contacted Dick Farrands, and we both went along to Feltham.

There we met Mr Paffett, Dr English and Mr Steele, who were all working on projects of interest to pilots. After a preliminary discussion, we were shown round the laboratories.

In the large manoeuvring tank, a model of an oil tanker was being put through its paces by radio control. The rudder I had seen on "Tomorrow's World" was under test. Very briefly, a rudder of conventional size was modified by the addition of a rotating vertical cylinder in place of the leading edge. The cylinder could be rotated independently in either direction. In the 1920s, experiments had been carried out using the cylinder only, with quite good results. Adding it to a conventional rudder was a new idea. We watched the ship-model being turned in the middle of the tank. With the rudder hard over, the cylinder revolving and the engines going ahead to provide plenty of moving water at the rudder, the ship virtually pivoted on her bow without gaining headway. She was put alongside the edge of the tank, "port side to the quay". From there, she was turned round completely and put starboard side to, the bow remaining in the same position relative to the length of the quay. The scientists thought that a motor of the same power as the normal steering engine would be sufficient to drive the cylinder. The problems now were to arrange a practical method of switching the cylinder on or off as required. Coupling it with rudder angle was not safe, as the phenomenal additional turning power would catch everyone on the bridge by

surprise. Independent control seemed to be the answer. The other problem was getting a ship-owner sufficiently interested to try out a full-scale prototype. The ship-owner is very reluctant to admit that his new generation of ships poses any additional problems in pilotage waters.

Another rudder modification to assist turning was demonstrated in a water tunnel. Here, water under pressure was forced from inside the rudder through slots in the trailing edge, again appreciably increasing rudder effect.

Stopping giant tankers quickly is not a new problem. Drogue parachutes have been suggested, but they require men to stream them and men to haul them inboard afterwards. Manpower is one thing a modern tanker lacks. At Feltham we were shown a wax model tanker with an aperture right forward, under water. This led over baffles to an outlet on either bow, just forward of the collision bulkhead, so no cargo space was lost. A 25% reduction in stopping time was claimed for this device, which could be closed by a valve when not required. By opening one bow outlet only, a bow-thrust effect was obtained. Unfortunately for pilots, this particular device lost efficiency rapidly as headway came off the ship.

We were surprised to learn that practically nothing is known with certainty about "squat" and other shallow water effects. The Dutch have done some work on the problem, but it is not possible to calculate mathematically the behaviour and draft of a ship under way in shoal water. Mr Paffett hazarded the opinion that the clearances in use today—even the EMPA 10%—were far from adequate, bearing in mind the pollution problem.

Then came every boy's dream; a ride on the towing carriage of the big test tank. A catamaran hull was under test, the wavemaker was set in operation, and off we went down the 1300-ft long tank. Although the carriage can travel at speeds of up to 50 ft/sec, it takes time to build up that speed, and only 7 seconds of actual time is available for measurements. Then brakes have to be applied—if all else fails, an aircraft carrier arrestor wire comes into operation at the end of the run!

Returning to Mr Paffett's office, we discussed what we had seen. Scientists need to know the practical problems before they can tackle them, and I think that something useful was achieved by our visit as individuals. As an Association, we have unrivalled facilities for feeding back information to the scientists who are doing their best to help us. Certainly, we are not operating in vacuum.

A final thought for pilots—a model of a 1,000,000-ton deadweight tanker was floating in the "dock", waiting to be tested. More "instant experience" for us?

Supertanker Trends

David Colver

Necessity mothered not only the invention but the acceptance of supertankers. A couple of decades ago a 200,000 dwt tanker was looked upon as a less than realistic flight of fancy yet now, with many in regular service, even larger sizes such as a million tons are seriously discussed amongst owners and builders. Undoubtedly, the Suez crisis of 1956 triggered off a rebalancing of technological and economic considerations, thus creating circumstances in which owners were prepared to invest money in putting to the proof paper theories which might become workable.

The outcome of an adventurous extension of naval architecture coupled with unconventional techniques of building is that supertankers for the long-haul crude oil traffic have come to stay, even if the Suez Canal is reopened.

The irony of the Suez Canal economy is that even if the canal is widened and deepened to take 200,000 dwt shipping it will no longer attract that part of the oil traffic which is already concentrating on 500,000 dwt and larger vessels. Even if a pipeline is laid parallel to the canal it will only partially alleviate the situation. Ignoring for the moment any aspects of its vulnerability, the freightage must include the costs of unloading, temporary storage and loading as well as dues chargeable for berthing and use of the line, before a cargo can be transferred from a tanker in the Gulf of Suez to one in a Mediterranean port. For much of the mediterranean destined traffic the prospects are attractive but a further transshipment by pipeline to northern Europe has to stand comparison with an unbroken journey from, say, the Persian Gulf to Rotterdam by supertankers of progressively greater displacement.

One might well ask why, assuming the Suez Canal could at this very moment take a 200,000 tonner, should any owner continue to place orders for larger tankers which would

have to take the long sea route round the Cape? Many factors have a bearing on the economic balance but fuel costs and propulsive power are less significant than the scarcity of good crews. The crew on a supertanker, built to modern standards, may be less than the crew required on an elderly 20, or 50,000 dwt tanker. Lower handling costs for cargo transfer, less dependence on political restrictions in routeing and similar logistic factors weigh heavily in the favour of operating even larger supertankers on bulk crude oil traffic. Already, the size of the main boilers in one of these turbine driven vessels is determined not by the needs of propulsion but by the demands of the pumping machinery necessary for the discharge of her cargo in a reasonable turnaround time.

Faced with this evident trend, murmurs of alarm arise in the general public at home on the prospect of accidentally spilling such a huge cargo near our shores; and, for a different reason, amongst pilots who may regard such large scale changes as leading to fewer ships and proportionately less need for their services.

The alarm of the public is related to the extent of the information put before them. One murder may reach the news headlines but ten thousand good deeds on the same day will remain unreported. Tragic accidents to shipping are, alas, hardly infrequent: whilst mishaps to small tankers may be regarded as of little news-value in the newspaper world, anything affecting a supertanker is bound to get full-powered coverage. Yet, by virtue of the skill, training and responsibility of the selected crew of a large vessel, as well as perhaps by a natural respect in others for her awesome size, it can be claimed actuarially that larger vessels, including supertankers, experience a lower incidence of collisions and consequences of faulty navigation than do smaller vessels.

Moreover, it does not follow that a seriously

damaged supertanker will spill all of its cargo. Having learned from the utter foolhardiness of bombing on the Torrey Canyon, present recovery techniques are capable of reducing to small and manageable proportions the actual loss of oil to the sea.

Size is not the only change affecting the trend of tanker design. Some glimpse of what the future may hold can be deduced from the work the Scandinavians and the Japanese are pursuing in navigation and overall ship management. Recently published information shows that they are building more than one ship equipped with computing facilities for full-voyage navigation, anti-collision radar control as well as full control of the boilers and machinery. Although in UK an attitude of "wait and see" thinly disguises a total lack of competency in control engineering in any non-military yard, the concept of "unmanned machinery space" is gaining some momentum here.

Under this "UMS Notation", as described by Lloyds, engine room watchkeeping will become a relic of the past. Attendance on the power generation and propulsion machinery, and first line maintenance, will be carried out in daytime or at times to suit the operating requirements of the ship and its crew as a whole. Fully automatic control of the machinery as well as detailed alarm monitoring have been in regular service for some years. It is equally true that some automatic controls are in service but are permanently unserviceable. What one ship can achieve another should also be able to unless training of the crew and competence in shore maintenance are inadequate.

"Hands off" in the engine room is already a working proposition, although standby is usually adopted during manoeuvring. "Hands off" in navigation is also possible if radar can be relied upon to supplant the human eye to avoid collision. Automatic course holding by compass, radio navigator, inertial guidance and

astro-navigation are all well tried and fully engineered achievements. It needs only a small sized crystal ball and a little imagination to postulate the future methods of the bulk oil traffic, subject to progressive acceptance of the ideas by Lloyds and other interested maritime authorities.

This crystal ball picture is far from obscure. It clearly portrays tankers of 500,000 dwt and upwards leaving a middle eastern loading berth with a small crew and, where appropriate, a pilot. On reaching open sea and headed on her course, the ship is put on full auto-control with a complete course programme set in the computer. The entire crew then leaves by helicopter to pick up an incoming ship or to return to their middle eastern base.

The unmanned tanker will proceed round the Cape, through the Bay of Biscay until, just off Brest, a pilot and skeleton crew will join her by helicopter and take her to Milford Haven, or through the Channel to Rotterdam, or wherever else the orders require.

Fanciful, you may say! It is certainly achievable using available techniques and equipment. It is foreseeably no less safe to herself or to other shipping than a conventionally manned tanker. It may well be cheaper to operate in the unmanned condition except at the ends of each voyage and the living pattern for crews would be significantly improved. In European territorial waters and their approaches, the services of pilots could well be in greater demand than hitherto, and with scope for greater responsibility. One might stretch the imagination a little further and suggest that, apart from emergency repairs, only a pilot is needed to berth or to take out an auto-controlled vessel, thus dispensing with the conventional concept of a "resident" crew altogether. On these latter aspects some careful thought for the future could pay a handsome dividend.

New member of Executive Committee

Daniel Ivor McMillan, served apprenticeship with Messrs. Watts, Watts & Co., and after obtaining 2nd Mates Certificate went into short sea trade to gain Pilotage experience. Before becoming a Trinity House River Thames Pilot in 1955, he was Master in Messrs. Comben, Longstaff & Co., and was well acquainted with the small ports and their problems. He has been on the River Pilots' Committee since 1961, the London Pilotage Committee since 1961, the London Pilots' Council since 1964 and in his spare time is a member of Gravesend Borough Council where he was elected in 1959. He is keenly interested

in Pilotage and its problems particularly the possibility of a United Pilotage Organisation, a Central Pilotage Authority coupled with compulsory pilotage.

A Notice of Motion

Mr. Edmondson gave notice of an intention to amend Rule 11 of the Association at the next conference. The executive felt that the election of both Vice-Presidents each year, as required under the rule, was not in the best interests of the Association.

To provide continuity in these important posts it was felt that they should be elected for three years on the same basis as the Executive Committee.

A Fact-Finding Trip by Two Members of the National Technical Committee

by W. L. D. Bayley

I have all the conservative seaman's prejudices against new-fangled machines, especially flying machines. When I was invited by Dick Farrands to accompany him on a helicopter relief of the Trinity House Welsh rock lighthouses in order to assess the helicopter potential in pilotage, I was sceptical. So were my colleagues of the Isle of Wight Inward Service, who, like me, could not imagine a helicopter successfully doing the work of a pilot cutter.

We joined Westland 'Wessex' Charlie Bravo at Bristow's heliport outside Great Yarmouth, where we met the crew who were to be our companions for three days. Captain Tony English, Winchman-Engineer Jim Cardyce and Crewman Malcolm Innes gave us a quick briefing on the safety equipment in the cabin, and at 0815 we were strapped in our seats, rising above the Norfolk Broads. As soon as we were airborne, seat belts were unfastened and we enjoyed a new view of England. Strong head winds kept our speed down to around 60 knots, causing us to refuel at the East Midlands Airport as arranged and additionally at RAF Valley before we could start work. Helicopter time is expensive, and reliefs began as soon as we touched down in a marked corner of the buoy-yard at Holyhead Trinity House Depot.

The first relief of the programme was the Skerries, some 8 miles from the Depot. Stores

were stowed in plastic dustbins marked with a colour code to ensure unloading at the proper destination. Packing, weighing, and transporting of stores to the helicopter is the responsibility of the keepers themselves—it is no use remembering that all your spuds for 56 days are still in the Depot once the chopper is airborne!

At the Skerries we hovered over a marked landing pad with an altitude of about 10 feet. The Crewman was winched down first, followed by the Keeper and then the stores. Within minutes, the homeward-bound Keeper was winched up into the cabin, the Crewman recovered, and Charlie Bravo was on her way back to Holyhead.

I asked the Keeper what he thought of the helicopter reliefs. Understandably, he was most enthusiastic. In the 'old days' he was taken off by tender, provided that weather conditions were suitable. Then he might spend anything up to ten days on board while the ship completed her rounds. Charlie Bravo got him ashore in eight minutes! He looked on winching as a perfectly safe and reasonable operation. Jim Cardyce bore out this view by telling us that all we were seeing was purely routine; no heroics, no taking chances. As he put it, "We want to die old, not bold!"

Within minutes of our return to Holyhead we were airborne again, off to do the relief of



Recovering the winchman after slipping the cargo net at Lundy North. The flag and wave crests give some idea of the operating conditions.

Bardsey Island. That night in the Anglesey hotel, Dick and I asked a host of questions, and my scepticism suffered many knocks.

Our prime concern, naturally, was safety. How safe would a pilot be if a helicopter acted as his cutter? We learned that helicopters differ—some have one engine, some have two, and, of course, cost differs accordingly. Tony English told us that, for routine work over water, the Westland 'Wessex' could not be bettered. Fitted with two Bristol gas turbines, she could fly and hover quite safely on one in the event of a breakdown. Mechanical and structural maintenance was such that rotor failure, the great dread of helicopter men, was exceptionally rare. If a sea ditching was inevitable, the helicopter was fitted with floats on the wheels and a buoyancy bag in the stern which, in R.N. tests, had kept the aircraft afloat with the cabin floor awash. An inflatable dinghy was carried and there were individual Mae Wests for every crew member and passenger. If all power failed, the helicopter would 'autogyro' gently down on her rotor.

Winching was carried out with a 600-lbs S.W.L. hoist, operated from inside the cabin. Normally, a height of around 10 feet was considered normal, although the reel held 60 feet of wire. A clear area of 160 feet diameter is needed for ship winching, almost half of which could be over the water. This crew had safely winched men from an Air-Sea rescue launch in a Force 9 gale, and also winched down a generator rotor to a 250,000 tons dwt tanker, to quote the extremes of their experience. Winchees went down in a self-tightening stop on a spring-moused safety hook, and wore crash helmets. Always, the Crewman was the first down and the last up, acting as a reception committee to see that stropping was secure. The Winchman kept up a continuous patter to the Pilot from the cabin door. From the cockpit, the operation was invisible, and absolute reliance was placed in the Winchman's directions to keep the winch centred over the pad.

Next day we saw how vital this was. The Smalls is a rock light which can be served only at Low Water. Charlie Bravo had to hover over the timbers marking the base of the old wooden light, swept away in an 18th Century storm. The sea waited on every hand if a mistake were made. Now we saw the West Coast at its worst. The wind increased to Force 9 with low cloud and driving rain, almost reaching the grounding limits for helicopters. The tender most certainly would not have been able to work, yet we relieved the Smalls, South Bishop and Skokholm on time.

That night we learned that a helicopter could work in winds of Force 9, with a cloud base of 300 feet and visibility down to 5 cables. Night

flying was possible, provided that the destination was well illuminated. Navigation was by Decca flight recorder or Automatic Homing on D/F beacons: both these methods could be used to effect a rendezvous with a ship at sea. Flight safety was ensured by Ground Control, to which Charlie Bravo was subject, just like any other civil aircraft.

For communications, the helicopter had a radio-telephone fitted for air frequencies, plus 2182 and 1662 m/cs. Tony English stressed the need for proper VHF air to ship frequencies: unfortunately the G.P.O. does not appear to appreciate the safety factors involved.

Dick Farrands and I were both winched down and up to the full extent of the wire on the hoist. Despite the high winds, we found no pendulum effect and no discomfort. We had great confidence on the aircraft and the crew; the success of the operation must depend—just as pilotage does—on this feeling of mutual instant confidence.

On the final day we saw the relief of the Lundy lights. Winching is so difficult at Lundy North that the cargo is suspended in a net under the aircraft, which is released by the Crewman on the wire. On the way back to Swansea we talked about insurance, and found that Bristow's passengers were covered by a £50,000 policy! A commercial insurance company was quite prepared to offer cover for the helicopter trip, including winching, but declined to quote for a pilot climbing the ship's side from a conventional cutter. . . .

So there it was; all my prejudices nicely demolished! I am now convinced that pilots can safely be shipped by helicopter in winds and conditions that would force a sea cutter to go off station. The missing of a tide is so expensive for the modern giant ship that, if conditions permit berthing at the dock, the economics of a helicopter boarding become attractive to the shipowner. The Hook of Holland pilots charge £500 per helicopter service.

In the age of mammoth, undermanned ships, it might also be desirable to ship the pilot with a team of riggers well before the vessel enters congested waters. This is a "natural" for Charlie Bravo, and would lead to much greater security of the environment from collision pollution.

Helicopters can provide a safe and efficient service for pilots. The cost is relatively high, but so are the penalties of delay and disaster. We feel that pilots should, wherever possible, familiarise themselves with helicopter procedures, thus developing a new, modern service to offer to the shipowner.

Believe me, a helicopter is far safer than the cutter. Try it out for yourself, if you can, and see if you do not agree with me.

Local Secretaries

Aberdeen	H. McKilligan	Aberdeen Harbour, North Pier, Aberdeen
Ardrossan	A. Caldwell	8 Yarborough Place, Ardrossan, Ayrshire
Barrow-in-Furness	R. Moore	Windswept, 35 Roa Island, Barrow-in-Furness, Lancs.
Barry	J. Bennett	Brent Knoll, 92 Port Road East, Barry, Glam.
Belfast	A. Brines	9 Brookeborough Avenue, Carrickfergus, Co. Antrim, N. Ireland
Bridgwater	C. Muller	2 Blakes Crescent, Highbridge, Somerset
Brixham	R. J. Curtis	47a Overgang, Brixham, Devon
Cardiff	C. D. Morgan	54 St. Angela Road, Heath, Cardiff, Glam.
Clyde:		
Glasgow	I. M. Macfarlane	23 Victoria Road, Gourrock, Renfrewshire
Gourock	J. M. Farmer	239 Eldon Street, Greenock, Renfrewshire
Colchester	P. Hills	26 Regent Road, Brightlingsea, Essex
Coleraine	W. Dalzell	Harbour Office, Coleraine, Co. Derry, N. Ireland
Exeter	H. J. Bradford	22 Camperdown Terrace, Exmouth, Devon
Falmouth:		
Sea	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	B. H. Richards	Southerly, 60 Combe Avenue, Portishead, Nr. Bristol, BS20 9J5
Goole	A. R. Wild	31 Airmyn Road, Goole, Yorks.
Grangemouth	L. C. Blance	Pilot Office, The Docks, Grangemouth, Stirlings'ire
Hartlepool	B. G. Spaldin	24 Kesteven Road, Fens Estate, West Hartlepool
Hull	R. B. Campbell	25 Taylors Avenue, Cleethorpes, Lincs.
Ipswich	A. Wilson	53 Clapgate Lane, Ipswich, Suffolk
Isle of Wight... ..	P. D. Jordan	Long Orchard, Marlborough Road, Ryde, Isle of Wight
Lancaster	H. Gardner	Greystones, 128 Morecambe Road, Lancaster
Leith	L. M. Smith	64 Trinity Road, Edinburgh, 5
London:		
Cinque Ports	J. A. Cresswell	361 London Road, Deal, Kent
Gravesend Channel	P. A. E. Roberts	Utne, Conifer Avenue, Hartley, Dartford, Kent
River	R. H. Sidley	Kinabalu, Oast Way, Hartley, Dartford, Kent
Medway	T. G. Hannaford	175 Wards Hill Road, Minster, Sheppey, Kent
North Channel	C. Bull	18 Hall Lane, 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	M. A. Haigh	Blithfield, 3 West Hill Avenue, Milford Haven, Pemsb.
Neath	A. Boshier	8 Thorney Road, Baglan, Port Talbot, Glam.
Par	R. F. Dunn	Hillmere, 7 Polnear 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	J. Parry	6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
Prestatyn	A. M. Hatton	39 Grosvenor Road, Prestatyn, Flints.
Rye	H. Helman	59 Udimore Road, Rye, Sussex
St. Ives	J. W. A. Dew	88 St. Johns Street, Hayle, 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	Fernlea, Pitts Hill, 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