

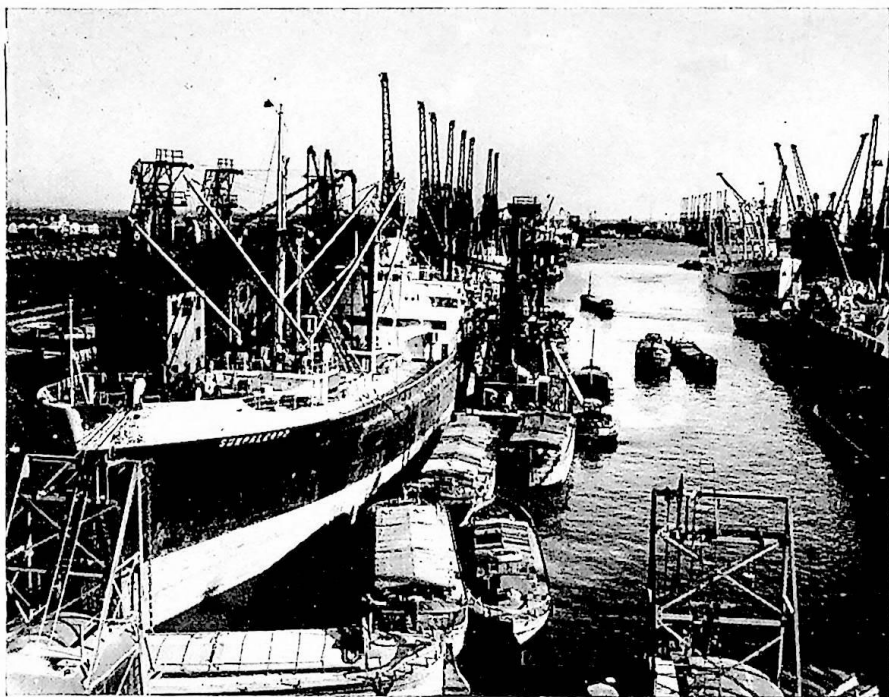
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The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 2 Vol. 41

January, 1963



KING GEORGE DOCK, HULL

THE DOCK which lies at the east end of the port of Hull system ranks among the most modern on the east coast, and contains the principal deep sea berths. It has an overall length of more than three-quarters of a mile and a lock entrance 85 ft. wide, making connection with the River Humber. The quays have a total length of 9,774 feet. Work is now in progress on a £4,750,000 development plan which will have the effect of extending the quays by 3,355 ft., transit shed floor space by 570,000 sq. ft. and crane power by the addition of sixteen new appliances. The photograph was taken from the grain silo at the head of the north-west arm. The silo accommodation is being increased by fifty per cent under the improvement scheme.

HEAD OFFICE OF THE ASSOCIATION:

SHANNON COURT • CORN STREET • BRISTOL

C. D. GRIFFITHS, O.B.E., D.F.C., — General Secretary and Solicitor
to whom all communications are to be addressed

United Kingdom Pilots' Association

Honorary Vice-Presidents :

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

Vice-Presidents :

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H. J. WYNN (London River), 52, Malvina Avenue, Gravesend.

Trustees :

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

Honorary Treasurer :

H. J. WYNN

Executive Committee :

Date elected:

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1961 F. V. JANES (Southampton), Sunrise, 67, Lakewood Road, Chandlers Ford, Hants.
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1962 R. H. FARRANDS (North Channel), 451, Main Road, Dovercourt, Essex.

Finance Committee :

THE TWO VICE-PRESIDENTS AND L. R. SLADE

General Secretary and Solicitor :

C. D. GRIFFITHS, O.B.E., D.F.C., Shannon Court, Corn Street, Bristol 1.

Auditor :

J. B. WATLING, F.C.A. (MESSRS. WATLING AND PARTNERS, Bristol).

Editor of "The Pilot" :

ALFRED CURTHOYS, 79, Gloucester Road, S.W.7 (FRemantle 0500).

SPECIAL CONFERENCE CALLED For 30th January, 1963

A SPECIAL CONFERENCE of both bodies of pilots, U.K.P.A. and Union, will be held on board H.Q.S. *Wellington* at 10 a.m. on Wednesday, 30th January, 1963.

Notification of this was sent to all local secretaries by the General Secretary in a communication dated 20th December, 1962. It also explained that it was the outcome of decisions reached on the subject of fringe benefits at the Conference last year. That Conference is fully reported in this issue and it will be seen that the Cinque Ports resolution calling for a general meeting of all pilots unless the problem was satisfactorily resolved was withdrawn in favour of an amendment proposed by the Medway. No vote was taken on the amendment and it will now come before the special Conference.

One passage in the communication which carries the matter further than the November discussions was :- "Mr. Henderson and I have met the shipowners and explained with great care the basis of the pilots' claim. We were given a sympathetic and courteous hearing, but they entirely rejected the claim, not unnaturally relying upon the advice of the late Sir Robert Letch and the decision of the Minister as regards the 1961 5% adjustment. In the event of industrial trouble, such as a withdrawal of services, arising as a consequence, they made it clear that they would have no alternative but to face the resultant difficulties, much as they would deplore such action on the part of the pilots."

The Union pilots have been invited to send delegates to the Special Conference and Mr. Peter Henderson will be attending with them.

The Executive Committee will meet on the day before the Special Conference.

THE 1962 CONFERENCE

THE SEVENTY-FIFTH CONFERENCE of the U.K.P.A. on 31st October and 1st November, 1962 held in the Court Room of H.Q.S. *Wellington* at the Victoria Embankment, London, will be remembered as one of the most important in the history of the organisation. It was one of the best attended in recent years and in our recollection there has never been so much applause for the various speakers. The discussions are reported on later pages, but the decisions are recorded in the resumé on this page and the next.

There was exceptional publicity for the occasion both before and during the Conference although it is always debatable whether that is a good thing or bad! It arose primarily from the resolution put forward by the Cinque Ports.

That if by the date of this Conference the fringe benefit problem has not been resolved, all pilots in the country should withdraw their services on a national basis until a satisfactory solution is reached.

The drastic action advocated and the speeches made on the subject provided some lively headings for the newspapers, but in the end the resolution was withdrawn in favour of the proposal by the Medway which was carried unanimously.

That this Conference issues the Executive with a directive to place the case for fringe benefits before the shipowners giving a time for the problem to be resolved and if the negotiations are unsatisfactory at the end of that time, a general meeting of all pilots should be held to discuss what other action can be taken.

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It was agreed at the end of the discussion that if a satisfactory result was not reached in three months — by 1st February, 1963 — a special Emergency Conference (not a general meeting of all pilots) should be held. Delegates from the Union ports would be invited to attend.

That Conference having become necessary what lines of action can it adopt? Here are some suggestions.

- (a) Continue negotiations.
- (b) Put forward a Section 18 application for a percentage increase in rates equivalent to the value of the fringe benefits.
- (c) Submit the matter to an independent arbitrator.
- (d) Call for a general review of the Letch Agreement, or
- (e) Hold a general meeting of all pilots throughout the country at some central place.

THE COMMON MARKET AND PILOTAGE

Two other matters occupied attention for a considerable time. One was the Common Market and the possible consequences to the pilotage service in the United Kingdom if this country became a signatory to the Treaty of Rome. It was agreed to appoint a special sub-committee to investigate the matter and Messrs. MacNeil and Farrands were immediately nominated to serve on it. Its final composition, however, will not be settled until the meeting of the Executive Committee this month.

ROCHDALE REPORT

The other matter was the Rochdale Report. After a long discussion on the second morning of the Conference Mr. D. H. Tate the senior vice-president who was in the chair at all sessions put three main questions to the delegates.

- (1) Does this Association approve of the suggestion that pilotage functions should be in the hands of a port authority?
The answer was an emphatic "no", and in that Conference was supporting the view of the Elder Brethren of Trinity House.
- (2) Does this Association agree that a central pilotage authority should be instituted, the functions of which should be to deal with administrative matters of general application, and that matters of local concern should remain under local control?
All agreed.
- (3) Should pilots seek representations on port authorities?
All agreed.

An Isle of Wight resolution regarding the hazards caused to large vessels navigating in deep water channels by the presence of small pleasure craft found ready support.

Captain F. J. Wylie, R.N., Director of the Radio Advisory Service, addressed Conference at the afternoon session on the first day. He received a cordial welcome and his talk on port approach communications, was followed with much interest. Unfortunately pressure on space in this issue of *The Pilot* does not permit a report of what he said. Arising from this subject, however, every port great or small is invited to communicate with the General Secretary in the event of E.T.As and other important messages not being properly received and dealt with at their port.

There were several changes among the officers. Mr. R. H. Farrands was elected to the Executive Committee. Mr. Duncan who had served on the Executive Committee since 1957 withdrew from the ballot. Mr. H. B. Eagle who served on the Committee for many years until his retirement as an active pilot was appointed a trustee in place of the late Mr. H. G. Pead. The question of the Presidency was referred to the Executive Committee for consideration.

Those present at the Conference were :

Vice-Presidents, D. H. Tate and H. J. Wynn; Executive Committee, J. H. Innes, L. R. Slade, F. V. Janes, W. C. Duncan, S. Green, R. B. Page, R. D. Balmain and D. Grainger; Trustee, A. A. Holland; General Secretary and Solicitor, C. D. Griffiths.

Delegates :—

BARRY	J. P. Bennett, C. E. Trueman.
BELFAST	H. C. Ryding.
CARDIFF	R. Couth, C. D. Morgan, W. H. Smith, D. Wilton.
CLYDE	
<i>Glasgow</i>	J. H. Blackwood.
<i>Gourock</i>	W. M. Baird, G. C. Howison.
GOOLE	A. Ayre.
HULL	D. Barrett, G. W. Dunn, F. Linsley, G. Lowther, F. L. Palmer.
ISLE OF WIGHT (Inward)	A. Howard, D. N. Kernick, E. Worster, J. Wylie.
LONDON	
<i>Cinque Ports</i>	D. Barrow, D. J. Jones, N. Knowles, A. Greenwood, D. Leslie.
<i>Channel</i>	K. Clow, C. Fenny, P. Levack, N. McNeil, T. Williamson.
<i>River</i>	W. S. Clarke, D. Perry, L. Lawrence, J. D. Norie, J. K. Purdon.
<i>Medway</i>	C. A. Rhodes, J. C. Grier, A. Davidson.
<i>North Channel</i>	K. C. Davis, R. Donovan, R. H. Farrands, R. Sanders, A. MacKinnon.
MIDDLESBROUGH	G. A. Coates, M. W. Challenor, S. V. Edge, A. Stevenson, J. T. Taylor.
PLYMOUTH	J. McLean.
PORTSMOUTH	F. H. Collins.
PORT TALBOT	E. L. Hare.
PRESTON	E. N. Chambers.
SHOREHAM	R. Carruthers, W. Dalton, P. I. Bevan.
SOUTHAMPTON	K. A. Gadd, C. J. Pearce, H. A. Strowger.
SUNDERLAND	J. B. Wake, R. Wilkinson.
Visitors :—	Southampton : H. B. Eagle, retired. Cinque Ports : S. C. Williams, H. Garner. North Channel : Herbert Jackson, retired, P. Holbrook. Barry : J. Bennett, W. Evans. Goole : D. N. Evans. Middlesbrough : F. Dixon, G. B. Robinson. Tyne : E. Ramsey, retired.

Mr. Tate who presided at all sessions of the Conference formally opened the proceedings after prayers led by Mr. Wynn, and had a special welcome for Miss Susan Weston from the Secretary's office who was attending Conference for the first time.

For the Association's reception on the evening of the first day of Conference new ground was broken by going to the Livery Hall of the City of London Guildhall which afforded accommodation for a much larger party than was possible in the *Wellington*. We were honoured by the attendance of Vice-Admiral J. Hughes-Hallett, C.B., D.S.O., M.P., and a distinguished gathering from the Ministry of Transport, the Deputy Master (Captain G. E. Barnard) and many Elder Brethren of Trinity House, the Master (Captain J. D. F. Elvish) and a number of Wardens and members of Court of the Honourable Company of Master Mariners, the President of the Chamber of Shipping (Mr. David M. Robinson) together with a welcome number of shipowners and Mr. L. J. H. Horner the General Manager and Solicitor, representatives of Pilotage Authorities and representatives of the Transport and General Workers Union.

"DIFFICULT AND ANXIOUS PROBLEMS"

GENERAL SECRETARY'S ANNUAL REPORT

I FEEL IT WOULD BE THE WISH OF YOU ALL that before we begin our discussions I should pay a brief tribute to three great friends of our Association who are no longer with us, and by whose death we have suffered in different ways a very heavy loss.

Sir Peter Macdonald

Just a year ago SIR PETER MACDONALD was with us to open our seventy-fourth Annual Conference. His sudden death in December last not only deprived us of a distinguished and worthy President, but has left a gap which we are experiencing great difficulty in filling. The obituary which appeared in *The Pilot* of January last recorded his connexion with this Association and our indebtedness to him for the great services he rendered to the profession of pilotage throughout the Kingdom. By no means least among these was the link he has forged between us and the Honourable Company of Master Mariners which has brought many lasting advantages, quite apart from the privilege we enjoy of using H.Q.S. *Wellington* as our own headquarters and the place for holding our Executive and other business meetings, and of course the Annual Conference at which we are now assembled. This Association can pay no higher tribute to the memory of our late President than to conduct its affairs and maintain its policy in such a manner that we may always continue to enjoy this privilege. That was always his great hope.

Sir Robert Letch

The unexpected death of SIR ROBERT LETCH in July last came as a shock to us all. He was a great admirer of the profession of pilotage, and long before he took the chair at the now famous Committee which has taken his name, he had a thorough understanding and appreciation of the skill and specialised training required for the discharge by pilots of the heavy responsibilities involved in their task at ports both great and small.

Whatever may now be said about the merits of the Letch Report, it was un-

doubtedly the dawn of a new era in pilotage affairs. Criticism of the working of the Report there may well be — and no doubt we shall hear more of it before the close of this Conference — but the fact remains that despite certain possible defects in detail I have yet to find any substantial body of pilots who have not welcomed its fundamental principles in seeking to establish a reasonably satisfactory basic level of earnings at the major ports throughout this country, stability of those earnings within an agreed tolerance, and the laying down of conditions, reasonably clearly defined, under which earnings and the rates to produce them can be varied. The Committee's recommendations were welcomed by shipowners and pilots alike.

"Patient Guidance and Wisdom"

For the first time in the history of pilotage the Report brought into existence an overall plan covering pilots' earnings. Concessions had been made on both sides in order to reach agreement, but I feel confident that I speak for all who worked on his Committee in acknowledging that the dominating influence throughout was the patient guidance and wisdom of Sir Robert, whose contribution always led to a constructive and fair way out of apparently insuperable difficulties. He continued to take a great interest to the end, and I suppose there can be no more convincing evidence of the esteem in which he was held than that both parties willingly turned to him when differences arose and unhesitatingly accepted whatever advice he gave.

Mr. H. G. Pead

Those of you who remember MR. H. G. PEAD will be aware of the many valuable contributions he made as a Cardiff delegate to Conference, and the unfailing good humour and wisdom with which his speeches abounded. His colleagues on the Executive Committee frequently relied upon his guidance, and the confidence in which he was universally held was reflected in his appointment in the year 1948 as one of our Trustees. His sudden death while on holiday this summer is greatly regretted by us all.

Secretary's Report.

Delegates attending this year's Conference will be fully aware that it has been my practice hitherto, in presenting my Annual Report, to give an account of the year's work and to raise a number of matters which seemed to me to be of importance by way of stimulating discussion and obtaining your views from the debate which normally follows. Those of you who attended last year, and others who I trust will have read *The Pilot* of January 1962, containing a report of the proceedings, will be left in no doubt (as indeed I am not) that something very different is apparently needed. Except where it cannot be avoided, I will confine myself therefore to a report upon the events which have occurred since then.

Origin of Fringe Benefits Dispute

It will be within the memory of you all that last time we were here we found ourselves under a heavy cloud of almost universal discontent and unrest for two main reasons, at any rate as I understand it. Your Executive Committee, working in co-operation with the Union, had failed to reach agreement with the shipowners on the amount of the percentage increase to be applied to rates and earnings following the N.M.B. increase in scales of pay which had come into force in the summer of 1960, totalling approximately 20%. This was the origin of the "fringe benefit" dispute, which I am fully aware is continuing to cause such bitter resentment among pilots. As there is to be so vital a debate upon the matter later it might assist if you have before you the facts and order of events correctly set out.

We had agreed that for the purpose of the 1960 adjustment the pure cash increase in earnings for the appropriate Merchant Service officer was represented by a figure of 11%. The value of the fringe benefits was a further 9% or thereabouts. It was difficult to state an exact amount but at most it was 11%. Mr. Henderson and I were invited to discuss the matter, and on 30th August, 1960 met representatives of the Chamber of Shipping of the United Kingdom and the Liverpool Steam Ship Owners' Association with their senior officials, and we were given a very fair hearing of our case.

Sir Robert's View

In the end (and here I speak from memory) the Chairman announced that, without admitting the principle that fringe benefits should be taken into account in interpreting Clause 6(1) of the Letch Agreement, they would consult their constituents with a view to agreeing an increase of 15% being applied to pilots' earnings. We know that when later they did so this was rejected, and the question was accordingly referred to Sir Robert Letch with a request that he should give us his opinion. This he did by letter dated 3rd October, 1960, the relevant portion of which reads as follows:—

It was explained to me that in the recent settlement of the National Maritime Board there was not only an increase in the scales of pay of navigating officers but that there were also improvements in other directions, such as in the payments for weekends. Those latter were colloquially described as "fringe benefits" and the point on which you sought my opinion was whether, in considering the clause quoted above [Clause 6(1) of the Letch Report], regard should be had to both the increase in the scales of pay and the fringe benefits.

I have given very careful consideration to the problem and have taxed my memory on our discussions three years ago. Within the narrow limits of the question which has been put to me I think that there can only be one answer, viz. that the clause relates to the increase in the actual scales of pay to navigating officers and that the fringe benefits were not in mind at that time.

Sir Robert had been asked a particular question and he confined his answer strictly to it. It was no doubt correct. As far as I know none of us had fringe benefits in mind during our deliberations which led to the signing of the Report. They had never been heard of at that time, at any rate in the context in which we are now having to consider them. Whether to deny pilots the benefit of their cash equivalent was contrary to the spirit of our agreement is another matter. The shipowners think not. Be that as it may, I think the result of his advice can quite fairly and simply be summed up by saying

Secretary's Report.

that where improvements are introduced into the Merchant Service, the pilots are entitled (as regards their recommended level of earnings) only to those expressed in cash and of general application, and those expressed in kind are to be excluded. The increase was therefore confined to 11%. This gave rise to concern lest future increases, even in cash, might be "labelled", thereby lending force to the possible contention that they were not a "general increase" and therefore not applicable to pilots.

Begging the Question

As I see it this is precisely what did happen in 1961. In practice it had been found well-nigh impossible in the majority of cases to give time off in lieu of Saturday afternoons at sea, and accordingly for loss of that fringe benefit a 5% cash increase was granted to every officer, entirely unconditionally and whether he worked Saturday afternoons or not. It was an increase of universal application for which nothing had to be done in order to qualify for entitlement, and every officer thereupon received a new consolidated basic scale of pay 5% higher than he got before. A fringe benefit had been converted back into cash. It is begging the question to say — "You were not entitled to the value of the fringe benefit and therefore you cannot expect the cash compensation when it is taken away" It was only by expressing it as a fringe benefit that you were deprived of it in the first place. Had they given the cash to start with quite obviously no one would have questioned the pilots' right to it.

The two pilots' organisations were therefore greatly surprised to find that the shipowners' representatives contended that this did not amount to "a general increase in N.M.B. scales of pay" and once again, as you know, our dispute was referred to Sir Robert. After a number of meetings he asked to be relieved of his task without being called upon to express an opinion, and that is how the position stood just a year ago.

We were accordingly left with no alternative but to put a "test case" to the Minister by means of an application under Section 18 of the Pilotage Act. Middlesbrough was chosen as a suitable "guinea pig" because from every other point of view,

if the increase was held to be applicable at all, they would have qualified for it and no extraneous side issues would have clouded the Minister's ruling. The Authority co-operated and adopted an entirely neutral attitude. Mr. Henderson opened the case at the subsequent Ministry Inquiry on 16th March, 1962, and covered the entire ground admirably and with great clarity. The matter was then gone into fully on all sides and, as the point in dispute was almost exclusively a legal one, the Treasury Solicitor was represented in order to advise the Minister from first hand knowledge. Everyone now knows that the Minister's decision, announced on 7th May, 1962, was against the pilots. It was expressed in the following terms:—

I am to state that, having given the most careful consideration to the arguments advanced by all parties represented at the meeting, the Minister would not be prepared to confirm a bye-law to increase the pilotage rates for the Tees Pilotage District by 5%, if such a byelaw were submitted to him by the Pilotage Authority.

In the view of the Minister, the 5% addition to the basic pay of navigating officers under (a) of (9) of the National Maritime Board Agreement effective from 26th June, 1961 did not amount to a general increase in their scales of pay, being merely the inclusion in their total emoluments of the cash equivalent of an additional benefit to which they were already entitled by virtue of the Agreement effective from August 1960.

We have therefore on that particular point exhausted our negotiating machinery and come to the end of the road. I must emphasise that there was only one point upon which a ruling was sought, namely — was the 1961 5% N.M.B. adjustment a "general increase" in scales of pay within the meaning of Clause 6(1) of the Letch Agreement? It did not seek a Ministerial ruling on the wider question as to whether pilots, in the spirit of the Letch Agreement, were entitled to receive the cash equivalent of fringe benefits.

With the greatest possible deference, I consider the Minister's decision was wrong. We have never concerned ourselves with the

Secretary's Report.

reasons for an increase. An increase which applies to everybody quite unconditionally surely cannot cease to be "general" simply because it was given for a specific purpose. Had there been any right of appeal to the Court I should have had no hesitation in advising such a course. But there is no appeal and accordingly, although if you look in the N.M.B. handbook for 1961 you will see that the new basic pay of every navigating officer with effect from 26th June, 1961 is higher by 5% than it was before, you are required nevertheless to accept that this is not a "general increase". It is too much for most people to swallow; it is too much for me. It is a downright injustice. It was a decision of pure political expediency. We were at the height of the pay pause. The policy was enforced by the politicians.

Seeking a Single Procedure

Before waiting for the Minister's decision (and because as I say the point was different), I embarked upon the correspondence with the shipowners which has since been published in the August issue of *The Pilot*. There is only one further letter of importance which you have not seen, and that is the reply of the Liverpool Steam Ship Owners' Association to my letter of 16th July, 1962, the concluding sentence of which reads as follows:—

In general the Association has nothing to add to its letter of the 31st May, from which it follows that the suggestion contained in the penultimate paragraph of your letter that there should be a meeting to discuss the matter is not acceptable since it would serve no useful purpose in the circumstances.

It is important that I should clear up one matter at once. The shipowners felt, and I agreed, that it would be extremely difficult to resume our discussions on the procedure for putting into operation N.M.B. adjustments and the construction of difficult sections of the Report until we had got the 5% dispute out of the way. Very shortly after the Minister's decision was announced we were invited to attend for discussions and these are continuing as between officials (I feel I can include Mr. Tate under that heading) in a highly co-operative way. We have our differences (and if you will for-

give my saying so, those of you who have not an intimate knowledge of some of the problems little realise their complexities), but both sides are seriously striving to remove causes of discontent and to agree on a simple procedure. This has been taking place not only amid other heavy commitments, but also during the summer holiday period with inevitable absences from duty.

For the First Time

As we were about to settle a fresh draft of our proposals the 1962 N.M.B. adjustment was announced, and both sides agreed that the considerable work resulting must be given priority over all other discussions. We had unexpected difficulty in obtaining accurate and official information from which to calculate the percentage increase to be applied to rates and earnings, and to save time the Chamber drafted a letter to the Ministry for approval by Mr. Henderson and myself so that immediately the figure was agreed it could be inserted and the letter dispatched with the minimum possible delay. That letter duly went on 13th September last and for the first time, I think, we had set the machinery in motion before the coming into operation of an award.

It is now up to Pilotage Authorities to move quickly. A number have already submitted byelaws, and the Pilotage Department at Trinity House have shown commendable speed in preparing their proposals and have adopted the excellent expedient of submitting them to me and to the Chamber so that any queries can be cleared up before they are sent by the Elder Brethren in bye-law form to the Ministry.

That I hope fully covers the position up to date. If there are some who feel impatient because there is little or nothing new in all this, I can only hope, in view of the serious resolution on your Order Paper standing in the name of the Cinque Ports pilots, that it will at least be of some assistance to others in placing before them a summary of the facts before making up their minds as to how to vote. No doubt the speakers on the motion will correct any inaccuracies and fill in such further details as may be necessary. I hope, however, it will not be entirely out of place if at this point I seek to inject a word of caution.

Secretary's Report.

Although the Executive Committee are fully aware that one or two ports have never been satisfied with their original Letch level, at the time of the publication of the Agreement I think I would be right in saying, while there was admittedly no cause for general elation, by and large there was overall satisfaction.

Clear Overall Picture

In an Appendix to my Annual Report of 1960 (by which time you will remember it was open to any signatory to call for a general review) I set out for each port covered by the Agreement a table showing their average earnings for the years 1954-1956, their 1957 recommended basic and the increments which had since taken place. I hope you will have those figures before you. To bring you right up to date I have attached an Appendix showing the position at the present time, from which you can obtain a clear overall picture. Adding the latest 4% increase, basic levels to-day are a little over 30% higher than the original Letch figure. I understand the Board of Trade official cost of living index shows a rise of 15 points only over the index for 1957.

Shipowners' Contention

Furthermore, it is contended by the owners that the scales of pay now operating in the Merchant Service are not realistic. It is said they have been agreed to on a scarcity value basis, and it has even been claimed that (to use a figure of speech) they are having to "bribe" men to stay at sea. How true this is you will know far better than I, but these are matters which, as responsible professional men undertaking a vital specialist task upon which the shipping industry of this country so largely relies, you will, I know, want to take into account and consider most carefully. I am fully conscious that in certain quarters these observations may well provoke strong criticism for failing to display a sufficiently militant spirit. Others may agree that before embarking upon drastic action it is at least desirable to assess the prospects of success and the consequences of failure. I am inviting you to do no more. The decision is yours.

That there is a sincere and strongly held conviction that the spirit of the Letch Agree-

ment is being violated by the shipowners' failure to agree to complete parity of the real earnings between pilots and navigating officers I have never been in any doubt, as I hope the published correspondence clearly shows. That the shipowners have a no less sincere conviction in the propriety of their own attitude must also be conceded. One assumes they see no purpose in meeting as they have no intention of changing their minds.

Two Alternative Courses

In these circumstances what alternative constitutional courses are open to pilots other than a withdrawal of services—assuming such a step is legal at all? There are two. We can call for a general review of the Letch Agreement. That proposition was rejected last year, but circumstances may well be considered to have changed since then. Any such review would lay great emphasis on the matters referred to in my letter of 16th July last to the Liverpool Steam Ship Owners' Association, namely, a reduction in hours of duty, a consequential increase in numbers, special rates for weekend and Bank Holiday work, and bonuses for night berthing of large bulk-carriers etc., all such special remuneration to be in addition to any basic level that might be agreed.

It has also been suggested that the time might be opportune to revive an important question in the famous Seven Points Policy of thirty years ago, namely, the levying of a charge upon all shipping for the benefit of the pilotage service. The principle is sound and its justification irrefutable, but a practical difficulty arises from the necessity of legislation to make it obligatory.

Alternatively we can go to the Minister with a Section 18 application for rates to be increased at a selected Letch port by an amount equivalent to the cash value of the fringe benefits of which pilots have been deprived. In conclusion, any action which we take must, I suggest, be in the closest consultation with the pilots of the Transport and General Workers' Union, whose views and support it would obviously be desirable to obtain.

*Secretary's Report.***Port Approach Communications**

Let me now deal rather more briefly with other matters. It will come I hope as a somewhat pleasant relief from consideration of the difficult and anxious problems to which I have been referring to know that we are to be joined at lunch by Captain F. J. Wylie, the Director of the Radio Advisory Service, who has very kindly agreed to lead a discussion on the subject of port approach communications immediately after the adjournment. You will remember the importance which pilots in most Districts attach to this question and the debates which have taken place at recent Conferences. As a consequence I have been in touch with the Radio Advisory Service and I am confident that Captain Wylie will not only be able to give us valuable information and assistance at ports where existing arrangements continue to be unsatisfactory, but will also be able to tell us of the progress he has made towards rationalisation and standardisation of practice and channels of communication at a great number of ports throughout the country.

Mr. Greenwood, the Secretary of the Pilotage Committee of the Chamber of Shipping of the United Kingdom, will also be in attendance to ascertain what assistance his organisation might be able to give, and my hope is that as a consequence we shall be able to make definite and tangible progress, particularly at places where pilots are not at present receiving the co-operation they require. I am sure his visit and the discussion which follows will prove of great practical value.

Whistle Signals

Not too distantly related to the question of port communications and early warning is that of the standardisation of whistle signals between pilot and tug where means of radio communication is not provided, or where serious jamming is experienced. In practice, confusion and resultant accidents fortunately appear to be rare. The view I have taken is that if there is a problem to be solved it is primarily the responsibility of the shipowners and Pilotage Authority to initiate whatever action is considered desirable, and that pilots should be taken into consultation at a suitable stage. My main

concern is to ensure that in the event of damage occurring as a consequence of misunderstood signals, no attempt will be made to lay the blame upon the pilot.

The attention of the Chamber of Shipping of the United Kingdom and of the Dock and Harbour Authorities' Association has been drawn to the matter, and it is understood that the latter body have held certain discussions but the views of the pilots who initiated this question have not been further sought. Let all concerned therefore take due heed that if tugs from one port are transferred to augment the services of another, the pilots for whom I have the right to speak, while doing their utmost to co-operate, cannot hold themselves responsible for accidents resulting from signals which are misunderstood on account of lack of standardisation or failure to make suitable arrangements for avoiding possible confusion.

Pilot Ladders

A matter with which you are all familiar is the ever-present danger of defective or improperly rigged pilot ladders, and I make no apology for referring to it yet once again. There recently came into my possession a Notice to Mariners issued by the Department of Transport in Ottawa making it compulsory at various ports in the Great Lakes for certain vessels to provide, in addition to a Jacob's ladder, an accommodation ladder the landing platform of which must be eight to ten feet above the water. You will know from what has already been fully reported that certain improvements were adopted at the 1960 International Conference for the Safety of Life at Sea, at which pilots were represented. The Convention has not yet been ratified, and moreover it is appreciated that the condition of the waters off our shores may be very different from those in the Great Lakes.

At the same time I have been in communication with the Ministry of Transport expressing the concern of pilots at the dangers which they continue to experience, and I am glad to say I have received an assurance that the Ministry will examine the possibility of introducing the improvements recommended in advance of the Convention being brought into force as a whole. I am

Secretary's Report.

at the moment waiting to hear further on this subject, and meanwhile I can only repeat that it is up to pilots to make an immediate report to their Authority, and if necessary to this Association, in every single instance where they are given cause for justifiable complaint.

The All Aft Problem

Another important subject discussed at last year's Conference about which little satisfactory progress has been made concerns the bridge-aft problem in tankers, ore and other types of bulk dry cargo ships, which are likely to become more popular than ever in the not too distant future. The need to reconcile apparently conflicting interests is not a new one. The economic considerations which have led to the construction of this type of ship are doubtless understood and accepted, and the question which arises (and which is by no means confined to United Kingdom ports) is whether the additional handling risk and dangers involved when the whole of the bridge superstructure is placed aft are justified by the saving in space and expense which results.

Skeleton Bridge Amidships

The concern which has been expressed by pilots from opposite corners of the globe seems at least to indicate the need for second thoughts and at any rate stimulate further inquiries as to the desirability of constructing a skeleton navigating bridge in the conventional position. Inquiries have come to this Association from places as far apart as Vancouver, Washington, Aden, Port Adelaide and Hong Kong.

Some alleviation of the situation might well result from the provision of closed circuit television so that the pilot can "see" immediately ahead, but this does not overcome the difficulty of judging the swing of these great ships when the pilot is standing almost at the point of maximum movement. It is hoped that it will not be necessary for some calamity to occur in order to impress upon owners and others concerned that economic needs must be balanced fairly with the over-riding necessity of avoiding the risk of unjustified danger and loss to others.

Following last year's discussions I raised

the problem with the Ministry of Transport who agreed to refer it to their Safety of Navigation Committee, which apart from Ministry advisers includes representatives of shipowners, officers and seamen, Dock and Harbour Authorities and others, and this Association was invited to send a representative. Mr. F. V. Janes (Southampton) was nominated by the Executive to attend, but his subsequent report was disappointing. The Committee, as would be expected, deals with many matters and did not appear to be much concerned with the difficulties and dangers of handling these vessels in confined waters. No tangible progress resulted but the Ministry has since agreed to seek further information and to reply to the aspects about which pilots are worried as soon as they are able. The matter is therefore being pursued.

Pensions — "The ball is at your feet"

As regards pensions, I think there are only two matters to which I need draw your attention this year. The joint recommendations of pilots and Pilotage Authorities setting out the minimum requirements of a satisfactory pension scheme have now been with you for a considerable time and, to put it plainly, the ball is at your feet. The Executive Committee would be interested to learn what progress has been made.

Apart from the smaller ports which have a special problem, only Belfast has so far sought the Association's help and this has now been very effectively given by Mr. Tate. He made a most thorough examination of the state of their fund, paid two visits to Belfast and one to the actuary in Liverpool, and, working in co-operation with the Authority, has reached agreement upon a scheme which provides greatly increased benefits both to existing and future pensioners at no additional cost to the pilots. We, as an Association, are indebted to Mr. Tate for his services, just as much as the pilots themselves who have written in terms of warm appreciation.

As regards those ports where for one reason or another there is no immediate prospect of providing a suitable pension from their own resources, Mr. Tate and I have been in touch, both by correspondence and personal visits, with the Ministry and

Secretary's Report.

the Board of Inland Revenue, from both of whom we have received the greatest possible assistance and guidance. The matter is a highly technical one, and hardly suitable to be dealt with in this Report. I am however to say that as soon as possible after Conference Mr. Tate and I will be in close touch with these smaller ports to render all the assistance we can, and there seems every prospect of establishing, within the framework of the Pilotage Act, reasonable provision for retirement by means of private insurance, although it has to be accepted that little or nothing can be done to improve the lot of those whose remaining length of service imposes an inevitable limit upon their period of contribution.

Humber Victory

There can be very few occasions when I have not had something to say, in the course of this review, about events on the Humber, and this year is no exception. Twelve months ago the long drawn out battle over earnings, numbers, working conditions and the whole administration of the pilotage service was almost at its height. Year after year the Humber pilots were wished well by their colleagues in the Association in their protracted struggle, but despite every effort on our part — and I assure you they have been continuous for the past ten years — we failed to achieve any really satisfactory results. As we know, the level of earnings was laid down in the Letch Agreement but, by contending that numbers were excessive, the Authority had effectively prevented the pilots from ever once reaching their Letch mean. For the most part they had either been "out of the bottom" or just within the lower limits of the toleration margin. The pilots contended that far from being too many their numbers were in fact inadequate, and accordingly they found themselves not only working at excessive pressure but doing so on depressed rates. Little wonder there was an atmosphere bordering on open revolt.

At the request of this Association the Minister agreed, as an exceptional measure, to hold an informal Inquiry into the Section 18 application which had been lodged on behalf of the pilots at Hull, under an independent Chairman, and this duly took place at the Conservancy Board's offices

from 5th to 7th June last, under the chairmanship of Mr. Thomas Haworth, a retired officer of the Port of London Authority (who had presided over the Manchester Inquiry in 1957), supported by Captain H. Menzies, R.N. and Mr. J. A. Horne of the Ministry of Transport, Mr. A. C. Coging having been prevented from attending owing to his duties unexpectedly taking him to Ceylon. But by this time important changes had been taking place at the Pilotage Authority's headquarters. There was a new Chairman and a new Secretary and what was immediately even more noticeable, an entirely new spirit. Excellent arrangements were made for the whole party attending the Inquiry to see over the entire District, including a visit to Spurn Point and the cruising cutter on her sea station. The Chairman had an opportunity of seeing the pilots at work, inspecting the conditions under which they operated and talking with the men on the job.

Tough Battle

When the Inquiry commenced we made it clear that we had no wish to see each side sticking rigidly to a prepared brief and leaving it to the Chairman to make a report to the Minister. We wanted to settle our differences there and then around the table and not go away until we had. That seemed to be the wish of us all and on that basis we set about our task, point by point. No one will deny it was a tough battle. It was not long before the shipping representatives, with characteristic Yorkshire inflexibility, "had said their last word", but the Authority's new Chairman always helped to keep the door open, and throughout the Inquiry maintained an impartial and scrupulously fair attitude, seeking at all times a reasonably acceptable solution.

In the end — I hope I do not express it too strongly — the pilots triumphed. From 73, as being what the Authority called their "proper number", it was agreed that numbers should be increased forthwith to 87, and rates appropriately adjusted. Leave and time off free of all duty was increased to 100 days per annum. New working arrangements were agreed to be introduced, and at the time of preparing this Report I think are nearing completion and about to come

Secretary's Report.

into operation. Many less vital administrative points were conceded by the pilots in order to achieve agreement and, to the best of my knowledge, we have at last turned the corner and are experiencing the dawn of a new and happier era in affairs pilotage on the Humber waters.

Tribute to the Humber Pilots

No report of these events would be complete without an acknowledgment, which I know the Humber pilots would wish me to make, of the patient and invaluable help of Mr. Tate. We cannot say enough in praise of his efforts which so largely contributed to bringing about this highly successful result. On the other hand, I know Mr. Tate would share my wish to place on formal record our appreciation of the positively prodigious work undertaken by Mr. Grainger in particular, and his other colleagues on the Pilotage Authority. This was a team effort from beginning to end, and although on occasions we had our differences, sometimes serious, they never divided us for long. To the loyalty and patience of the whole body of Humber pilots I would like to pay a most sincere tribute. Had we not remained together this victory would never have been achieved.

Teignmouth leads!

Perhaps in contrast with the affairs of a great industrial port on the East Coast you may be interested to know that the little but important port of Teignmouth in the South has become, at any rate in one vital sense, the leading port in the Kingdom. It was the first to enjoy the benefit of the new 4% increase which became operative there as recently as 11th October. If you wonder how this came about it was due to the co-operation of the Chamber of Shipping. With the help of Trinity House this Association had negotiated a rate increase of 11% just at the time when the latest award was published. We asked that the agreed 4% increase should be added, and this was immediately accepted. Bye-laws were already before the Minister and they were confirmed at 15%. Perhaps I am not always wrong when I seek to make acknowledgment of the attitude of the Chamber. It is not the only case.

Londonderry

The Londonderry pilots, who are among our most loyal supporters, have been experiencing endless delays over an unopposed 10% increase in their rates. Their whole code of bye-laws needs drastic revision. The Authority, while I am satisfied they desire to be helpful, want to tie up the increase with all the other amendments which will inevitably cause even further delay — already extending to over two years. On behalf of the pilots this Association very recently submitted a Section 18 application for a straightforward 14% increase. The remaining matters can be dealt with later. The Chamber at once wrote to the Ministry intimating that they had no objection to the proposed adjustment, and agreeing that it should come into operation without waiting for the outcome of our discussions on the remaining bye-laws, thereby enabling the pilots to enjoy increased earnings while negotiations on the other matters take their normal course.

Division of Opinion

I have been asked by one of our members whether I would deal in my Report with the problem which arises when there is a division of opinion among pilots at a port, all of whom are members of this Association. The question raises a delicate point, but the straightforward answer surely is that membership of any democratic organisation involved an inherent obligation to abide by majority decisions taken at a properly constituted meeting of which due notice has been given, or obtained by ballot or referendum. The matter admittedly becomes more complex when the question in dispute is not whether or no a particular course is desirable for the whole body of pilots, but where the issue is, by common consent, one which is admittedly to the advantage of one section of pilots and to the undoubted disadvantage of the other. A majority decision can in some circumstances be harsh and inequitable upon the minority.

When such a dilemma arises, which fortunately is exceedingly rare, there can only be one answer. I hope the loyalty and good sense of the members concerned will readily accept that the Executive Committee is left with no alternative but to stand down, and

Secretary's Report.

if necessary the two sides must be independently advised elsewhere. This at any rate is how I see it, but there may be all kinds of variations of the problem and I shall be interested to hear your views and indeed will welcome any advice you can give me.

The Rochdale Report

At the moment of going to press, so to speak, the Rochdale Report has just been published. I at once communicated with the ports principally concerned urging delegates to come to Conference with some knowledge of its recommendations at any rate as regards pilotage questions and reasonably briefed (though I trust not mandated) with the preliminary views of the pilots at their port. Since then this Association, like others concerned, has been invited by the Ministry to give its initial comments, if possible by the end of October. I have therefore again written to the ports asking for specific re-actions as far as your own interests are concerned.

Naturally on a matter of this kind we must proceed in the closest co-operation with the Union pilots, and Mr. Henderson and I are already in touch to ensure proper co-ordination. Like so many proposals which may have a bearing upon the interests of pilots, almost the first thing to become apparent is that, if adopted, they may rebound to the advantage of some and to the undoubted disadvantage of others. Views are therefore unlikely to be unanimous — nor should anyone expect them to be.

My personal reactions for what they are worth at this early stage can quite briefly be stated. Many people with an intimate local knowledge must surely entertain the gravest doubts as to the wisdom of certain recommendations, and others, I would suggest, need to be approached with obvious caution. Subject thereto, and to the clearest possible proof that innovations suggested are by common accord for the ultimate good, I am confident pilots will not allow self-interest alone to stand in the way of overdue and clearly desirable reforms and much needed progress. But if changes are to be introduced which may adversely affect individual bodies of pilots who bear no responsibility for the existing state of affairs, then their interests must be fully protected

with the most scrupulous and resolute care, and adequate guarantees provided that will completely indemnify them against any possible loss. Fair dealing demands nothing less. My duty will be to seek it.

October, 1962.

C. D. GRIFFITHS.

APPENDIX**Letch Ports — Mean Level of Earnings
September 1962**

	£
Aberdeen	1,368
Barrow	1,629
Barry	1,564
Belfast	1,693
Cardiff	1,564
Clyde	2,150
Falmouth (Sea)	1,954
Goole	1,693
Grangemouth	1,596
Hartlepool	1,368
Hull	1,824
Ipswich	1,434
Isle of Wight (Inward)...	2,053
Isle of Wight (Outward)	2,378
London	2,411
Londonderry	1,238
Plymouth	1,434
Port Talbot	1,564
Preston	1,564
Sunderland	1,499
Tees	1,954
Tyne	1,499

The adoption of the report was moved by Mr. Trueman, seconded by Mr. Ayre and agreed.

EXECUTIVE MEETINGS

Two meetings of the Executive Committee were held, one on the eve of Conference and the other after the close. There was a full muster on both occasions with Mr. Tate in the chair. At the second meeting the Conference decisions were considered and appropriate action was taken.

EMERGENCY CONFERENCE TO CONSIDER MEDWAY PROPOSAL

THE DISCUSSION was opened by MR. BARROW who moved the Cinque Ports resolution.

"We haven't actually called it a strike, but that is what we mean" he said. He referred to what happened at the 1961 Conference. His station moved a resolution regarding the possibility of re-opening the Letch Report. What defeated it? Not a majority vote but the abstentions — about 30 per cent. What happened to the resolution adopted about weekend work and fringe benefits? "Don't worry" he said, "because how ever you vote on this resolution the odds are that it will, like the rest finish up in the archives. At least I can offer an example of a little effort toward finding out the feelings of pilots in the London districts over the apparent unfairness of the implementation of the Letch Report. A ballot paper was sent to every pilot asking him to say yea or nay about attending a three day meeting in London to discuss our problems, fringe benefits, salaries and reduction of working hours. Of 314 forms issued to pilots in the Sea stations 262 were returned — 233 in favour and 29 against. How many of the 29 were choice pilots I would not like to hazard a guess. The figures excluded the River which had different problems from the Sea stations.

"What about the appendix to the Secretary's report last year dealing with the Letch Report? What about the assurance that it would be operative by the beginning of this year? Remember the instructions last year to all delegates — go back to your stations; produce your work index figure. How many have done this? Very few, probably no more than we had last year".

Later in his speech Mr. Barrow said, "We are losing faith in our profession".

"We should fire a broadside"

There was an echo of an old controversy in some remarks by MR. GREENWOOD who seconded the Cinque Ports resolution. "Whether you like it or not" he said, "we are somewhere between master and mate — some even lower. Now is the time to make a stand; if you don't then in a very little

while the second mate will be losing money if he goes into the pilotage service". He started by saying the good ship Letch was supposed to have got them out of all their difficulties, but it had run into a few storms, got off its course and even grounded. His final shot was, "We should fire a broadside at the shipowners and show that we mean business".

Then MR. RHODES moved the Medway amendment and said that they could not support the resolution as it stood, although most of what the Cinque Ports said was true. The amendment was seconded by MR. GRIER.

Although he had every sympathy with the resolution, MR. GIBBINS said they were on a tight rope as far as the smaller ports were concerned. If they withdrew their services the machine would take some starting again.

MR. INNES was in sympathy with the feeling of the majority of the pilots, but as a member of the Executive he felt completely frustrated; they were bound by the Letch Agreement and must abide by it. He considered that the Chamber of Shipping had performed a breach of faith.

MR. HARE wanted to know how pilots would stand under the Act if they withdrew their services, and MR. GRIFFITHS said that improper refusal to pilot a ship rendered the pilot liable to a penalty, but it was not an offence if the refusal was based on reasonable grounds. When a body of responsible professional men considered that they must withdraw their services in order to hold a general meeting where the views of all concerned could be expressed and considered on a vital problem it was surely reasonable cause for absenting themselves from duty. It had been done on the Humber, and no attempt was made to institute proceedings.

MR. GRAINGER pointed out that their action was in respect of a specific point of choice pilotage and no action was taken against any individual pilot.

MR. PERRY saw little difference between the resolution and the amendment. They were free citizens and could go on strike

like anybody else. It was essential to make it clear to the public that the pilots were very much in the right and the shipowners were wrong. The point that the pilots were acting in accordance with democratic principles should be made crystal clear before they took any action.

Dead Against It

Up to this point there had been no emphatic opposition to the Cinque Ports resolution or the amendment, and then came MR. AYRE with the remark "I am dead against the resolution. I cannot see it will do one bit of good". He said he had great faith in the Chairman and the Secretary, and there was a good case for extra pay for Bank Holidays, etc., but these could be taken into account when arriving at the work index.

The Chairman intervened with the remark that there had been full scale meetings with the Chamber of Shipping on fringe benefits, but the answer had always been an irrevocable "No". There had been no shortcoming on the part of the Association in actively pursuing the matter, but they came up against a brick wall higher than any East German wall. "We are at the end of the road as far as negotiations themselves are concerned" he added.

A Thousand Times "No"

The shipowners "No" brought MR. GARNER to his feet. "I am tempted to say 'a thousand times No'" he said. "Thank heaven we have had some straight speaking. We have been all over it before, but what has happened? — nothing. There is something wrong in the state of Denmark". He described the attitude of the shipowners in the negotiations as a lot of poppycock. Nobody could say the pilots were irresponsible, and if they were forced to take the step proposed by the Cinque Ports it was because somebody else had broken the agreement. "A fair hearing is all we want" he said.

For nearly half an hour MR. CHAMBERS engaged the attention of Conference with a prepared statement which he read. The Chairman confessed at the end that he was not quite sure whether Mr. Chambers was speaking on the amendment or the resolution. In the space at our disposal it is not

possible to do more than take out a few points from what Mr. Chambers said. He referred to the Letch Report "as this infamous document". Speaking as the Preston delegate he said, "Never have we wavered in our view that sooner or later the pilotage services of the United Kingdom would begin to recognise, when the first flush of enthusiasm was over, that an Agreement such as this without any recognised formula or any relation to the earnings and income structures of other vocations could not survive in anything like its present form". It had wrongly been described as "The Pilots Charter", but he agreed that the Executive formerly believed that it was in the interest of all pilots that they should be persuaded to accept the first principles of Letch as a basis for agreement. What was not recognised was the danger of accepting the report and recommendations without ensuring beforehand that it was fair and would operate in the spirit as well as the letter. He suggested that the name of the pilots was put to the document under pressure in order not to hold up negotiations. They agreed fully believing that a proper examination would be made at a later date for those ports which felt their position should be reviewed. Had they known that once they signed this facility would not be available they would not have done so. Mr. Chambers went on to give a number of reasons why he thought the document which should have its proper title "The Rape of the Pilotage Profession" in scarlet letters, was suspect before being manipulated by the shipowners.

MR. HOWISON urged that something definite must come out of this Conference; they were getting absolutely nowhere.

It was the opinion of MR. GADD that the various clauses of the Letch Report should be interpreted in more detail. If more fully worded it could be used to better advantage.

"We cannot strike; it would have no effect at all" asserted MR. DALTON. "Nobody has said how much it would cost. Is it going to be effective or not just worth while?"

These remarks were immediately supported by MR. RYDING who said there were all too many officers in the Merchant Navy only too willing to step into their shoes. The Letch Agreement had been abused, but was a strike or the withdrawal of services,

call it what they would, the answer?

While not in sympathy with the shipowners at all, MR. JAMES urged that the pilots must have regard for the economic factors and be careful that they were not pricing themselves out of a job. He, too, stressed the menace of holders of pilotage certificates in the event of the pilots withdrawing their services. He urged that the pilots should try to get fringe benefits for themselves.

MR. KERNICK asked if they could afford to withdraw their services without having asked for a general review of Letch.

MR. BARROW: "The biggest weapon the shipowner has is in this room - our inability to get together".

MR. DALTON: "Will you give me £25 a week for the rest of my life?"

Mr. Barrow would not take it on!

MR. COLLINS following up the line of the so-called small ports said that 80 per cent of the pilotage at Portsmouth was non-compulsory. "We would never get it back", he added. "We would be cutting our own throats".

What Action?

At this juncture a valuable lead came from MR. GRIFFITHS. He said that anyone listening objectively to the debate would have been impressed by the two clear thoughts, one that some extremely valuable and well thought out contributions to the problem had been made, and secondly that there was a universal desire for action - but the question still remained what action? His own impression was that what one section considered disastrous was acceptable to the other. Having expressed the views they had in the presence of the Executive Committee, were they going to force the issue and get a vote either on the resolution or the amendment? He then told Conference that there was to be a meeting at Trinity House with the Chamber of Shipping on 9th November over a dispute concerning the London District rates. He would be accompanied by five London pilots, and the Elder Brethren had invited the four shipowner members of the London Pilotage Committee together with the

Chairman of the Pilotage Committee of the Chamber of Shipping and their Secretary.

"I am confident" he said "that if I write to the Chamber and request that our discussions should go over a wider field, in spite of their earlier 'No', I should be afforded an opportunity to restate the position. It would be misleading to say that there was hope of continuing negotiations where we left off but the owners may be persuaded to take another look. Rather than split Conference, would it not be acceptable, particularly to the movers of the resolution and amendment, to say 'Well, now that the Executive has heard these views we will not press for a direct vote at this stage, on the understanding that steps will be taken by the Secretary to re-open the matter'? If we continue to fail then you might properly say the correct form of showing dis-satisfaction with the Letch Agreement is to call for a general review. Despite the fact that there is universal dis-satisfaction, the method of giving expression to it is not agreed upon, but to defeat the resolution might only create a false impression. The shipowners might well be left with the belief that the majority of pilots were satisfied which would be quite wrong".

After a short adjournment for informal talks MR. KNOWLES said they were not going to get anywhere with the fears expressed by small ports. In London 75 per cent were prepared to stop for three days. The Cinque ports were prepared nevertheless to withdraw their resolution in favour of the Medway amendment. He suggested that if they got nowhere after three months there should be an emergency Conference and a vote on the Medway proposal.

This was accepted by Mr. Rhodes.

The position was clarified by the Secretary as follows. "The Cinque Ports have withdrawn their resolution and have agreed that the amendment proposed by the Medway shall become the substantive motion. It is agreed that the vote upon that motion shall be deferred. In the meantime I am to re-open this matter with the representatives of the shipowners and if I do not get a satisfactory result in three months - by 1st February - a special emergency Conference will be held at which this resolution will be tabled for a decision".

THE COMMON MARKET AND PILOTAGE

Conference adopted the following resolution moved on behalf of Gravesend Channel by Mr. MacNeil and seconded by Mr. Farrands.

That this Association appoints a sub-committee to investigate and report upon the possible consequences to the Pilotage Service in the United Kingdom of this country joining the Common Market, and to make any recommendations considered desirable for the amendment of the Pilotage Act, 1913, in the event of Great Britain becoming a signatory to the Treaty of Rome.

Armed with a "formidable document" (an English copy of the Treaty of Rome) MR. MACNEIL drew attention to some of its provisions which he pointed out were "actual requirements for membership not just mere ideals to be aimed at". Articles 7, 48, 57 and 68 were clearly not in accordance with the Pilotage Act and especially Section S.23(a) of that Act which stated that pilotage certificates should be granted to British subjects only. "If we become a party to the Treaty" he said, "we shall be bound to extend privileges similar to our own, to the other nationals. In other words the pilotage exemption laws at present applicable to British vessels would also be applicable to other members of the community, which may very well include Denmark and Norway. This could involve 50 per cent of ships at present liable to compulsory pilotage."

The Treaty of Rome, he added, prescribed a common transport policy but the Minister of Transport had been strangely silent on this particular issue. It was to be hoped that now Parliament had reassembled they would hear the Government's views on the policy and what steps were contemplated regarding the pilotage section.

Mr. Farrands Gives a Lead

MR. FARRANDS had prepared a lengthy statement on the subject in the course of which he said that the North Channel pilots had already given considerable time and thought to the matter possibly because like their colleagues at Dover, Hull and elsewhere they were geographically so close to

Europe and had a Continental ferry service on their doorstep.

"The Treaty of Rome" Mr. Farrands said, "insists that there shall be no discrimination on the grounds of nationality. This insistence, once we become a signatory to the Treaty, would seem to imply that the protection hitherto afforded to the British pilot, working in his own territorial waters, by the terms of the Pilotage Act and the Amendment to the Aliens Act of 1919, will be removed, so that any nationals of the European Economic Community will be free to apply for pilotage certificates and licenses for British Pilotage Districts. Your thoughts may well dither a little at the former of the two, but surely the mind boggles at the implications of the latter.

"Again, it is not beyond the bounds of possibility that the entry of Great Britain into the E.E.C. may present our legislators with a third national grouping, viz. British, European and alien.

"All this, moreover, while the greater part of European pilotage legislation lays down a strict requirement for all vessels to be compulsory to pilotage.

"The Treaty requires member states to trade within the Community rather than outside, particularly in the matter of foodstuffs. Can Conference see as I can, big cargo ships waddling home deeply laden with Australian, New Zealand, Argentinian and Canadian grown food being replaced by a coaster type of vessel, probably Dutch, potentially exempt from pilotage, trading to and from the new continental superports? Further to this, anyone who has troubled to discuss this matter with Continentals interested in shipping, must have been fed with the propaganda about the bulk purchase of products by the Central Treaty Purchasing Commissions, to be carried in Continentally owned bulk carriers and discharged, at the Continental superports, with Britain being supplied by an efficient coaster service from the superport.

"The Channel link either in the form of a tunnel or bridge, an obvious accompaniment to our entry into the E.E.C., clearly removes the carriage of goods one step even further from the existing channels."

A suggestion made by Mr. Farrands was that the sub-committee should consider:

The replacement of existing pilotage legislation by something more in keeping with conditions as they will apply after our entry into the E.E.C.

The centralisation of all the pilotage services in the United Kingdom under one Authority, in order to provide a service which will not only be more resilient to the impending changes, but which will offer a greater degree of professional security to the individual pilot.

He strongly recommended that they should not be "parish-pump minded" about the composition of what he called the MacNeil committee, and should not shrink from going well outside their own members. Could they seek members from the U.K.P.A., Foreign Office, the Ministry of Transport, the Chamber of shipping and a leading figure from the administrative side of pilotage? "In whatever way things develop", he said "we are in this for better or for worse, and it is up to us to do justice to ourselves and the not unchequered past history of our ancient and honourable calling."

MR. PAGE urged that the matter should be given very serious consideration because the Common Market was one of the most important threats to the ports and to the livelihood of the pilots. He visualised a port like Rotterdam handling the big ships and passing into our waters double the number of scoots which would require the centre of the channels and would restrict the passage of any big ships.

The SECRETARY said that the Ministry of Transport had set up a committee to examine the effect of the Common Market on shipping, but to his knowledge the implications as far as pilotage was concerned had not yet been studied. They had asked, however to be kept closely informed of any resolution or recommendation from Conference.

Mr. Griffiths further reported that he had had informal contacts with the Chamber of Shipping and the Shipping Federation, but at this stage it seemed right to say that no one had given much thought to the problem in which pilots were principally interested. He understood that the General Council of

British Shipping had set up a special committee for the purpose of studying the shipping aspects, and in particular the effect which entry might have on traditional trades with the principal Commonwealth countries and how those trades would be affected if a common external tariff was to be imposed on the products of those countries and if alternative supplies became available in Europe. It seemed to him, as a result of those conversations, that no accurate assessment of the position could be made until there was a clearer picture of the terms on which this country would enter the Common Market.

As regards the possibility of the revocation of the Aliens Restrictions Act to give effect to the Free Movement of Workers provision of the Treaty of Rome, it appeared that a difference of view existed as to whether or not shipping was in fact covered by the Treaty. Article 84 provided that the section of the Treaty dealing with transport was to apply to shipping only if and to the extent decided on by a unanimous vote of the Council of E.E.C. The general view among the Governments of member countries appeared to be that shipping was outside the Treaty unless specifically included to the extent decided by the Council. On the other hand, the Commission of the E.E.C. was understood to think differently and to maintain that the general provisions of the Treaty did apply to Shipping. In these circumstances, whether the application of the provisions of the Treaty about workers was to apply to seamen and pilots was an exceedingly moot point. Crew matters were primarily the concern of the Shipping Federation and it was for that reason that he had made inquiries in that quarter, but as far as he could tell they had not up to then completed their consideration of the problem.

As the discussion continued Mr. Wilkinson said that they were wasting time and the matter should be left to the sub-committee they were asking to be set up.

Mr. Griffiths said the obvious course for him as Secretary was to approach Trinity House and other Authorities concerned, and keep in close contact with the Ministry of Transport. He also suggested that the sub-committee would be getting into touch with the pilots at the ports most likely to be affected.

THE ROCHDALE REPORT

by DAVID PERRY

IN ATTEMPTING to express my opinion and comment on the Rochdale Report, I am aware of how difficult it is to deal with this complex subject in comparatively few words.

Since the publication of the Report, around September, there has been little time available for detailed study of the contents, and this makes it difficult to condense the extensive detail so that, without distorting the spirit and intention of the Report I am able to make some constructive suggestions on the general conclusions and recommendations, as they affect pilotage matters. I therefore hope, that any part of the Report which I discuss out of context, will be accepted only to illustrate my general conclusions.

The first impression gained on reading the Report is one of overall approval. If we consult the Appendices, we notice the vast amount of consultation and research upon which the authors have based their findings and this confirms the opinion that, it is on the whole, an excellent appreciation of existing port conditions.

We are impressed, and indeed indebted to the Rochdale Committee for their constructive analysis of present and future trends in the pattern of trade, and in these changing times, their restrained, optimistic conclusions are most assuring to ordinary people, such as ourselves.

On this subject, I refer you to Chapter 3 of the Report, which substantially contains the following statements:—

There has been a steep decline in coal exports, although it must be borne in mind that the coastal trade still carries a very large amount of coal, amounting in 1961 to three times as much as was exported.

At the same time there has been an enormous increase in petroleum imports, later described in Chapter 29 as spectacular.

Dry cargo exports, other than coal, rose from 11 million tons in 1938 to 17 million tons in 1961.

In Chapter 4, the trend of trade with the Continent, even without the Common Market, has shown an increase of 9% between 1960 and 1961.

The expansion of Western European economy could well be additional to, and not necessarily at the expense of existing trade with more distant markets.

We are thus left with our own conclusion, that this steady expansion has brought, and will bring, a comparable increase in the responsibilities of the pilots of the United Kingdom.

It is not my intention, however, to examine the details of the Report but rather to consider what appears to be the main conclusions, in so far as they affect us. These can be summarised thus:—

(1) More co-ordination at National level.

(2) More co-operation at local level.

I am impressed with these desirable objectives, and I believe that they apply with equal reason to pilotage organisations, as they do to the general organisation of the ports. However, while I agree that these proposals are good, I cannot agree that the Rochdale Committee has arrived at the best method of achieving them. This is probably due to lack of consultation with the Pilotage Authorities and with our Association, and because of this, there appears to be some misconception of the part that the pilots play in the affairs of a port.

Pilots are directly engaged by the ship-owners of all nations to advise their ship-masters on all matters connected with safety and port or local navigation. Our primary obligation must therefore be to the shipowner who pays us, and not to the Port Authority. We must be free to give the best possible advice, without any possible interference from a higher-ranking official of the same port organisation, who may not be on the spot to judge for himself.

I am aware that many pilots are already administered by Port Authorities, but up to the present, they have retained their self-employed status, only because there is a considerable number of us still independent. For this reason we must strongly resist any form of integration, which in the end can only result in the loss of our professional independence. It must not be inferred, however, that because we do not want to become marine officers in various

port organisations, that we are wholly satisfied with the present pilotage arrangements.

The Rochdale Committee gives excellent reasons for a National Ports Authority, and these can be applied with equal effect to the case for a National Pilotage Authority. I believe that the proposal for such an Authority would gain widespread support from all concerned in Pilotage affairs, if they could be assured of certain conditions. So far as the pilots are concerned these conditions can be divided into two sections:

- (I) Representation.
- (II) Policy.

With regard to the composition of such an Authority we would require exact and equal representation with the shipowners and the local Pilotage Authorities, and we would have to be assured of the complete neutrality of the member, or members, representing these local authorities.

The terms of reference for a National Pilotage Authority should be clearly defined by the Ministry of Transport and it should be stressed that the National Authority would only deal with matters of broad policy, so as to leave the local Authorities completely free to deal with their own local affairs. The local Pilotage Authorities would, nevertheless, continue to influence national policy by virtue of their representation on the higher Authority.

In suggesting a broad policy to be followed by a National Pilotage Authority we must specifically define our exact objectives. These are:—

- (1) That there shall be a national incomes policy designed for pilots which would directly relate our incomes to the level of trade in the industry. (The figures of the Rochdale Report clearly indicate considerable expansion, particularly in oil, since the Letch level of earnings was agreed.)
- (2) That a standard system of working conditions, which embraces a work index providing for leave, leisure, and other relevant matters, shall be introduced.
- (3) That there shall be a national pensions and insurance policy for pilots.
- (4) That there shall be a national policy to deal with redundancy and transfer of pilots, caused possibly by the recommendations of the Rochdale Report, or for any other reason.

(5) That the Authority shall be empowered to act on behalf of its electors, on all matters of national importance such as, for example, the Common Market, in so far as they affect pilotage.

The undoubted advantages of this National Authority would be:—

To the Ministry and shipowners — one central Authority to deal with instead of many organisations.

To the pilots — representation on a national body specifically designed to provide uniform conditions in a changing world.

To the Pilotage Authorities — national representation, with complete freedom to conduct their local affairs in their own way.

This, I suggest, would greatly improve relations at a local level and would create a more favourable climate for the desired local co-operation recommended by the Rochdale Committee. This local co-operation presents a different problem, and here we are concerned with operational requirements rather than with policy.

In small ports, where business can be conducted on a personal basis, I am quite sure that the pilots and all others concerned, know each other well enough to conduct their affairs without any particular change in the present system.

It is only in the big ports such as London, where, with the advent of rapid internal communications and other electronic aids to navigation, that the need for full co-operation has become an urgent necessity. London, in this respect, presents a special problem. Here we have over 400 pilots operating within and outside of four or five different Port Authorities.

Other separate, but interested, bodies can be numbered in hundreds, and even the Rochdale Committee, in paragraph 505 agrees that pilotage should not be added to the responsibilities of the Port of London Authority "at the present time".

The solution to this problem lies in setting up a joint standing committee under the chairmanship of one of the Elder Brethren of Trinity House, who is also a member of the Board of the P.L.A. By this means, the committee would be equipped with the fullest authority to examine, recommend and, if necessary, insist on, the correct measures needed to achieve full

efficiency at operational level. It therefore follows that the composition of such a committee should afford the fullest representation to all technical officers and others concerned with the operation of the port, and this would, of course, include such other interested parties as pilots and marine superintendents.

I have tried to make some helpful comment on some of the ideas suggested by the Rochdale Report, and it will be noticed that I do not propose any fundamental changes in a system which has been evolved by many years of experience based on trial and error. I do believe, however, that if these few simple suggestions are adopted, we may very well be at the beginning of a new era of good relations, willing co-operation and shared prosperity.

* * *

The foregoing article by Mr. Perry serves as an appropriate introduction to the Conference discussion on the Rochdale Report and embodies the points he made in an excellent speech.

Before Mr. Perry spoke the Secretary expressed gratitude to a number of ports and individual pilots for the preliminary observations on the recommendations in the Rochdale Report. He said he had naturally been in close touch with the Pilotage Department of Trinity House and he had received from the Secretary a letter giving the observations of the Elder Brethren which had been submitted to the Minister of Transport. The Brethren had expressed strong opposition to the proposed transfer of administration and to setting up of a Port Authority to control the pilotage service at Southampton. They had pointed out that the committee itself accepted that there had been no major criticism of the administration of the pilotage services in the U.K. If there had to be reorganisation, then it should be in the form of a Central Authority. This would provide for unification of pilotage rates, exemption from compulsory pilotage, qualifications, working conditions and pensions.

The Chairman recalled the difficulties encountered during negotiations on the fringe benefits problem. When the owners refused the pilots' request an impasse was reached, but this would have been avoided if there had been a Central Authority to which they could turn. It was now fifty years since any

appreciable progress in pilotage administration had been effected. Local matters should remain local, but he would like to see a Central Authority take over national negotiations.

Support for Barry

Quite a dramatic turn in the discussion was brought about by Mr. Bennett when he focussed attention on the Rochdale recommendation that the port of Barry should be closed. The point was taken up very strongly and Mr. Bennett got Conference to adopt unanimously this resolution.

That this Conference supports the Barry pilots and all interested pilots in the fight against the recommended closure of Barry docks.

Mr. Bennett had pointed out that in 1961 Barry had handled 2,021,083 tons net of shipping and yet it was classed as a minor port. The Rochdale Committee spent only forty minutes at Barry, yet after such a short visit made their recommendation. He agreed that the coal trade had declined but in its place there had been an increase in the general cargo traffic. "We were shocked by this recommendation in the Report" he said, "but the fight is on. It is a fight for our lives, not only for the pilots but for the majority of the people living in the town".

The case of a "small port" playing a big part in the steel industry was ventilated by Mr. Hare on behalf of Port Talbot where, he said, the possibility of the ore carrying trade being transferred to Swansea was causing great concern.

The complete absence of first hand knowledge among harbour officials of a pilot's problems was referred to by Mr. Davis. Very few of them, he said, had had ship handling experience. "It is well-known" he said, "that the P.L.A. never consulted the pilots when the new entrance to Tilbury Docks was built. The Authority did not have any technical knowledge themselves or appreciate the consequences of their design with the result that it had been a fiasco ever since. The dock has never had the use for which it was intended".

A remark by Mr. Janes fits in here very appropriately. He raised a laugh by recalling that within the last twelve months Liverpool advertised for a pilot superintendent and one of the qualifications was

that the applicant should not have been a pilot. It was said, Mr. Janes added, that the trouble was "we cannot make the pilots do what we want them to do".

One opponent of a National Authority, Mr. Howison, said that on the Clyde they managed their affairs very well and many ports might well copy their system. "We don't want any Londonisation", he declared.

The discussion continued for over two hours and in the end the Chairman put the three main questions quoted in the resumé of Conference decisions on pages 1 and 2.

ELECTIONS

No. 12 on the agenda was "Presidency".

On the proposition of Mr. Bennett, seconded by Mr. Gadd, Conference referred the matter to the Executive Committee for consideration.

Messrs. Tate and Wynn were unanimously re-elected vice-presidents.

Mr. Eagle becomes a Trustee

Mr. H. B. Eagle who for many years was a member of the Executive was unanimously elected a trustee in place of the late Mr. Pead, on the motion of Mr. Wynn, seconded by Mr. Levack. The other trustees, Messrs. A. A. Holland and C. Catton were re-appointed on the proposition of Mr. Wynn, seconded by Mr. Perry. Mr. Holland replied on behalf of the trustees and took the opportunity of thanking the Executive for the very nice letter they sent to him while he was in hospital.

Mr. Wynn having been re-elected treasurer on the proposition of the Chairman, seconded by Mr. Williams, said "They tell me the treasurer always has a long life; that is one reason I like to be re-elected!"

The Finance Committee (the two vice-presidents and Mr. Slade) were also re-elected and Mr. J. Basil Watling was re-appointed auditor.

The Chairman on behalf of Conference invited Mr. Curthoys to continue as editor of *The Pilot*, an honour which was blushing accepted.

Executive

The Secretary was conveniently out of the room superintending the Executive ballot when his re-election was proposed by Mr. Green, seconded by Mr. Chambers and carried with acclamation. When he returned the result of the ballot was announced:

MR. INNES	...	61
MR. SLADE	...	60
MR. FARRANDS	...	38
MR. BARROW	...	28
MR. HOWISON	...	20

"Thanks for renewed support" said Mr. Innes. Having done 17 years, if I live another three it will be time we had younger blood".

Rising to thank delegates, Mr. Slade said it was the first time he had been on his feet at the Conference.

"I will do all in my power to justify your confidence" Mr. Farrands told Conference.



MR. R. H. FARRANDS, the new member of the Executive Committee is an old Worcester boy (1932-4) and was a cadet and officer in Royal Mail Lines until the war. He served as a Royal Naval Reserve officer during the war, most of the time in a corvette on North Atlantic convoys, and rose to the rank of lieutenant commander. He is rather shy about it but we cannot overlook the fact that he was awarded the D.S.C. and was mentioned in dispatches. He obtained his extra master's certificate in 1948.

When Mr. Griffiths returned he thanked Conference for his re-election. "I try to do my job" he said, "if I don't always succeed it is not for the want of trying. I think pilots are worth fighting for and I shall go on doing what I can. One of the most disappointing things, and it very rarely happens, is to receive a letter from a pilot saying that he is going to resign from the Association because we are not the slightest good. It usually turns out that he has resigned from everything else in the district as well!"

POSITION OF NON-LETCHE PORTS

THE SECRETARY told Conference that he had been asked by the Executive to state that they took great interest in the well-being of the non-Letch ports and were constantly having under review at Executive level the earnings of those ports, their working conditions, administrative problems, pensions and personal difficulties in which they became involved. He frequently received inquiries from them as to their position when there was an N.M.B. adjustment and shortly he would be meeting Mr. Rawlings Smith to discuss the matter.

Some of these smaller ports had actually asked him not to apply for an increase on their behalf because they feared redundancy would result. He hoped that they would change their attitude and have the moral courage to press for their rightful reward, as earnings in many of the ports were far too small. He had advised those Trinity House ports not included in the Letch Agreement that if they desired an increase in rates the correct procedure was to make application to their sub-commissioners.

"I can assure you" Mr. Griffiths added, "that the big ports are greatly interested in the welfare of the smaller ports and the Executive are very concerned to do all they can to assist them and remove from their minds the attitude that sometimes occurs that they don't get the attention they should — that is far from the truth."

MR. COLLINS expressed appreciation of what Mr. Griffiths had done for the Portsmouth pilots.

From Shoreham came a critical note. MR. CARRUTHERS said that the Association had done nothing for them and they were still working on the 1945 basic rates.

At one time Shoreham earned more than London and Mr. Tate well remembered that when the Executive were endeavouring to do something for Shoreham they had categorical instructions to mind their own business!

PENSIONS AND THE SMALLER PORTS

THE CHAIRMAN said that the establishment of a pension fund in ports where there were only a few pilots presented great difficulties and it was not always easy to persuade members of four or five small ports that it would be in their own interests to get together on this problem. Some progress was being made through personal visits to ports with pension problems and the matter as far as the smaller ports was concerned would remain under active consideration.

MR. RYDING on behalf of the Belfast pilots expressed appreciation of the efforts of Mr. Tate and Mr. Griffiths which had resulted in a "pretty good pension scheme" with a substantial increase in the pensions. There would also be an actuary's report every three years. "Any port asking the assistance of the Association will get it and I am sure the result will be as happy as ours has been", Mr. Ryding added.

THE TREASURER'S APPEAL

"I would appeal to all members particularly those responsible for collecting subscriptions to see that they are forwarded in good time especially at the end of the year, so that they reach our Secretary before the end of December" said MR. WYNN, when he presented the balance sheet and statement of accounts, copies of which were sent to the local secretaries before Conference. He pointed out that they related to the year ending 31st December, 1961 and consequently did not take into account the increased subscription agreed at the last Conference which did not take effect until January, 1962. Unfortunately the subscriptions in arrears rose to a higher figure than ever, and there was a heavy deficit on the year's working. Happily most of the arrears came to hand early this year; hence his appeal quoted at the beginning of this paragraph.

He mentioned two particular items, first, the expenses of Executive and other meetings which had risen by £653. "The reason for this" he said, "is that we held an extra Executive meeting compared with the previous year, and that Mr. Tate and our Secretary were called upon to make a great number of visits to various ports."

"The other item is local expenses and grants to ports which we were not called upon to bear in 1960."

Another matter which Mr. Wynn emphasised concerned bond insurance. "At

HAZARDS CAUSED BY SMALL PLEASURE CRAFT

Conference adopted without a dissentient this resolution moved by MR. HOWARD and seconded by MR. WYLIE.

That in view of the hazards caused to large vessels navigating in narrow deep water channels by the presence of small pleasure craft, the Minister of Transport be urged to implement forthwith in United Kingdom waters the relevant recommendations of the 1960 International Conference for the Safety of Life at Sea.

The matter was ably put before the delegates by Mr. Howard who said: "In the Isle of Wight district, and I feel sure in many other districts as well, we have seen in recent years a tremendous increase in the number of small pleasure boats using these waters. It is a logical process in the era of 'the affluent society' in which we live; and I realise that nothing can be more enjoyable, if you are crouched over an office desk all the week, than going down to the sea during 'time off' and 'messaging about in boats'. We do not wish to appear Mother Grundys in this matter and realise that the Solent area has become virtually a national yachting park, nevertheless all parks have their regulations, and although there are considerable areas in our district covered by bye-laws, there are still large areas not covered by any regulations except the international regulations. I feel delegates from other districts will agree with me that while we are handling the type of very large vessels using our ports to-day — and I am thinking of the mammoth tankers especially — the international regulations as they are at present are just not good enough to deal

the present time" he said, "these premiums are collected at different dates, and it is intended to bring them into line so it is requested that they should not be sent in until notification of renewal date has been received from the Secretary."

The financial report was adopted on the motion by Mr. Bennett, seconded by Mr. Ayre, and the Chairman added thanks to Mr. Wynn for the meticulous and efficient way in which he ran the financial affairs of the Association.

with the problem. Everyone here knows the difficulties of handling large ships in narrow tidal waters, but many of these 'weekend sailors' appear to be blissfully unaware of these difficulties, relying for their salvation on the 'steam and sail' section of Article 20, although I wonder if many of them realise where that regulation comes from.

"I must say here and now that we (in the Isle of Wight district) have endeavoured to put our own house in order by approaching the Council of the Solent Clubs Racing Association on these problems. The Council has been very co-operative on this matter and has agreed to adopt a better liaison with us. The people in responsible positions in the yacht clubs are yachtsmen of considerable experience and appreciate our problems in a seamanlike manner. It is not at them that this resolution is primarily aimed, but the fellow who either isn't a member of one of the more responsible clubs or who doesn't bother or care about the recommendations of his own committee.

"Fortunately at the International Conference for the Safety of Life at Sea, this matter was discussed at some length and it was recommended that Article 20 of the International Regulations be amended to read, '(B) This rule shall not give to any sailing vessel the right to hamper in a narrow channel, the safe passage of a power driven vessel which can navigate only inside such channel'. The ratification of this amendment by all signatories to the recommendations is to be 1963, but we, in the Isle of Wight District, feel that if the

Minister ratified this section immediately and ordered its adoption in British home waters, not only would it hurry the matter along, but by taking one specific clause out of the recommendation it would be given sufficient prominence that even the most bone-headed boat owner would become aware of it. The prominence to the publicity, if the Minister sees fit to adopt our recommendation, is I think one of prime importance. Here I think the national press can be of considerable assistance, as I consider that in the past while starting campaigns to get people afloat they have not given as much publicity as they could to the danger to small boats of obstructing narrow channels where big ships pass.

"I have noticed that of the number of text books published recently for the small boat, only some stress the danger of getting near to large vessels in narrow channels. I am indebted to one of these books and I hope the author will forgive me for quoting from it the following piece of verse.

*Here lies the body of William Day
Who died maintaining his right of way
He held it right and he held it strong
But he's just as drowned as if he'd
been wrong.*

"Let us never be put in the position of drowning poor Mr. Day, and with this in view let us hope that by the adoption of this resolution by Conference, yachtsmen will be aware of their obligations under the new regulations, thus saving small boat owners, shipmaster and pilot from a considerable amount of anxiety and trouble in the future."

In a brief discussion MR. DALTON said that at Shoreham they had the same problem. What they were up against was the idea that steamships had to get out of the way of sailing vessels.

MR. FARRANDS raised a laugh by confessing that as the owner of a small craft he had himself been involved. He suggested that too many racing clubs laid their course across the fairway.

The CHAIRMAN: "We will pursue the matter with the Ministry of Transport".

BLOCK INSURANCE

Under "any other business" block insurance by pilots was mentioned and THE

CHAIRMAN said that one of the difficulties the Executive had encountered was the lack of interest shown by pilots.

MR. GREEN said he would like to hear if it would be possible for ports with a small number of pilots to go in for block insurance through the Association.

THE SECRETARY said that if pilots at any port who had not made individual arrangements would get into touch with him he could get the measure of the number interested and obtain quotations from some suitable insurance brokers.

MEMBERSHIP

Another inquiry regarding membership was answered by MR. WYNN who said that according to the last list the total was 935. This was a decrease of seven through retirement and they had not been replaced.

The question was asked by MR. GRAINGER who said that nine newly appointed Humber pilots had joined and it was expected that the other two would also do so.

A RULE AMENDED

An amendment to Rule 2 paragraph "d" was confirmed on the proposition of MR. BENNETT. The rule now reads:

To provide such assistance as the Executive may deem advisable to any individual member or his Personal Representatives for the purpose of prosecuting or defending legal proceedings arising out of the due performance of his Pilotage duties.

The new words are "or his personal representatives".

CLYDE RESOLUTION WITHDRAWN

A resolution from the Clyde which was on the agenda as circulated to the ports before Conference, that Executive Committee members should be adequately reimbursed for expenses incurred by them in connection with their attendance at Association meetings was withdrawn.

NEXT CONFERENCE

"Anyone want to go to the sea?" someone asked, but there was no response and no invitation, so the matter will be decided by the Executive Committee.

Conference closed with thanks to Mr. Tate for his control of the proceedings, proposed by Mr. Perry.

FALMOUTH'S NEW CUTTER

The new pilot cutter *Kernow* at Falmouth. She was built by Messrs. Brooke-Marine Ltd., with the weather conditions obtaining in the Cornish Peninsula particularly in mind. *Kernow* is teak hulled with mahogany superstructure, is 45 feet overall with a beam of 11 feet 6 inches and draft of 3 feet 6 inches. She is powered with twin Perkins Diesels each developing 100 B.H.P. giving her a working speed of 12½ knots.

The photograph was taken at her trials.



BELFAST PILOT LAUNCH

Belfast Pilotage Service is conducted from a shore station at Carrickfergus the launch, *Eleanor Laura* (left) conveying pilots between the station and vessels. She is named in honour of Lady Sinclair, wife of the Chairman of the Harbour Commissioners. Captain Sir Kenneth Sinclair, D.L., R.N.R. Details: Length 51.5 feet, breadth 14.0 feet, depth 6.8 feet, draught 5 feet, tonnage 31.99 gross, speed 12 knots, fitted with V.H.F. and M.F. radiotelephony and radar.



A note from Mr. K. Y. Clow, the Channel pilots secretary, which just missed our last issue reported the retirement of Mr. J. Taylor who has been a member of the U.K.P.A. throughout his 35 years as a pilot and Mr. H. C. Pocock, also a member and a jolly good cricketer.

The North Channel pilots presented an inscribed silver punch bowl to CAPTAIN L. M. MEYER, master of the *Koningin Wilhelmina* on his retirement after 26 years with the Zeeland S.S. Co., in recognition of the good relations between him and the pilots.

CHANNEL PILOT'S GALLANT RESCUE

"To Donald Owen Jones from the Channel Pilots to commemorate his brave action made in 1962".

That is the inscription on a silver cigarette case presented to Mr. Jones, a Trinity House Channel pilot, of Gravesend, by senior channel pilot, Mr. Frank Goldsmith, on behalf of the Trinity House Channel pilots.

The presentation, made at the Woodlands Hotel, was attended by some 60 or 70 pilots and their wives who warmly applauded Mr. Jones.

When the motor vessel *Australind* was changing pilots off the Royal Terrace Pier, Gravesend, Mr. Stanley Lee, also a Channel

pilot slipped while descending the ladder to board a cutter and fell into the river, striking the cutter as he fell. He was rapidly swept away by a strong tide. Mr. Jones jumped in, swam to Mr. Lee and secured him until the cutter completed the rescue.

Mr. Daniel MacMillan, a River pilot, applied artificial respiration to the unconscious Mr. Lee on the way to the shore. It was continued by a doctor and Mr. Lee recovered in hospital.

Mr. Jones has been awarded the Royal Humane Society's testimonial on vellum for the rescue, and Mr. MacMillan the Royal Humane Society's Resuscitation Certificate.

PILOT FOR 45 YEARS Retirement of Mr. Alfred Lucas

MR. ALFRED LUCAS, the senior Trinity House Pilot for the whole of the London District, has retired on the age limit from the London North Channel station, after holding a London licence for 45 years. He first went to sea at fourteen years of age in the four-masted barque *Andromeda*. He served in her for five years, as apprentice, third mate and second mate. His next vessel was the four-masted barque *Howard D. Troop*, in which he served as second mate and mate. This vessel made some fast passages, including Clyde to New York in 13 days, and Kobe to Portland Oregon in 18 days.

After coastwise service in a brigantine, which was wrecked, and then as chief mate of a salvage vessel, he joined the London pilot service in 1916. In May 1917 the passenger ship which he was piloting was attacked by torpedo-carrying aircraft, probably the first occasion that this form of attack was used.

In the second world war, Mr. Lucas volunteered for pilot service on the Clyde, where he served for five years, returning in time to participate in the massive shipping movements at the time of the invasion of Normandy.

Mr. Lucas will be remembered not only as a highly respected but genial colleague, always ready to assist his juniors, but as the senior man who did so much to create and stiffen a united front among the pilots

on his station in the difficult but ultimately successful rates negotiations of 1954 and 1955.

On his retirement, Mr. Lucas was presented with a silver cigarette box, suitably inscribed, from his colleagues at a reception held in his honour at the Phoenix Hotel, Dovercourt. — K.C.D.



Mr. and Mrs. Lucas with two of their grandchildren, Jennifer and Timothy Lucas.

Obituary

ALEX LOVE

IT WAS WITH REGRET that we heard through Mr. Bernard Webb of the death of ALEX LOVE which occurred at Kilmarnock Infirmary on 17th November. For many years we were close friends but when he retired he settled down in Ayrshire and we heard little of him. He was elected an honorary vice-president and remained so until the end.

We first met at a Conference in London during the 1914-18 war when he was serving as a navigating officer in submarines, but he had Conference memories going back even further than our own having been taken as a small boy to one meeting at Dover by his father, William Love who in his day was a prominent figure in the U.K.P.A.

Alex went to sea in 1908 in the Clan Line and became a pilot in 1924. He was a delegate at the memorable Newcastle Conference in 1939 and was elected to the Executive in 1942. On the retirement of Mr. Webb in 1945 Mr. J. H. A. Smith was elected senior vice-president with Mr. Love as his "junior", and when Mr. Smith retired in 1947 Alex was elevated to the senior position. For the first time in its history the Association had a son of a former vice-president in that office.

Mr. Love presided at all the Conferences from 1948 to 1952 and then, not seeking re-election, was succeeded by Mr. Tate.—

A.C.

* * *

We also regret to record the death on 10th September of Mr. W. J. GLASSBORROW a former secretary of the Channel pilots. He was choice pilot for the New Zealand Shipping Company and the Federal Line and had been a member of the U.K.P.A. since 1936.

* * *

With sorrow we announce the death of MR. A. E. CAVENDISH-TRIBE, suddenly on his way back to Gravesend after taking a ship up river on 7th December. He was 60 years of age and was licensed as a River Pilot in June 1935. He leaves a widow and a son who is a London North Channel Pilot and also a member of the Association. Mr. Cavendish-Tribe's father was well known on the London River as master of the *Minnehaha*.

WELCOME COLERAINE

We are pleased to announce that a new port has been enlisted by the U.K.P.A. — Coleraine in Co. Derry, Northern Ireland. No doubt the success which the Association has achieved on behalf of their neighbours at Londonderry had made membership an attractive proposition to them. There are three members and the local secretary is Captain S. G. Martin, Harbour Office, Coleraine.

TRINITY HOUSE
APPOINTMENTPilotage Service Liaison Officer
For the Outports

THE FOLLOWING LETTER dated 7th January was sent by Trinity House Pilotage Department to the sub-commissioners at each of the Outports.

"The Elder Brethren have decided to appoint a Pilotage Service Liaison Officer whose duty it will be to visit the Outport Pilotage Districts, discuss informally with the sub-commissioners and pilots any problems, and report to the Elder Brethren. It is intended that the Liaison Officer should visit each Outport at least once every twelve months and thus strengthen the link between Headquarters and Outports. The Elder Brethren wish it made clear that they themselves are always ready to visit any Outport District, if necessary, and that it is not intended that the Liaison Officer should supplant them in this function.

"I should be pleased if you would say, now or at any time, whether you have any problems with which you think the Liaison Officer could help. It is intended that he should visit very shortly those Districts which have not recently been visited by any official from Trinity House.

"The Liaison Officer will be Mr. R. S. Soames, M.A., who is the Assistant Principal of the Department. He joined the Service in 1948 and has a wide knowledge of pilotage administration."

It was signed by Mr. S. Rawlings Smith, Assistant Secretary.

Acknowledging the communication, Mr. Griffiths told Mr. Rawlings Smith that the Association greatly welcomes such an appointment and will co-operate to the maximum with the officer concerned as it is felt that it can only be to the advantage of the forgotten men in some of the tiny Outports, all of whom do a first class job of work.

LOCAL SECRETARIES

Aberdeen	...	W. A. Gervaise	...	Aberdeen Harbour Pilots, North Pier, Aberdeen.
Ardrossan	...	A. Caldwell	...	8 Yarborough Place, Ardrossan.
Barrow-in-Furness	...	I. R. Hoffmann	...	119 Rampside, Barrow-in-Furness.
Barry	...	J. Bennett	...	Brent Knoll, Port Road East, Barry, Glam.
Belfast	...	A. G. Starkey	...	31 Cooldanagh Park, Belfast 15.
Boston, Lincs.	...	A. V. Howard	...	25 Main Ridge, Boston, Lincs.
Bridgwater	...	P. D. Thomson	...	Stear House, Esplanade, Burnham-on-Sea, Somerset.
Brixham	...	R. R. Gatzias	...	24 Lower Street, Dartmouth.
Cardiff	...	C. D. Morgan	...	54 St. Angela Road, Heath, Cardiff.
Clyde :-				
Glasgow	...	J. H. Innes	...	Clyde Pilot Office, 16 Robertson St., Glasgow, C.2.
Gourock	...	G. C. Howison	...	13 Barrhill Road, Gourock, Renfrewshire.
Coleraine	...	S. G. Martin	...	Harbour Office, Coleraine, Co. Derry, N. Ireland.
Dartmouth	...	R. R. Gatzias	...	24 Lower Street, Dartmouth.
Exeter	...	P. R. Bradford	...	48 Camperdown Terrace, Exmouth, Devon.
Falmouth :-				
Sea	...	E. Carlyon	...	Pilot Boat Association, 14 Arwenak St., Falmouth.
River	...	J. Timmins	...	1 Ponsharden Cottage, Ponsharden, Falmouth.
Fowey	...	W. L. Dunn	...	53 West Street, Polruan, Fowey.
Gloucester	...	L. C. Taylor	...	Pilotage Office, Sharpness, Glos.
Goole	...	W. H. Perry	...	82 Village Road, Garden Village, Hull.
Grangemouth	...	A. McArthur	...	Pilot Office, The Docks, Grangemouth.
Hartlepool	...	B. G. Spaldin	...	24 Kesteven Road, Fens Estate, West Hartlepool, Co. Durham.
Hull	...	D. Grainger	...	Humber Pilots' Society, 50 Queen Street, Hull.
Ipswich	...	W. Steele	...	45 Dereham Avenue, Ipswich.
Isle of Wight (Inw'd)	...	D. Kernick	...	25 Union Street, Ryde.
London :-				
Cinque Ports	...	C. Eastwood	...	Trinity House Pilot Office, 15 Marine Ct., Dover.
Channel	...	K. Y. Clow	...	72 Cambria Crescent, Gravesend.
River	...	E. J. Hobbs	...	River Pilots' Office, Royal Terrace Pier, Gravesend
Medway	...	C. A. Rhodes	...	19 Glenwood Drive, Minster, Sheppey.
North Channel	...	K. C. Davis	...	9 Queen's Road, Dovercourt.
Londonderry	...	C. M. O'Donnell	...	3 Oakfield Drive, Londonderry.
Middlesbrough	...	W. E. Guy	...	25 Wheatley Close, Acklam, Middlesbrough.
Milford Haven	...	H. W. Phillips	...	42 Pembroke Road, Haverfordwest, Pems.
Newhaven	...	W. Cross	...	62 Hill Crest, Newhaven, Sussex.
Par	...	F. Dunn	...	Trinity House Pilots, Doonside, Par, Cornwall.
Plymouth	...	E. Rogers	...	Pilot Office, 2 The Barbican, Plymouth.
Poole	...	A. W. James	...	15 Harbour Hill Crescent, Poole, Dorset.
Portsmouth	...	F. H. Collins	...	Trinity House Pilots, Square Tower, Portsmouth.
Port Talbot	...	E. Hare	...	8 Bath Street, Port Talbot.
Preston	...	H. Halsall	...	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	...	R. D. Paynter	...	Tre-Pol-Pen, St. Ives, Cornwall.
Shoreham	...	R. Carruthers	...	Cordillera, Croft Avenue, Southwick, Sussex.
Southampton	...	K. A. Gadd	...	Pilot Office, 18 Queen's Terrace, Southampton.
South Shields	...	R. Marshall	...	Pilot Office, South Shields.
Sunderland	...	G. H. Donkin	...	8 Melvyn Gardens, Sunderland
Taw & Torridge	...	V. W. Harris	...	Fernlea, Pitt Hill, Appledore, N. Devon.
Teignmouth	...	J. E. Broom	...	5 Strand, Teignmouth, Devon.
Trent	...	G. D. Elliott	...	23 Springhead Avenue, Willerby Road, Hull.
Workington (Whitehaven and Maryport)	...	M. Ditchburn	...	68 Loop Road North, Whitehaven, Cumberland.
Wisbech	...	E. M. C. Dale	...	90 Edinburgh Drive, Wisbech.
Yarmouth	...	C. Bewley	...	35 Sussex Road, Gorleston-on-Sea, Yarmouth.