



THE PILOT

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EIGHTY-FOURTH ANNUAL CONFERENCE

The President, the Rt. Hon. James Callaghan, M.P., presided at the Eighty-fourth Annual Conference of the UKPA held in the Court Room aboard H.Q.S. "Wellington" on 23rd and 24th November, 1971.

Commenting on pilotage problems in the Channel, the President said that it was an issue which the countries of Europe had to face in the years ahead. "The fact that there have been, mercifully, no incidents that have reached the headlines during the last three months does not mean the danger has been averted," he said. "All it means is that we have had a rather lucky period."

The President said he wanted to go on record as saying on behalf of all pilots that artificial aids such as radar and fixed shore stations were invaluable but they had always to be regarded as playing a supporting role to a pilot on board. "They cannot be a substitute for that pilot," he added. "In our view the standard of navigation and seamanship aboard a number of ships is lamentable.

"We shall have more accidents unless the authorities are ready to ensure that pilots are freely used in these waters to a greater degree than has been true hitherto.

"We need all the artificial aids we can get but it is the human pilot who in the end is going to save us from some of the consequences of the disasters we have seen in the Channel in recent years." This was the considered view of the responsible men who had safely navigated thousands of ships in and out of our ports, the President added.

He concluded: "What is needed is an extension of the pilotage service and not a substituting of it by artificial aids."



"PILOTS PLEASE"

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

Officers for 1971/1972

<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>	T. Morgan (Cardiff), 97 Maes-y-Coed Road, Heath, Cardiff, Glam. (Cardiff 62502) F. Berry (Humber), 107 Newland Park, Hull, HU5 2DT, Yorks. (Hull 41984)

Executive Committee

Elected:

1969	K. Grant (Southampton), 172 Bassett Green Road, Southampton	(Southampton 69291)
1969	I. M. Macfarlane (Clyde, Glasgow), 23 Victoria Road, Gourrock, Renfrewshire	(Gourrock 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)
1971	E. N. Chambers (Preston), 32 Finsbury Avenue, Lytham St. Annes, Lancs.	(Lytham 5120)
1971	G. A. Coates (Teesside), 9 Stokesley Road, Marton, Middlesbrough	(Middlesbrough 35236)
1971	G. W. Gibbins (Sunderland), Flat 82, Floor 17, Solar House, Sunderland	(Sunderland 74596)
1971	C. A. Rhodes (Medway), 81 Minster Road, Minster-on-Sea, Sheerness, Kent.	(Sheerness 3797)

Trustees C. Catton
A. A. Holland
F. Janes

Honorary Treasurer T. Morgan

Finance Committee The two Vice-Presidents

General Secretary and Legal Adviser E. Eden, M.A.,
20 Peel Street, London, W.8.
(01-727 1844)

Auditor T. G. Harding, F.C.A.
(Messrs. Tansley Witt, and Company London)

Editor of "The Pilot" David Colver

PILOTS AFFIRM THEIR SELF-EMPLOYED STATUS

By an overwhelming majority, Conference passed a resolution that pilots shall retain their self-employed status in any revision of their income structure consequent upon the reorganisation of pilotage. Only one delegate voted against the resolution.

The proposer, Mr. F. Berry of Humber, the newly-elected Vice-President, asserted that "we would be making an error of the greatest magnitude if we forfeited our traditional independence in favour of a salary on the hypothesis that we would enjoy more security", and that "re-deployment of pilots from a district faced with falling trade can be readily achieved without becoming salaried".

He enjoined pilots to positively assert "that in reorganisation negotiations we will not tolerate the dismantling of our self-employed status under the guise of reform, but will use this opportunity to reinforce our income structure by removing the weaknesses and anomalies and thus provide stable earnings, pensions, and security against the vagaries of industrial fluctuations, and on the basis of a self-employed status."

A YEAR OF NOTABLE ACHIEVEMENTS

Report of General Secretary and Legal Adviser, Mr. E. Eden

The Major Developments of the Year

The Association's activities were fully reviewed during the year in twenty-four circular letters to members, and the purpose of this report is merely to select for special mention the major developments of the year.

This year has certainly been a most active and important one for the UKPA; it was the year when, for the first time ever, a national pension fund for pilots came into force under byelaws approved by the Department of Trade and Industry; when, for the first time in the history of pilotage, some 80% of all pilots in the United Kingdom met at a national meeting in Birmingham to consider matters of vital interest to their profession; when, again for the first time ever, the element of back-dating NMB and other Awards to pilots was introduced nationally as well as locally to conform with the normal practice applied to awards in other professions; when agreement was reached to allow consideration to be given for the first time to claims by pilots in individual districts for increased remuneration on account of increased productivity; when the idea of a Central Pilotage Authority in any future reorganisation was widely accepted in discussions with the Department of Trade and Industry, in particular by the Chamber of Shipping and the National Ports Council for the first time.

The Officers of the Association

In presenting this report, I am sure it will be appreciated by all members of the UKPA that such a wide variety of activities has placed a heavy burden on the Executive Committee, but never during my service as General Secretary and Legal Adviser to the Association have I found anything other than a dedicated and cheerful team. I cannot praise too highly the services of the Secretaries of all Districts; their devotion to the UKPA and all it stands for is a great source of inspiration to members.

I would like to record the Association's gratitude to our President, The Rt. Hon. James Callaghan, M.P., for his help and advice on pilotage problems and other matters affecting safety at sea during his year of office. We hope he will continue to give us the benefit of his wisdom and guidance for many years to come.

Reorganisation of Pilotage

It is perhaps scarcely necessary for me to deal in detail in this report with the various discussions which have taken place with the Department of Trade and Industry on the subject of reorganisation. These are adequately covered in the Department's reports of the meetings, which are appended to the Conference Agenda. Certainly, the Executive Committee after

studying all relevant documents, came firmly to the conclusion that the time was again opportune to discuss reorganisation at this year's Conference in the full knowledge of the views expressed by the Department of Trade and Industry, the Chamber of Shipping, Trinity House and other Pilotage Authorities, the National Ports Council and the Dock and Harbour Authorities' Association.

I can, however, say that further discussions with the Department of Trade and Industry are most essential on such important fundamental issues as the composition of an independent Central Pilotage Authority, the vital question of the method of remuneration, compulsory pilotage, the levying of pilotage dues on every ship entering or leaving a pilotage district (which was one of the seven points of policy put forward by the then General Secretary of the UKPA, Sir John Inskip, at the Association's Golden Jubilee Conference on 26th June, 1934, and unanimously carried and reiterated in the Association's proposal on reorganisation published in *The Pilot* issue of March 1970).

Level of Pilots' Earnings

The Association continued to play a very active part in further improving the level of pilots' earnings. Following a series of lengthy meetings culminating in what is now commonly referred to as the Birmingham Meeting, a settlement emerged after much deliberation, increasing the recommended level of earnings of pilots by 8% with separate agreements for districts where current earnings were less than £2,500.

Acting on a clear mandate from the membership, the Executive Committee accepted the offer, back-dated to 1st January, 1971, "without prejudice", however, to any future negotiations on earnings within the framework of the expected reorganisation of pilotage; thus preserving the right to negotiate for parity with the sea standard by comparison with the earnings of Masters of ships.

1971 NMB Adjustment

The iniquitous delays in implementing previous NMB Awards have at long last been rectified. When the 1971 NMB

Adjustment of 12½% was announced, agreement was reached to back-date the adjustment to the 1st June, 1971, when the award became effective.

Pilots' National Pension Fund

The necessity of providing pensions for pilots has long been recognised. The Departmental Committee on Pilotage, in their Report to the then President of the Board of Trade in 1911, expressed the view that "it was the duty of every Pilotage Authority, at least at all those ports where pilots are dependent upon their pilotage earnings, to make due provision for the relief of qualified pilots who are permanently incapacitated from the performance of their duties by reason of old age or infirmity of any kind, and for the relief of widows and children".

With the establishment of the Pilots' National Pension Fund on 1st April, 1971, under byelaws approved by the Department of Trade and Industry, the way is now open for every Pilotage Authority to participate in the PNPf. To plead, as one Pilotage Authority has done, that to allow the local pilots to join the PNPf would have repercussions in relation to the port authority's own pension arrangements for its employees, is a complete travesty of justice. For a Pilotage Authority to adopt such an attitude towards its own pilots who, in this particular case, have no pension arrangements whatsoever, is, to say the least, undeserving of the trust placed by Parliament under Section 17(1)(c) of the Pilotage Act, 1913, which entrusts Pilotage Authorities with the good government of pilotage.

The Board of Management, as well as the Trustees of the PNPf have met at frequent intervals during the year to expedite the work of the national pension fund and, in particular, to assist Pilotage Authorities in the preliminaries of joining the Fund.

Pilots' Contingency Fund

In accordance with Conference instructions, the Executive Committee prepared a document on the formation of a Pilots' Contingency Fund. The document drew attention to the recent events at Preston and Newport, highlighting the circumstances

which left the Pilot Service and Pilots without an income, and yet pointing out that the shipping industry would still expect Pilots to be available for pilotage duty just as soon as the problems—over which they had no control—were solved. To meet these unpredictable events, the UKPA asked the Chamber of Shipping to consider, as an interim measure and without prejudice to the proposed reorganisation, the setting up of a Contingency Fund to help "preserve in being" a Pilot Service which, in certain circumstances beyond its control, suffers a temporary reduced call upon its services or a loss of income. The Association suggested that a surcharge of ½% of total pilotage (which in 1969 would have produced £35,000) would go a long way towards achieving the object. The capital sum considered appropriate would then be retained and accumulated by the Chamber of Shipping as a Trust to be administered by three Trustees—one appointed by the Chamber, one by the pilots and one other. A claim would arise if disputes between parties, or damage to a port facility or failure thereof or to an enterprise which contributes directly or indirectly to pilots' earnings or other eventuality, causes pilots' earnings to fall below "the 10% below the mean Letch recommended level of earnings" for at least fourteen days. If the Trustees were satisfied that the claim fell within the scope of the objects of the Trust, the Trustees would regularly pay from the Fund such monies as to secure for the claimants an income of 10% below Letch Mean until the cause was resolved, or for six months, whichever was the shorter period.

The Chamber of Shipping, while agreeing that in present circumstances the establishment of some insurance arrangement to safeguard pilots' earnings in cases of this kind made sense, having regard to the fact that pilots were self-employed persons, they could not accept that there was a case for shipping interests to accept increased pilotage rates to finance the scheme. The Chamber of Shipping consider that the cost of any insurance arrangements should be met from pilots' net earnings.

Two Pilots on Tankers

The use of a second licensed pilot in particular circumstances on vessels exceed-

ing an agreed tonnage was the subject of local agreements on the Humber and in other pilotage districts. This is in line with last year's Conference Resolution.

To ensure that local arrangements should err on the side of safety, the Department of Trade and Industry and Pilotage Authorities have been advised on the UKPA Resolution.

National Technical Committee

Brief reference was made last year to the establishment of a National Technical Committee to deal with all technical and research aspects of the Association's sphere of interest. The Committee, under the Chairmanship of Mr. R. H. Farrands, has had the mammoth task of dealing with a very wide field of technical activities including conferences and seminars.

Various projects are being handled by the Committee, and these have included a talk on the use of helicopters for pilotage by a representative of Shell, pilot hoists, technical courses for pilots, navigational aids, shore based radar, investigation of forces on a ship whilst berthing, and a host of other technical problems.

The Committee's work has become most important, and is likely to increase in importance and activity.

Other Activities dealt with during the Year

In presenting this report to Conference, I feel that I have omitted reference to many other activities of the Association which deserve notice, but members will find reference to many of them in my circular letters.

Other matters which have not been mentioned in my circular letters during the year have included pilotage certificates, transferability, productivity claims, applications for up-grading of Letch, collisions, accidents to pilots in the course of duty, conduct of enquiries by Pilotage Authorities in exercise of their disciplinary powers, operation of navigational radar by pilots during periods of reduced visibility, pension queries, collection of pilotage dues, amalgamation of pilotage authorities and also of services only, dock earnings, objections in connection with Byelaws and Pilotage Orders.

The Association

Not long after the Chamber of Shipping of the United Kingdom was founded in 1878, the UKPA had its first Conference on 11th June, 1884. Much has been accomplished by the Association since those early days when the growing influence of the Association led to the setting up of the Departmental Committee on Pilotage in 1911, upon whose recommendations the Pilotage Act, 1913, was framed.

It will be seen from Conference Reports over the past eighty-four years that (to quote the then General Secretary, Sir John Inskip) "almost every advantage and benefit which pilots enjoy today is the direct result of the activities of the Association".

The major activities outlined at the beginning of this report reinforce the further achievements which have been attained by the UKPA.

During the year, legal and general advice on pilotage matters has been freely given to all members who asked for it. I have visited a number of pilotage districts to assist with local pilotage problems, and I have found these personal contacts with members, whether locally or in London, invaluable in retaining a strong sense of personal membership which, I believe, is so important to the UKPA and its members.

My report of this year's events illustrates how the volume of work and complexity of the issues before the Association continue to increase. A large number of these "developing" responsibilities have devolved on Miss Yvonne Blake. Her enthusiasm and energy for the work of the Association have made a significant contribution to the year's progress and deserve the thanks of the whole membership.

Debate on the General Secretary and Legal Adviser's Report

Following his report for the year Mr. Edgar Eden, general secretary and legal adviser, said that earlier that month Cardiff, Barry and Newport Pilotage Authorities had taken the first official steps towards amalgamation. The proposal was

for one authority to be formed, to be known as the South East Wales Pilotage District. The move was the result of many years of negotiations.

Mr. Eden reported on a successful application for upgrading to the Letch figure for the Clyde pilots and said that the Chamber of Shipping's offer was still under consideration.

Mr. Eden welcomed to the conference Captain Henry Petersen of West Germany, Founder President of the new International Maritime Pilots' Association, and referred to the formation of IMPA at Amsterdam earlier in the year.

Mr. Leonard Sidgwick (Tees) congratulated Mr. C. A. Rhodes, vice-President, the UKPA executive and Mr. Eden for their handling of the special Birmingham meeting, attended by about 80% of all UK pilots.

"I commend their unflinching and determined attitude when faced with the gauntlet thrown down by the Chamber of Shipping," said Mr. Sidgwick. "The Chamber of Shipping was shaken rigid on this occasion—and so were some of the pilots."

The Birmingham meeting had engendered a great feeling of unity among pilots.

"This story shall the good man teach his son and Birmingham shall ne'er go by from this day till the ending of the world but we in it shall be remembered. We few, we happy few, we band of brothers for he that day that shewed his worth shall be my brother and gentlemen in England who remained abed shall think themselves accursed they were not there and hold their manhoods cheap, whilst any speaks that fought with us on Crispin's Day."
(With apologies to Shakespeare,
"Henry V")

Mr. D. Barrett (Humber) said they still had a long way to go on the question of two pilots on large tankers. In his district one of the companies regularly running large tankers had stated categorically that they did not need two pilots and the Chamber of Shipping had said it would not accept the principle.

The General Secretary and Legal Adviser's Report was adopted.

TREASURER'S REPORT

Mr. Tom Morgan, the Treasurer, reported a deficit on the year of £1,149. This included extra expenditure on the special Birmingham meeting and additional expense incurred in the formation of IMPA. It was money well spent.

There had also been increases in telephone and postal charges and this had been partly responsible for an increase of nearly 100% in the expenses of local secretaries. However, this was to be expected in a year which had proved to be one of the most significant in the Association's history.

Mr. Morgan said the executive recommended an increase of £3 in the annual subscription; an increase of this size should obviate the need for any further increases for some years. The new subscription would be at the same level as that now paid by the Union pilots.

Any payment for insurance cover which the conference might agree to later in the meeting would be additional to the annual subscription.

The Treasurer's report was adopted.

OFFICERS OF THE ASSOCIATION

The Rt. Hon. James Callaghan, P.C., M.P., was re-elected President of the Association on a unanimous show of hands.

Mr. F. Berry was elected a vice-President on a ballot, and, on the same ballot, Mr. T. Morgan was re-elected a vice-President.

Messrs. E. N. Chambers, G. A. Coates and G. W. Gibbins were re-elected to the Executive Committee, and the retiring vice-President, Mr. C. A. Rhodes, was unanimously elected to fill the vacancy created by the election of Mr. F. Berry as vice-President.

The Auditor, Mr. T. G. Harding, was re-elected, as were the Trustees, Messrs. C. A. C. Catton, A. A. Holland and F. V. Janes.

The Conference was sorry to learn that Mr. Holland had been in hospital and was therefore unable to be present, and sent their best wishes to him for a speedy recovery.

Obituary

BERNARD WEBB

In our last issue we regretfully announced the death of Honorary vice-President C. Webb on 27th June, 1971. With his passing, at the age of 96, we salute a stalwart in a distinguished family of pilots, all of whom lived to be 85 or more. "Yankee Webb", as he was known on the Clyde, was the son of a Trinity pilot, William James Webb; his grandfather, also a pilot, was honoured by the French President for his gallant rescue of the crew of the brig *Adelaide* in 1840; his great grandfather was King's Pilot and later, for Queen Victoria, Queen's Pilot.

He went to sea at 16 in the *Mermerus*, a wool clipper. Four years later, in 1895, he obtained his second mate's certificate and joined the Donaldson line trading between Glasgow and Canada. After serving in different officer grades he passed for master in 1898. In June 1900, at the age of 25 and nine years to the date of his going to sea, he received his first command, the *Concordia*. Four years later he was promoted to the *Kastalia* and in the same year was granted a commission in the Royal Naval Reserve.

In 1906 he entered the Clyde pilotage service and immediately joined the UKPA. He took over the local secretaryship in 1912 and continued in that office until, under war conditions, he was transferred to Lamlash, Isle of Arran, in 1940. At the Swansea Conference in 1925 he was elected to the Executive of the Association and became senior vice-president in 1932 when Mr. Richard A. Lewis retired.

He was always a sterling worker in the interests of the pilots of the United Kingdom, strongly supporting constitutional methods, but all out for a progressive policy. He also held office as Honorary Treasurer, Chairman of the Executive Committee and he was elected an Honorary vice-President. Those who worked with him were heartened by his great sense of humour.

On the Clyde, he was choice pilot for Frank C. Strick and Company, and their American agencies, for 22 years. In his 38 years as a pilot on that waterway he carried out more than 11,000 acts of pilotage. For 20 consecutive years he was

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REVIEW OF HOURS OF DUTY

The Conference carried a London Channel resolution: "That this conference urges the Association to take action for the immediate negotiation of a review of hours of duty for UK pilots and that in these negotiations it should be guided by experience of modern industrial practice."

Proposing the resolution Mr. J. Mathews said that in the last few years there had been an increasing tendency for pilotage authorities to reverse the process by which they set standards for the productivity of pilots, on the basis of hours of duty.

The implementation of an hourly basis for assessing work loads—whatever the frailties of such a system—threw into relief many aspects of modern industrial practice.

The 100 days free-of-duty agreement was very relevant to these discussions. The pilots' commitment to work had been narrowed to 265 days a year on this basis. If one took eight hours as the multiple, this came to a total of 2,120 hours a year according to Trinity House.

However, these 2,120 hours could be completely unrelated to the circumstances of the work. It was of prime importance



J Mathews (London Channel) proposing Review of Hours of Duty

that the pilot was always fit and able for his next job. When going aboard a monster tanker or navigating in fog the pilot had to start the work having had adequate rest and relaxation previously.

There was a close parallel with the work of airline pilots. The safety of passengers and costly craft was also dependent, in their case, on their fitness for their duties.

In some ways airline pilots had an advantage over their maritime colleagues since they often flew on scheduled flights and knew their duty rota well in advance. Their work was also strictly governed by regulations. They flew between 21 and 28 hours a week and had six weeks' annual leave.

It was difficult to put sea-pilots' work into either the day work or shift work category. No shift worker, for instance, had to do more than 40 hours a week including meal breaks.

With these figures in mind, said Mr. Mathews, the sea pilots should think in terms of a multiple of seven hours per day, rather than eight. This gave an annual commitment to work of 1,855 hours instead of 2,120.

"It is most urgent that we press this matter very vigorously or we shall find our opportunities to keep ourselves abreast of modern conditions lost for ever," said Mr. Mathews. "We owe this to ourselves, the ships, the passengers, their cargoes and the environment."

Seconding the resolution, Mr. R. Frizell said that at present pilots were expected to work eight hours a day on each normal working day.

No one today worked 16 hours at a stretch and called it, as pilots did, one or two days' work. Common Market legislation, for instance, set 11 hours as the maximum period for continuous work.

Quoting a spell of duty from his own records, Mr. Frizell said that on one occasion he had come on duty at 1600 hours on a Saturday. He had signed off at 0030 Monday morning.

By today's practice his authority regarded these as normal hours, but this was not

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PILOTS' EYESIGHT TESTS

The Conference carried a resolution from London River Thames, amended with the agreement of London River to read: "That this Conference instructs the UKPA to examine the need for a National Standard for Pilots' Eyesight Tests."

The original resolution had called on the Association to negotiate a standard for tests but after discussion the resolution was amended to the form in which it was finally carried.

Mr. R. H. Sidley proposed the resolution. He said that following a change in bye-laws, initiated by the pilots, in his district, they now had a situation where more stringent eyesight tests for pilots could lead to some of them failing to get their licences renewed.

The new tests, due to start next January, would require pilots of all ages to pass eyesight tests as stringent as those imposed on men applying for a certificate of competency. "It is possible this test may be failed by a number of pilots," said Mr. Sidley. "Those who fail may be rejected."

Mr. Sidley added that some delegates might feel this served London right for meddling with the bye-laws, but the time was fast approaching when all pilots would be under one authority and this new authority might decide to standardise on the new London test.

Ages of pilots in the London district ranged from the early 30s to 69. It was

Hours of Duty (continued)

modern industrial practice. The first eight hours should constitute one day. Anything above the eight hours should be credited at an overtime premium: time and a half for the first four hours and double time thereafter.

On this basis his total of 32 hours 30 minutes on duty would be six days at normal time. In the shipyard industry a similar period of duty would be counted as the equivalent of ten normal working days.

"We have sold ourselves short for too long," said Mr. Frizell.



R H Sidley (London River) on Eyesight

unrealistic to expect a pilot of 69 to have the same eyesight as a pilot of 30.

Obviously pilots had to have good eyesight, up to a minimum standard, or use artificial aids to bring them to this standard. A pilot's eyesight was important but not more important than his experience and expertise.

In all their interests there should, in any case, be a national standard for eyesight tests for pilots.

Seconding the resolution Mr. F. Eagle said serving pilots should be allowed to wear glasses or contact lenses to bring their eyesight up to a minimum standard. The use of such artificial aids did not detract from a pilot's ability to perform his duties.

There should be a national test which took account of a pilot's age and experience. The test should also be conducted using both eyes together. Why should experienced seafarers like pilots be expected to revert to the eyesight standards imposed on them when they gained their first certificates?

Mr. Eagle added: "What horrifies me is that in London pilots are going to be required to have a higher standard, yet the licensing authority allows the master or mate with a pilotage certificate to continue automatically each year without any re-

B. Webb (continued from page 7)

a representative of the pilots on the Board of the Clyde Pilotage Authority. A proud moment in his life was when he was among those presented to the King and Queen on their visit to Glasgow on 4th June, 1942. He is survived by a son and a daughter.

examination, either verbally or on his eyesight.

"A shipmaster with a pilotage certificate can be deaf, dumb and blind and living on a South Sea Island yet his renewal will be automatically rubber stamped."

Mr. J. Taylor (Tees) opposed the resolution. He felt the London situation should remain a local affair. By the time a man became a pilot he had been rigorously tested for eyesight at various stages in his career.

Mr. Taylor said his own pilotage authority apparently shared this view since they had no eyesight tests for serving pilots. Shipping companies did not expect their masters to take further tests once they had obtained their certificate.

The trend nowadays, from the DTI and elsewhere, was towards a relaxation of standards. It was now accepted that artificial aids could be worn for eyesight tests.

Mr. Norman Knowles (Cinque Ports) said that there had been a perfectly adequate bye-law, administered by a "reasonably benevolent authority". Due to a difference of opinion, a new bye-law was proposed by the London Pilots' Council and taken to Trinity House. The whole matter had caused a great deal of trouble in the London district and now attempts were being made to get the original bye-law re-instituted.

Mr. D. J. Newman (London Channel), Secretary of the London Pilots' Council, said that there was some truth in the remarks of Mr. Knowles. Their main objective in seeking a change in the bye-laws had been to get a pilot's age and experience taken into account in any eyesight test.

They were not seeking a rigorous eyesight test but it was true that a pilot's livelihood depended on his eyesight. It was not reasonable to argue that because a pilot had taken tests earlier in his career the standard of his eyesight was beyond question for all time.

Such tests did not guarantee that a man's eyesight remained first-class for the rest of his life. Any national pilotage authority was almost bound to bring in an eyesight test for serving pilots.

Mr. W. R. Bulmer (Cardiff) said that in his district, in negotiating new bye-laws, both the pilotage authority and the DTI

had accepted the local pilots' view that they did not want eyesight tests for serving pilots.

"The London resolution would mean we are sticking our necks out for something we do not have at the moment," he said.

Mr. John Roe (North Channel) also felt that a national pilotage authority would bring in a standard eyesight test. It would be better for the pilots to negotiate the test themselves now rather than have it imposed upon them.

On the suggestion of Mr. Rhodes, and with the agreement of London River, the word "negotiate" was deleted from the resolution and the words "examine the need for" inserted.

This amended resolution was carried.

CONFERENCE RECEPTIONS

On the evening of Monday, 22nd November, the President of the Chamber of Shipping, Mr. J. H. Kirby, received the guests on behalf of the Chamber of Shipping and the Dock and Harbour Authorities' Association at a Reception held at the Chamber for the President and members of the Executive Committee of the UKPA. This was a most enjoyable evening.

The UKPA Reception was held in the Livery Hall at Guildhall on the evening of Tuesday, 23rd November.

The guests were received by the President, The Rt. Hon. James Callaghan, P.C., M.P., the Senior Vice-President, Mr. C. A. Rhodes and Mrs. E. Eden, wife of the General Secretary and Legal Adviser.

Among those who were present were Members of Parliament; representatives from the Department of Trade and Industry and other Government Departments; Chamber of Shipping; Trinity House and other Pilotage Authorities; Honourable Company of Master Mariners; National Ports Council, Dock and Harbour Authorities' Association; Inter-Governmental Maritime Consultative Organisation; United States Coast Guards; International Maritime Pilots' Association and the Marine Branch of the Transport and General Workers' Union.

126 DAYS PER ANNUM FREE OF ALL OBLIGATIONS FOR DUTY

The following Southampton resolution was proposed by Mr. K. E. Powell and carried by the Conference: "That the Association negotiate with the Chamber of Shipping of the United Kingdom for manning to be fixed and rates adjusted to give all pilots 126 days per annum free of all obligation for duty."

Mr. Powell said that the figure of 126 would bring pilots into line with other seafarers. The past few years had shown that the Letch agreement left a "nasty loophole" by keeping the question of man-hours in the hands of the pilotage authority.

Adjustments in rates could not be considered in isolation. "Pay and hours go together and are indivisible," said Mr. Powell.

Since 1965 pilots given only 100 days free of duty had worked "26 more days a year than we should have done," he said.

"Shipowners must be made to understand that there can be no negotiations unless the 126 days agreement is acknowledged," Mr. Powell added.

Seconding the resolution Mr. P. D. Jordan said the time was fast approaching when some sections of the working population would have far more time for leisure pursuits than they spent at work.

Men of the Merchant Service were compensated for weekend work by special agreement. He added: "If the shipowners are prepared to concede the fact of a five-day week on paper let them honour it in practice."

Mr. R. B. Campbell (Humber) speaking in a personal capacity and not on behalf of his district said that they must be on their guard against pricing themselves out of work.

A reduction in working hours tended to mean a requirement for more pilots. A national pilotage authority might come to the conclusion that the number of pilots needed to be scaled down and consequently allow more ships to navigate without pilots.

Mr. Rhodes commented that hours varied greatly from port to port. The proper number of local pilots was for the



K E Powell (Southampton)
"126 days . . ."

local authority to determine. "When we get to national negotiations one of the biggest problems will be to find a national standard as to what can be considered as hours of duty," he added.

Mr. E. T. Worster (Isle of Wight) said that when 100 days free of duty was agreed nationally in 1965-66 it took them four years to get this implemented on the Isle of Wight. There were long arguments about what were and were not hours of duty.

Mr. J. Taylor (Tees) supported the resolution. He said they had been thinking on the same lines on the Tees for some months now. They had a scheme for 126 days off a year.

During the summer they had five weeks on and two weeks off. In the winter it was three weeks on and one week off then two weeks on and one week off alternately.

They published a work and leave schedule well in advance so that pilots could plan their holidays, etc.

Mr. D. Barrett (Humber) said his district negotiated 100 days before the 1965 agreement and were thus the first to enjoy these conditions. He felt a specific reference to 126 days would shackle the Executive too much at the present stage.

Pilots must guard against working too hard in order to achieve reasonable time off, warned Mr. Peter Levack, a member of the Executive. "I think that situation has nearly been reached in my own station" (Channel), he said.

continued on page 12

LEGAL INSURANCE SCHEME FOR MEMBERS

Following a debate on protecting members' interests in legal and other disputes, the Conference passed the following resolution, tabled by the Executive: "That the Association should establish a separate fund for the purposes outlined in the proposed alterations to Rule 5(b), and that the Association Rules be amended to allow for the collection of necessary money to finance the fund."

Mr. Rhodes said that for some time members of the Association had felt that they should have a scheme of some sort in operation in order to protect members' interests. The resolution was to test members' feelings on the way such protection could be gained.

A general fund could be set up to assist pilots who found themselves out of pocket or liable to costs as a result of legal actions or other circumstances. This fund could be financed by an annual payment of, say, £4 a year per member and administered by the Association. Alternatively the £4 per member could be used as premium for insurance cover. Other schemes might be suggested.

The resolution was merely "enabling legislation" so that wheels could be put in motion.

126 Days (continued from page 11)

No station should attempt to re-organise its work load among the pilots without first getting the best medical advice on the possible effect on the men involved.

A study of London pilots had shown that they had a higher than average incidence of coronary disease in the 35-50 age group. However, the study also showed that as a whole pilots had a longer life-span than the average. "If you survive a coronary you will probably live longer," he added.

He continued: "Many pilots wish to work harder for more money. Sometimes they find themselves working harder for the same money and endangering their health in the process.

"Do not leap onto the band waggon of 126 days off at any price. Find out if in fact your work load is the proper one."



G A Coates (Executive and Teesside)
Legal Insurance Scheme

Mr. Gerald Coates of the Executive said that events this year had demonstrated that all pilots were vulnerable to legal costs. One of their members from Cardiff had found himself faced with a bill for £600. The best the Executive had been able to do was recommend that the UKPA pay half this.

Another member had spent £120 in defending himself in a current case. There was a possibility that he might have to pay some of his opponent's costs also and, at the moment, these amounted to £1,000 and the case had not been completed.

Pilots could find themselves faced with "intolerable bills" merely by having representatives present on their behalf at an inquiry into a collision, for instance, in which they might not be directly involved.

The Executive recommended to members that some form of insurance to cover such risks was highly desirable.

Mr. R. H. Sidley (London River) doubted if £4 a year per member would be enough to keep a protection fund afloat. The fee for a Queen's Counsel for one afternoon could be anything from £200 to £400. "As pilots we want the very best man looking after our interests," he said.

Mr. Sidley said an insurance company's backing would be preferable to an independent UKPA fund. Many stations already had insurance schemes operating for their pilots.

Mr. Morgan said the Executive had investigated some forms of insurance but had not yet exhausted all the possibilities. One company, with which several pilots

were insured, could offer the same cover to the Association at the rate of £4 a head as individual pilots had now at £6.50 a year. This particular cover provided up to £1,500 for legal costs and £120 a month for six months to a pilot suspended from duty.

Mr. T. N. H. Dalton (Shoreham) commented: "For us in the smaller ports this resolution is a Godsend. If we were involved in any legal case we would be broken; we would just have to pack the job in."

Mr. Dalton said he appreciated the action of the larger ports in throwing their weight behind the resolution, even though some of them already had their own schemes.

Asked about benefits, Mr. Morgan said that basically, as in any other insurance policy, the more one paid in premium the more one got back in benefits.

They would get better terms if every member of the Association came into the scheme because this would give automatic cover to every member and reduce administration costs. If only named individuals were involved the insurance company and the Association would have to keep their records constantly up to date as the membership fluctuated.

Mr. H. P. M. Lawrence (Cinque Ports) suggested that they might compromise by dividing the annual payment, whatever it was, between insurance cover and the Association's own fund. £2 a year per head would provide a basic insurance cover and the other £2 could go into the Association's own fund to build it up over the years.

Mr. R. Pollok (Clyde) said that in his own district they had a most unusual and unfortunate case. A sailor injured while a ship was being berthed was claiming £15,000 damages from the shipowners and was citing the pilot as co-defendant. Quite apart from any question of who found the £15,000 damages, if the plaintiff was successful, the pilot was already liable to find £100 in costs at the moment and might find himself ordered to pay a share of the principal defendant's costs—which could be "astronomical".

Mr. Rhodes commented: "People are becoming very suing conscious, which is why the Association feels something should be done about protecting its members."

Dealing with a suggestion of a referendum on the subject, Mr. Rhodes said this could take a long time; many people felt it would be unwise to wait too long before getting the scheme under way.

The Conference carried the resolution after Mr. Coates wound up the debate with: "We want to know if you think this move is desirable. Should the Association collect money and use it in some way to assure each member of legal representation, should he need it, at an inquiry or elsewhere?"

"It is a question of the Executive pursuing this matter and investigating which are the best possible terms."

TRINITY HOUSE PRINCIPAL

On the 30th November, 1971, Mr. Edward Babbs retired as Principal of the Pilotage Department after 36 years' service with the Corporation of Trinity House. He is succeeded by Mr. H. E. Oliver, who took up this appointment as Principal on 1st December, 1971.

Mr. Babbs joined the staff of the Pilotage Department in 1935 and was appointed Principal on 1st January, 1966, having served as Deputy Principal since 1952. He has been appointed Secretary of the Pilots' National Pension Fund, which was established on 1st April, 1971, and assumes full-time duties in this new post from 1st December, 1971.

Mr. Oliver entered the employment of Trinity House in 1947 and after service with the Lights Department transferred to the Pilotage Department in 1957.

TECHNICAL PAPERS

Four technical papers were presented, and well received, at the Conference:

Ships' Manning and the Future, J. M. Farmer (Gourock).

Some Aspects of Radar Training and its Relationship to the Novice Pilot, D. J. B. Smart (Southampton).

"Up the Wall." The Urgent Need for Pilot Hoist Safety Recommendations, W. L. D. Bayley (Isle of Wight).

Mono-Buoy Crude Oil Discharging Facility, D. Barratt (Humber).

It is hoped to publish some, if not all, of these papers in the next issue.

ALTERATIONS IN THE RULES OF THE ASSOCIATION

The Conference dealt quickly with the alterations to the rules of the Association required, as Mr. Rhodes said in moving their adoption, to "bring them up to date with present conditions".

Seven amendments to the rules of the Association were approved by the Conference, and these included an increase of £3.00 in the annual subscriptions with effect from 1st January, 1972.

The Conference also approved a special subscription of £4.00 per annum to provide members of the Association with a "Pilots' Loss of Income and Legal Defence Insurance". This will provide members with legal costs up to a sum of £1,000 for any one incident; pilots' loss of income by reason of suspension or discontinuance of the pilot's licence at £100 per month for eight months; legal costs incurred outside the United Kingdom up to a sum of £1,000 or a greater amount at the discretion of the Insurance Company; and Bond Insurance cover. Members who are already covered by such a policy will be able to reduce their existing premium by as much as £2.50. Further enquiries are being made to obtain better terms for members for the same premium.

For a great many years it has been the policy of the Association to provide legal and other advice on a host of pilotage problems affecting members individually and collectively, and, where necessary, to provide financial assistance towards legal costs. For instance, in the last three years or so there have been no fewer than a dozen cases involving injuries to pilots in the course of their pilotage duties where the Association has been able to offer legal advice, settle damages out of court and, in some instances, instruct solicitors and assist with legal costs.

All these tangible benefits will continue to be available to members, but the purpose of this additional subscription is to extend an all-embracing service to members.

Mr. Dan McMillan of the Executive said members would be free to opt out of any scheme on written application to the Executive. The Executive felt that the best method was for the UKPA to administer its own fighting fund.

With the increase proposed, the annual subscription was now £13.00; with £4.00 for the fighting fund, this made an annual payment by members of £17.00—less than 5p a day. That was very good value for money.

On behalf of the Executive, Mr. McMillan recommended that the UKPA set up its own fighting fund.

The Executive recommendation that a UKPA insurance and legal fund be set up, administered by the Association, was defeated by 40 votes to 22.

A vote on the alternative proposal, that insurance cover should be sought to meet the costs of members involved in legal fees and similar expenses, was carried by a large majority.

Pension Fund (continued from page 15)

Subject to these few *extreme* hardship cases, the Association welcomed the Chamber's new approach.

Mr. Sidley (London River) asked if the Fund could provide some means by which pilots could calculate easily and approximately how much their pension would be worth by the time they retired.

Some figures were available but pilots on his station had found that working out the pension was a very complicated business. Some examples were given in a booklet already circulated by the Fund but what was needed were slightly more detailed examples so that pilots could calculate their own position from them.

Mr. Eden said the booklet referred to was being revised and it would be possible to provide more examples of how much pension a pilot of a given age with a given number of years of service could expect.

Mr. Dan Tate referred for the need to distinguish between sums going into the Fund and sums being spent on administration. Mr. Callaghan said that with a fund the size of the pilots' pension fund a statement about the exact sum spent on administration was essential.

Mr. Eden assured delegates that the Fund would publish full reports on all forms of expenditure.

PILOTS' NATIONAL PENSION FUND

Mr. Eden reported on the launching of the PNPf. He said that there had been monthly meetings of the Board of Management since it was officially set up on 1st April this year. In addition, the Trustees to the Board have met frequently to discuss such matters as staff, accommodation, and other matters concerned with investments.

On the *Staff* side, Mr. E. Babbs has been appointed Secretary to the Fund, and on his retirement from Trinity House on 1st December, 1971, he becomes full-time Secretary to the Fund.

Mr. A. M. Alcock has been appointed Mr. Babbs' deputy with a view to taking over in three to five years' time when Mr. Babbs retires.

In addition to Messrs. Babbs and Alcock, the staff will consist of a clerk and two typist/secretaries.

The *Offices* of the PNPf have now moved from their temporary abode at Trinity House to Woodruffe House, Cooper's Row, London, E.C.3.

The *Trustees* of the Fund are Captain D. S. Tibbits and Messrs. G. F. Cowderoy, E. Eden and R. Sicling, and the Members of the *Board of Management* are representatives from Pilots' Organisations (Messrs. E. Eden, H. Friith and J. C. Grier), representatives from the Chamber of Shipping (Messrs. D. M. Robinson, G. F. Cowderoy and J. P. Callen), representatives from Pilotage Authorities (Captain D. S. Tibbits and Messrs. R. Sicling and P. I. W. Mayne), co-opted pensioner representative (Mr. F. V. Janes) and, by invitation, Mr. D. H. Tate.

Mr. Eden referred to hardship cases and said that the Chamber of Shipping agreed to consider cases where hardship arose because an Authority found difficulty in participating in the PNPf by reason of its existing Pilots' Benefit Fund not being actuarially sound.

The local pension funds at Cardiff and Newport, being insolvent, fell into this category. Both existing funds were apparently inadequate even to "buy in" the current beneficiaries let alone making any provision for providing credits in the PNPf for the existing serving pilots.

An approach was made to the Chamber for "hardship" assistance to enable Cardiff and Newport to enter the PNPf with full protection for existing pensioners and half-credits for serving pilots. The Chamber agreed to provide additional "hardship" money, firstly to protect the pensions of existing pensioners and, secondly, to provide serving pilots, as an absolute minimum, with pensions to which they are currently entitled under their local schemes. On joining the PNPf, the serving pilots will, in addition, start accumulating additional credits.

Mr. Eden said that this went a long way to meeting the immediate "hardship" cases. The Association did, however, try to improve the position for a few pilots who were within a few years of their retirement and who—notwithstanding the double credits between 60–65 years—had no hope whatsoever of increasing the minimum proposed pension of £541 per annum beyond a few hundred pounds.

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PRESIDENT OF IMPA ADDRESSES THE CONFERENCE

The President, the Rt. Hon. James Callaghan, M.P., who is also Honorary President of the International Maritime Pilots' Association, invited Captain Henry Petersen, President of IMPA, to address the Conference. It was largely as a result of Captain Petersen's work, said the President, that IMPA came into being.

Captain Petersen paid tribute to those who had done so much of the groundwork in getting the new organisation formed. He said he was proud that, during his last years as a working pilot, he had been able to get so many of the world's pilots "under one roof" in the interests of pilotage generally.

REPORT OF EMPA ACTIVITIES

by R H Farrands

(London North Channel)

IMPA

The most important event concerning EMPA during the past year has, of course, been the first General Meeting of IMPA at Amsterdam in May. Such an important occasion was honoured by the presence of the Rt. Hon. James Callaghan, P.C., M.P., who was unanimously elected Honorary President and then proceeded to pilot the proposed articles of IMPA's constitution through the meeting with a competence with which we are all well aware. It is no easy matter to construct, in detail, articles for an association comprising pilots from the four quarters of the earth and our congratulations are due mainly to Mr. Eden and Mr. Tate for their hard work which ensured their acceptance with the minimum of amendments forthcoming from this meeting. I am sure we would all like to congratulate Captain Petersen, no stranger to us, on his election as the first President. An honour well deserved and a recognition for his tireless activities in the service of pilots internationally.

One of the main ambitions in the formation of IMPA is to obtain international recognition of the real value of a pilot's contribution to the safety of shipping and recognition of a pilot's responsibility in the execution of his professional duties. In achieving this end, EMPA has for a long time been aware that many of its recommendations to the maritime world have tended to get lost in the labyrinths of governmental bureaucracy aided by obstruction from various vested interests. It is to be hoped therefore that IMPA will be able to gain Consultative Status with IMCO so that pilots' views may be transmitted direct to this body and IMPA representatives be allowed to attend meetings of its various committees. The following international organisations number amongst those which already have Consultative Status with IMCO:



R H Farrands reporting on EMPA

- International Organisation for Standardisation;
- International Union of Official Travel Organisations;
- International Electrotechnical Commission;
- International Chamber of Commerce;
- International Association of Lighthouse Authorities;
- International Chamber of Shipping;
- International Shipping Federation;
- International Union of Marine Insurance;
- International Radio Maritime Committee;
- International Confederation of Free Trade Unions.

It is to be hoped that IMPA may be added before long.

International Deep Sea Pilotage

A subject in which pilots' views can make a considerable contribution towards the safety of shipping internationally is that related to the risk of marine casualties in high density areas outside the present limits of pilotage districts. Some years ago EMPA discussed the problems connected

with the steadily increasing traffic in the Channel, Dover Straits and North Sea; the explosion in speed and size of ships, and consequent increase in draught acceptable to the area. Also, the problem of large deep draughted vessels being delayed, due to adverse weather conditions which prevented the shipping and landing of pilots, with the consequent loss of time and money to the shipowner. The EMPA at that time recommended that a European pilot service be set up on the grounds that such areas were, in fact, becoming comparable to port approaches and that it was necessary for an extension of pilotage services to ensure the safety of shipping and to obviate delays encountered at boarding and landing stations.

More recently, the chain of accidents befalling tankers has brought home to the public the possible effects of pollution and destruction that can ensue. The public outcry increased the pressure on the governments of the various countries concerned to take some action, with the result that amendment and extension of the routing system in the Dover Straits was contemplated and that routing would become mandatory. The UKPA, whilst agreeing with the action contemplated, recommended that an international pilotage authority should be set up to counteract some of the factors which contributed, or could contribute, to accidents in these areas.

Such factors were unfamiliarity of ships officers with the waters concerned, fatigue and trends, in undermanning and lowering of standards in sea personnel, especially in ships under flags of convenience. The formation of an international pilotage authority would also regularise the position where several organisations, private and otherwise, were providing pilots as well as to ensure deep sea pilots had adequate training, experience and qualifications.

The Memorandum which the UKPA subsequently published was introduced by Colin Rhodes to the first meeting of IMPA, where it was accepted in principle and passed over to EMPA for implementation in detail and further action. As time was not available at the EMPA AGM to go into the subject in detail, a sub-committee of pilots from Germany, France, Holland Belgium, and the UK was set up under the

Chairmanship of Colin Rhodes. This sub-committee met in June and produced a Memorandum titled "International Deep Sea Pilotage for the English Channel, Dover Strait and Southern North Sea". This was subsequently submitted to IMCO. There is no doubt that compulsory pilotage in these waters will be hotly contested and that control of shipping by shore radar and attendant communications will be strongly supported in opposition to an extension of pilotage services. It is significant that in the report of the IMCO Safety of Navigation sub-Committee in June, dealing mainly with Channel and Dover Straits traffic problems, there is not a single word concerning pilotage.

Helicopters

The use of helicopters in pilotage services has been a talking point during the last year. At the EMPA AGM, the Rotterdam Pilots reported that in 1970 some 66 pilots were embarked on tankers at the entrance of the Euro Channel, some 24 miles out at sea. The rate has substantially increased this year, now running at some 30 a month, and it is the present custom to embark pilots in all tankers over 100,000 dwt by this means. The cost of shipping a pilot from Rotterdam appears to work out at about £800 which, although high, is economically justified in part by cutting out the delay which might be caused by a suspension of cutter services in adverse weather conditions. If the helicopter service is not used, then a pilot has to be taken out by tug to the entrance of the Euro Channel which is not much less costly. It has been calculated in the UK that if sufficient use is made of a helicopter, the cost of boarding and landing a pilot might be brought down to £300. In spite of this high cost, there is no doubt that the use of helicopters will eventually be introduced into some pilotage services in this country where economies or extra safety can be substantiated. In other words, the cost of delay to large ships is avoided in adverse weather or where it is necessary to board a large vessel well outside the present limits of pilotage districts. Obviously also, there is scope for a helicopter service in the approaches of the Channel for shipping and landing deep sea pilots. This would obviate delay and

reduce navigational risks which arise when large ships deviate from normal course through the Channel area in order to pick up or land a pilot.

The usual question from pilots is, "what about insurance?" Accidents could happen using helicopters, although it is considered that boarding a ship by pilot ladder is more dangerous. In Rotterdam, the agents pay the premium on a 100,000 guilder insurance, some £12,000. In addition, KLM, the helicopter operator, has to insure its passengers by international convention to the tune of 75,000 dollars making approximately £42,000 in all. In comparison, Bristows in this country insure passengers for £50,000.

Through the initial offices of EMPA and Trinity House, I was able to be winched down with the Rotterdam Pilot aboard a 200,000 tonner, some 35 miles out into the North Sea. Four of us, complete with the Decca "brown box", were safely on board within thirty minutes of leaving the Hook of Holland.

An impressive demonstration of the value of the special Decca facilities was given on this occasion where, in three-quarters of a mile visibility, the 200,000 tonner was piloted from the entrance of the narrow Euro dredged channel, some 24 miles from Europoort. The "brown box", as it is called, incorporates two Decca chains where co-ordinates coincide with the approach course and where the pilot has a visual indicator informing him of how many metres he is one side, or other, of the course line. There is no doubt that such a system will be introduced elsewhere when sufficient experience has been gained from the Rotterdam experiences.

Informative Lists—Pilot Hoists

As you are all well aware, the EMPA lists of ships where pilots have experienced lack of, or defects in, navigational gear or equipment, have been regularly circulated to all stations. Perhaps a comment here, is that pilots have been forthcoming in reporting unsafe pilot ladder facilities but not in reporting ships with defective equipment and gear. It is only by bringing the spotlight to bear on the difficulties overcome by the

pilot's ability that some action may be taken internationally.

With regard to pilot ladder facilities, EMPA members have become increasingly agitated by incidents befalling pilots using pilot hoists. The increase in size of ships has meant a large increase in the number of vessels with freeboard exceeding 30 feet, and in the proliferation of types of hoists on shipping, some of which have very unsatisfactory design aspects. Others, whilst reasonably safe, have been rendered dangerous by unsatisfactory maintenance or negligent operation. A number of serious accidents has now led both Dutch and Belgian Pilots to refuse to board or land by pilot hoist until governments agree to some international specifications and standards. At their AGM, EMPA decided that the Association should draw up its own recommendations on design and operation and, as a preliminary, incorporate them into the EMPA Pilot Ladder Pamphlet. To this end, Mr. Bayley of the National Technical Committee has drawn up "Recommendations for Pilot Hoist Safety" and to which he will be referring in his paper for discussion later in this Conference.

Bow Thrusters

The increase in the fitting of bow thrusters to small and medium sized ships to increase manoeuvrability, and in some cases to obviate the use of tugs, had led on occasions to the misunderstanding of pilots' orders when they are being utilised. It is common in British, and some continental, ships to use the orders "starboard thrust" or "port thrust" as the case may be to indicate the wish to propel the bow to starboard or port. In some ships such orders may be interpreted differently especially where levers actuating the response may be turned in opposite directions. At the EMPA AGM it was proposed that thrust orders should be standardised to avoid the thrust being applied in the wrong direction. As the word "thrust" is not easily pronounced in some languages, it was agreed that EMPA Pilots should give a year's trial to using orders such as "bow left", "bow right", "bow stop", and if a stern thruster is fitted then "stern right", "stern left", etc. No doubt, the fitting of thrusters will become more common and it

would be beneficial if some such standardisation of orders could be accepted to obviate accidents which may arise over misinterpretation of intentions.

EEC

Questions have been asked on the possible effects on pilotage services in the UK subsequent to possible entry into the Common Market. The Treaty of Rome divides transport into two sections, one dealing with roads, railways and inland water transport, the other with aviation and shipping. It was originally planned to integrate road, rail and inland water transport by the end of the transitional period. This period has been completed and as yet integration is still a long way off. Also, it was the original intention that shipping and aviation should come under investigation after integration of road and rail. This would appear to be a long way off. Nevertheless, there may be a temptation for the powers that be to incorporate certain principles of Common Market countries' pilotage law into a new UK Pilotage Act, following re-organisation. For example, until 1969, all ships using French ports were subject to compulsory pilotage if over 150 tons net. By an amendment now, net tonnage has been replaced by length of ship as a criterion for compulsory pilotage and varies from port to port: also, powers have been given to local authorities to grant pilotage certificates to masters of foreign ships, depending on the frequency of usage of the district. It is understood that the DTI may recommend the French example for pilotage certificates for the drafting of new pilotage legislation. It is suggested therefore that the UKPA should have full translations of pilotage legislation in EEC countries to forestall authorities abstracting convenient sections, possibly out of context in the overall picture, to substantiate various proposals.

In conclusion, EMPA had the pleasure of welcoming the Portuguese pilots to its membership this year. EMPA has also had enquiries from Ireland re membership. An anomaly came to light here in that the Bantry Bay pilots are employees of Gulf

Oil and that they were not even of Irish nationality.

1972 CONFERENCE IN HULL

Conference accepted an invitation from the Humber delegates to hold the 1972 Conference in Hull.

VICE-PRESIDENT

Mr F Berry, who was elected vice-President at the conference, has served on the Pilotage Committee and other associated committees for 15 out of his 22 years as a Humber Pilot. In 1966 he joined the UKPA Executive, and first attended the annual conferences in 1953.

Born in Hull in August 1924, and following three years' attendance at the Hull Trinity House Navigation School, he became an indentured Humber Pilot Apprentice in October 1939 and achieved his licence as a Humber Pilot in February 1949. He is married with a daughter and two adopted sons.



F Berry (Elected vice-President)

FAMILY PILOTAGE

Reminiscences on Retirement by W. L. Dunn, Trinity House Pilot

The *Western Morning News* published an article in 1957 by Mr. G. G. Bickford giving a history of pilotage in the West Country. Mr. Bickford quotes a booklet published by Trinity House on pilotage dating from 1819. The Exeter District gives a total of twenty-three pilots, plus five for the river Exe only. Their numbers were reduced to four over the years and three were descendants of the 1819 list. Mr. H. "Dido" Bradford was coxswain of the Exmouth lifeboat, with Mr. P. Bradford and Mr. J. Phillips, the latter being washed overboard on Christmas Day, 1956, but came ashore on the beach still alive. His companion, Mr. W. Carder, a descendant although not a pilot, was also washed overboard and tragically drowned. Falmouth, famous in those days, known as "Falmouth for Orders", shows in the 1819 list of pilots thirty-four first and second class pilots, but all the old names have died out, the last being Captain J. E. J. Bickford, who retired before the last war.

The 1819 list for the Fowey District shows twenty pilots and now only the name of Dunn remains. The names Johns and Salt are very familiar to me, having served in the boats under five pilots of those names. These names are now gone as the sons did not follow on. The late Mr. W. C. Johns junior served in the pilots' boats for forty years and never lost a pilot, and I am proud to have learned a little of the sea in all its moods from him. The Dunn family that I remember are Moses senior, Moses junior and Ernest, my father. These pilots served the District for many years and I am the last on my father's side. The name is being continued at Par by Mr. R. Dun, son of ex-pilot Mr. F. Dunn, who served that port for thirty-seven years.

My earliest memories of pilotage are watching the many sailing and steam ships using the port and listening to the clank of the windlass, and creak of block and tackle, while the pilots, with the help of tugs *Gallant* or *Countess of Jersey*, made it all look very easy. Then later to go on board the ships and help to work the "levers" or to be handed a chain hook to flake the cable or to hoist or lower the sails. Recalling my father standing at the bow

and often letting go the anchor from the "CatHead" after picking the spot, it still surprises me looking at old photographs, how the pilots moored so many ships on one buoy, often discharging ballast into barges. Then there were the regular steam ships: the "Strooms" "Overtons", "Monks", "Newery", and the "Rose boats". The latter never took pilots unless compulsory and I have been with the pilots as often as four times of a night, only to be refused. The port worked day and night and there were eight pilots and six boatmen. Before the coming of the motor boats, pilots used to row by themselves to the sailing ships and home again and, for the ships which used boatmen, they would row "ran dan". In about 1924, Mr. Moses Dunn junior had a pilot boat built with a 3½ h.p. Kelvin engine. All the other pilots followed with 18 feet by 20 feet completely open boats, some with two cylinder Kelvin engines. This system works with the greatest efficiency today, in 20-foot open boats with 8-10 diesel engines, which are towed alongside the ships at ten to eleven knots in fine weather. The old pilots also had a cutter for bad weather but, as they found that the motor boats could "live" in very bad weather, the cutter was not used very often. The cutter, named after Sir Arthur Quiller Couch, was last used in 1933 and later sold. The cutter was built at the famous Slades Yard at Polruan which produced so many sailing ships, being manned by Polruan men. It has been said that the schoolmaster, "Skipper" Widlake, produced more master mariners from Polruan than any port of its size in the county; my brother, the late Captain E. E. Dunn of F. C. Strick and Company, was among them.

In 1927-28 began a most unhappy time in Fowey Pilotage. Mr. M. Dunn junior having died and his son Mr. F. Dunn having served an apprenticeship, gone to sea and obtained a certificate, naturally expected to take his place. As the trade was declining, the Fowey pilots wished to reduce their number to seven. The then sub-Commissioners decided otherwise and Mr. Dunn was licensed. As the Fowey pilots did not want Mr. Dunn, he operated

from Mevagissey, Polruan, Gribben Head and Polperro. This meant that, when ships were due, the cutter put to sea with two or three pilots and two boatmen on board, and often two motor boats, one pilot in each, with a boatman. Therefore I was either on the cutter, starting the heavy engines, or eating and sleeping in an open boat, often beyond Falmouth or near the Eddystone, then being towed back to harbour if the Fowey pilot boarded the ship. This unhappy affair lasted for some time and readers can imagine the family problems. Had the Fowey pilots but known, they were turning down one of the most famous of small port pilots.

After an enquiry at Fowey under the late Captain Sir A. Morrell, Mr. Dunn was appointed at Par. There he served the port with such dedication for thirty-seven years that his name became a household word. Masters of ships held him in such regard that if he advised it was safe to enter or sail, they accepted his advice, and those who did not learned the hard way. Mr. Dunn knew good times and bad, and up to his retirement had been known to handle over twenty ships on a tide (about four hours). To watch Mr. Dunn handling these ships was fascinating as he made it look so easy, no doubt because of his amiable temperament, judgement, and nerves of steel. I am pleased that this has been handed on, the Mr. R. Dunn having been at Par for about ten years. When carrying out relief work there, I could only try to emulate Mr. F. Dunn.

The other pilots at Fowey knew the same dedication of service and their safe handling of ships is a proud memory. The sailing ships have gone, as have most of the steam ships, and we are now handling modern ships of good power and manoeuvrability, but I should like the old men to see the latest equipment, especially radar; I often wish I had my father's radar nose.

Fowey has known its ups and downs in trade and British Rail allowed one jetty after another to fall into decay. Now the China Clay Company has taken a lease on the jetties and have built a roadway from Par to Fowey; a new berth is under construction as well so, if the demand for clay continues, it has a future. The number of pilots declined from eight in 1933 to three pilots in 1941 and their earnings for most

of the war years were poor indeed. The family part has not quite disappeared as Mr. M. Hingeston-Randolph joined us in 1963, his father having served from 1950 to 1959 when his sudden death at forty-three was a blow to us all, especially to his wife, who is the daughter of a late pilot.

The pilot's wife has always played a considerable part in the work and is not always appreciated. My late mother kept an almost constant telephone watch. My wife has done the same; however, she did complain in the early days of "Link Calls" that she did not like speaking to strange men while in bed, or hearing the operator at Lands End Radio advising the Master that he could speak to the pilot's wife, only to hear the remark, "I do not want a lady, I want a man." On other occasions when replacing the receiver after a call in the night it has landed on the dial, thus preventing any calls being made to my number, unknowingly of course.

So it is with considerable regret that I hand in my licence and leave this very interesting, exciting and dangerous work which has also included Inshore Rescue. I wish to thank all those who have assisted me in any way to serve the Port of Fowey, and good luck to my successor, Captain M. Mitchell, just joining us from the London District, and I hope he will be as lucky as I have been.

Annual Conference 1971 Delegates and Observers

Barry: J. Bennett.

Cardiff: W. R. Bulmer, C. D. Morgan.

Clyde:

Glasgow: I. M. Macfarlane, R. Pollok.

Gourock: J. M. Farmer, I. Terris.

Falmouth: J. Horsburgh.

Fowey: M. H. Randolph.

Goole: A. Hoggarth, J. Wild.

Grangemouth: S. S. Jenkins, I. H. Wall.

Humber: R. Allerston, D. Barrett, F. Berry, R. B. Campbell, W. Forth, R. Jones, J. B. Towler, J. Walton, V. K. Ward, T. P. Yates.

Isle of Wight: W. L. D. Bayley, J. R. Henderson, P. D. Jordan, E. T. Worster.

London:

Channel: D. Beighton (Observer), D. G. Campbell (Observer), K. Clow, R. Frizell, C. Lea, J. Matthews, E. J. Newman (Observer), T. Roberts.

Cinque Ports: W. E. Bell, J. A. Cresswell, C. Eastwood, H. P. M. Lawrence, N. R. Knowles, P. J. Russell (Observer).

Medway: J. Grier, T. Hannaford, H. Marshman.

North Channel: P. W. H. Brown, J. M. Cairns, R. Farrands, J. S. Roe, N. C. Walker.

River: M. Barwick, F. H. Eagle, D. W. Hobday, R. Sidley, B. J. L. Smailes.

Milford Haven: M. A. Haigh.

Port Talbot: J. Parry, E. L. Hare (Observer).

Shoreham: N. Dalton.

Southampton: P. Driver, K. Gadd, K. Powell, D. Smart.

Tees: G. A. Coates, S. V. Edge, J. P. Munro, L. Sidgwick, J. Taylor.

Honorary Vice-President: D. H. Tate.

Trustee: F. V. Janes.

Guest: H. Petersen.
President of EMPA and
President of IMPA.

HARTLEPOOL PILOTAGE DISTRICT

Effective from 20th September, 1971, the Board of the Hartlepool Pilotage Authority have arranged that their administration, hitherto carried out from York Chambers, York Road, Hartlepool, by Mr. C. S. Tilley, Clerk, and Mr. T. E. Robertson, Secretary, shall be conducted from the offices of the Tees Pilotage Authority, 13/14 Bridge Street East, Middlesbrough, by Mr. R. Sicling, as the new Secretary.

A similar arrangement operates for the Pilot Cutter Service.

All communications concerning the business of both the Authority and the Pilot Cutter Service should be addressed and directed to the new Secretary, at the new office address of 13/14 Bridge Street East, Middlesbrough.

Office hours are 9.0 a.m. to 5.0 p.m. weekdays, 9.0 a.m. to 12 noon Saturday.

Telephone numbers are Middlesbrough 2924/5 during office hours and Middlesbrough 85255 after office hours and on Bank Holidays.

All requirements for the service of pilots will continue unchanged, using the telephone number at the Hartlepool Pilots Watch House, Hartlepool 66030.

Coastlines (continued)

George Crofts

4th September, 1971, with the retirement of M. G. A. (George) Crofts, saw the end of an association between the Crofts family and the Port Talbot Pilotage Service, that had lasted for 73 years.

George's father, Abe Crofts, came from Cardiff in 1898 to inaugurate the pilotage service at Port Talbot, on the opening of the then new Port Talbot dock. If George had been able to retire four months later, he would have been in the service when that same dock, the now old Port Talbot dock, closes on 31st December, 1971.

George started his apprenticeship at Port Talbot in 1921, returning at the end of his sea time in 1928 as Skipper of the pilot cutter, and taking up his retiring father's licence in 1924. He and his wife start their retirement with a visit to their eldest son, now resident in South Africa.



Mr G A Crofts (Port Talbot)

Coastlines

Clifford Cannon Recalls Half a Century

Interrupting his golf and gardening, having just cleared Falmouth G.C. in 80, Clifford K. Cannon writes his own retirement note at the request of his local Hon. Secretary.

"I went to sea in 1918, signing indentures with the Anglo-American Oil Co. Ltd., as Esso was then known, and obtained my Master's Certificate with them. I then joined the Union Steamship Co. of New Zealand for eighteen months prior to coming home to put in my coasting time for Trinity House requirements. After four years with the Gas Light & Coke Co. Ltd., eighteen months as Master, I entered the River Thames Pilotage in May 1935.

"During the last war I commanded a flotilla of minesweepers from Harwich and was engaged in bringing new tonnage home from the United States, reaching the dizzy heights of Lieutenant Commander. Just before D-day in 1944 I was seconded to pilotage at Southampton and thence returned to the Thames.

"I was choice pilot for British India for 33 years and Port Line for 26 years and enjoyed every minute of my 36½ years."

From the spirit of his letter, Clifford is enjoying every minute of his pursuits ashore in Gravesend; and long may he continue to do so with our best wishes.

Helicopter Feasibility Trial

Following Captain Bayley's article in our September issue we now have a report of a trial conducted by Captains J. Pascoe (London Channel) and A. Howard (Southampton). Borne by a Bristow's helicopter they left Haverfordwest on Friday, 21st May, to execute trial reliefs on three light-houses, Skokholm, Smalls Light and South Bishop Light. The first had a helicopter landing pad and the relief was completed in five minutes. Hoisting gear was used for the other two which were equipped with a landing plate roughly half the size of the average scoot bridge wing (ca. 6 feet by four feet). In both cases the two pilots were landed plumb in the middle of the plate.

The investigators were impressed by the basic safety of helicopters, by the speed of the operation and the view expressed by the former RN helicopter pilot, that there was little difficulty in boarding and landing from ships which he had frequently carried out with small naval vessels in quite heavy weather.

W L Dunn of Fowey

Captain Dunn, who recently retired from the Port of Fowey, has sent in a fascinating account of pilotage families of the West Country, going back to the early nineteenth century, which we are glad to be able to include in this issue. We wish him a happy and active retirement. After many years of Inshore Rescue in addition to his pilotage duties, he received innumerable letters of thanks and a presentation from the RNLI for sea and cliff rescues. When the holidaymakers return in the summer, no doubt Captain Dunn will be around to help when needed and to share in the excitement that he has always found so attractive. He wishes his successor, Captain M. Mitchell from the London District, as good luck as he enjoyed.

Stanley Green Retires

His many friends throughout United Kingdom pilotage wish Stanley Green a long and enjoyable retirement. After thirteen active years on the Executive Committee, it was only a couple of years ago that he announced to them, "I think it is time for a younger man to take over". Now, it is his turn to relinquish the arduous aspects of a pilot's life.

Starting his sea-going career with the passenger-fruit vessels on the Canary Island run from Liverpool in 1923, he progressed to become Senior Pilot for the Barrow and Heysham District, Trinity House, a sub-Commissioner of Pilotage, and a senior member of the Trinity House Pilots' Benefit Fund Central Committee. As sub-Commissioner, he has been Pilots' Representative since 1954. His wisdom and experience will be sadly missed.

Local Secretaries

Aberdeen	H. McKilligan	Aberdeen Harbour, North Pier, Aberdeen
Ardrossan	A. Caldwell	13 Chapelhill Mount, 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	W. J. Kirkpatrick	15 Downshire Gardens, 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, Gourock, Renfrewshire
Gourock	J. M. Farmer	239 Eldon Street, Greenock, Renfrewshire
Colchester	P. Hills	26 Regent Road, Brightlingsea, Essex
Coleraine	W. Dalzell	Harbour Office, Coleraine, Co. Derry, N. Ireland
Exeter	J. Phillips	30 St Andrews Road, Exmouth, Devon
Falmouth:		
Sea	R. T. Williams	14 Arwenack Street, Falmouth, Cornwall
River	J. Timmins	1 Ponsharden Cottage, Ponsharden, Falmouth, Cornwall
Fowey	M. H. Randolph	Elm Cottage, East Street, Polruan-by-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're
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	D. W. J. Hobday	Pentlands, Stock Lane, Wilmington, Dartford, DA2 7BY
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, Pembs.
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	M. Sparkes	Trinity House Pilotage Service, Victoria Pier, Portsmouth
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