



THE PILOT

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Association

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NINETY FIFTH CONFERENCE

Held at Strand Palace Hotel, London
24th-25th November 1982

The Conference was opened by Mr Dan McMillan, Chairman, who referred to the deep loss felt by all pilots who then stood for a few moments' silence as a mark of respect for Yvonne Blake.

Mr Ian Evans then began the formal proceedings with a prayer, following which the President, Lord Strathcona and Mount Royal gave his Opening Address.

OPENING ADDRESS

Lord Strathcona referred to disappointment at the situation, one year after Mr Ian Sproat came to Conference: in spite of his evident interest, UKPA appears to have achieved no progress at all. It was not entirely surprising that the Government had refused to find money, nor was it argued by pilots that they should be insulated from recession, but clearly there were some special situations surrounding the pilotage issue. He went on to say that while pilotage had not been a party matter in the House, it was an unfortunate fact that the Merchant Shipping Bill had been rushed through, to the detriment of many details which could have been resolved by more discussion.

He expressed the opinion that it was curious to start reducing the number of people, part of whose duty is to ensure safety of navigation, at a time when world attention is increasingly being focussed on the many dangers to the environment resulting from defective or faulty navigation of ships. In conclusion, he pointed to the need for making the undeniably strong case of 1500 people recognisable to all interested parties and to the nation at large.

TRINITY HOUSE RECEPTION

On the evening of 23rd November 1982, Trinity House gave a Reception at which the UKPA Joint Executive and other guests were welcomed.

CORRIGENDUM

The Pilotage Commission

The last paragraph under this heading appearing in the January 1982 issue should read as follows:

Replying to a question from Mr Marchman (*London Medway*) on whether these considerations would implicate the pension fund, Mr Frith reported that the Pension Board would not, and could not, allow the fund to support pilots' redundancies. The fund was solely for the use of pilots' pension credits as specified under the Bye-laws. The Chairman added that there were fallacious arguments being put about — for example, that there would be 700 redundant pilots with a cost of £14 million.

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<i>Editor of "The Pilot"</i>	David Colver

REPORT OF THE GENERAL SECRETARY AND LEGAL ADVISER

At last year's Conference, delegates were impressed by the genuine concern shown by Mr Iain Sproat, the Minister with special responsibility for pilotage matters, when — in his speech to Conference — he referred to the powerful points made by the Pilots' Representatives over a long period which never received an answer and to the long delay in sorting out these matters quickly. It was not unreasonable for the delegates to assume from such statements that at long last they had a Minister who genuinely understood the problems facing UK pilots which needed sorting out quickly.

After a lapse of twelve months, it is reasonable for the delegates attending this year's Conference to ask what the Minister has done to remove the deep concern and sense of frustration which the UK pilots feel today.

Without compensation for early voluntary retirement in districts where the situation warrants it, there can be no reorganisation of pilotage districts as envisaged in the Merchant Shipping Act 1979 and without reorganisation, there can be no implementation of the new grouping of pilotage districts as embodied in the National Agreement.

What has the Minister done since the last Conference to resolve this complex situation in pilotage? He has promoted The Pilotage Commission (Additional Function) Order under powers conferred on him by section 4(2) and (3) of the Merchant Shipping Act 1979. The Order, which was approved by resolution of each House of Parliament, came into operation on 5th July 1982. It confers on the Pilotage Commission the function of making schemes under which payments may be made by the Commission for compensating pilots and their assistants for loss of employment or reductions in earnings suffered by them in consequence of:

- changes in the organisation of pilotage services, including the introduction of reduced manning levels;
- the granting of pilotage certificates (whether to nationals of the United Kingdom or to nationals of other Member States of the Economic Community); or
- any reduction in the number of ships entering pilotage districts in the United Kingdom.

In compliance with the 1982 Order, the Pilotage Commission prepared a scheme for voluntary early retirement and compensation which they discussed with the Association and all the interested parties in pilotage before submitting the scheme to the Minister, Mr Iain Sproat.

The Commission's scheme which requires the Government, shipowners and pilots to contribute the necessary finance in equal proportions, cannot come into operation until the Minister has promoted an Order under section 2 of the Merchant Shipping Act 1979. So far, the Minister has indicated that Government funds would not be forthcoming to assist in financing early voluntary retirement and compensation as recommended by the Pilotage Commission.

The Minister is presently seeking advice from Merchant Bankers on the financial aspects of the Commission's proposals for the making of schemes under the 1982 Order, and this is where the matter rests at present.

The Association has devoted a great deal of time and effort to progress the Commission's scheme with certain modifications and will continue to take whatever further action may be necessary to bring the scheme to a satisfactory conclusion.

Nineteen eighty-two has been a difficult year, not only for the Joint Executive, but especially for every pilotage district in the UK. This is borne out by the ever-increasing number of objections to Pilotage Orders, Byelaws and list of charges at which the Association was represented by national and local representatives of pilots.

It is inevitable that the Association's role of representation under the provisions of the Merchant Shipping Act 1979 will greatly increase in the immediate years ahead and this will place an even greater demand on the services of the Association.

With just over a year from now before the UKPA reaches its centenary in 1984, it is worth a pause to view the 1982 problems and the prospects of the profession against the background of national change and national challenge.

The following brief notes recall some of the more important events of 1982.

Open Forum

During the year the Association continued to hold two Joint Executive meetings outside London to provide members in various districts with an Open Forum as a clearing house for matters at issue, as platforms for new ideas and as occasions affording opportunity for the ventilation of grievances and criticisms.

Unity

The climax of the early part of the year was the decision to unite the Executive of the two Pilots' Organisations under a Joint Executive with its own headed notepaper. This first endeavour to achieve unity was reinforced by an increase in the membership of the reconstituted UKPA Executive covering an overall membership of 1300 pilots, a step which gives cause for confidence in the years ahead without necessarily severing the existing friendly links between the two national organisations.

NMB Awards

The outstanding residues of the 1980 and 1981 NMB Awards of 2% and 0.3% respectively have been the subject of lengthy correspondence, with the GCBS persistently refusing to accept their commitments and also refusing to refer the matter to ACAS.

With the recent change in the Chairmanship of the Pilotage Policy Committee of the GCBS, a meeting has been arranged for 22nd November 1982 to find an acceptable procedure to resolve the present dispute. It is also the view of the Pilotage Commission — as expressed in a recent decision of the Commission on the Isle of Wight charges which hinged on the application of the National Agreement — that the parties to the National Agreement should try and agree a method of resolving disputes.

The opportunity will also be taken at this meeting to consider the early implementation of the Letch Agreement in respect of the 1982 NMB Award in compliance with the National Agreement on Pilots' Earnings.

Pilot Boats

Another important matter to which consideration was given during the year is the subject of pilot boats. The Association has considered and commented on the Department of Trade's proposed regulations and has asked for a meeting to consider the final draft.

Royal Commission on Environmental Pollution

During the year the Association submitted its comments on the Eighth Report of the Royal Commission, *Oil Pollution of the Sea*, drawing particular attention to Conclusion No. 53 which states that:

"The Government should ensure that studies to establish the case for compulsory pilotage are pursued energetically and, if a basis for a firm initiative emerges should seek international agreement on the introduction of a system in consultation with other European states".

Advisory Committee on Pollution of the Sea (ACOPS)

During the year, the Association has nominated two representatives on ACOPS, an influential body which is actively engaged in advising the Government on matters affecting pollution of the sea. The role of the pilot in this sphere is particularly important since the EEC regulations which have been promulgated by Member States of the European Community, have placed a legal obligation on pilots to report relevant information about a vessel's safety to the competent authorities. The Association's representatives have attended two meetings of ACOPS.

The Mitchell Case

A great deal of credit must go to the membership for "underwriting" the necessary finance to support the case against Southern Ferries Ltd and General Steam Navigation Company Ltd. The successful outcome of the case, which was settled out of court without calling upon the membership to defray expenses, is yet another example of members' dedication to their calling and their fellow members, which can only be made possible by the whole corporate body of members giving loyal and unqualified support to their leaders, not only in the affairs of their own Association, but also in the efficient and honourable performance of their professional duties.

Public Relations

One of the resolutions at last year's Conference was to give serious consideration to seeking the advice and expertise of a competent Public Relations consultant or firm, or retain the services of a professional journalist, to assist the Pilots' Action Group in their efforts.

Earlier in the year representatives of the Association met a specialised firm which would be prepared to assist the Pilots' Action Group in representing the views of pilots to Members of the House of Commons. A further meeting was held with the same firm during the latter part of the year with the object of progressing a wide range of issues.

Contingency Fund Claim

The Association has studied the "ground rules" established by the Pilotage Commission for dealing with claims in respect of temporary or partial closures of ports. The so-called "50% ground rules" fail to reflect the intention of s.12(3) of the Merchant Shipping Act 1979 and further representations are being made to the Commission.

Insurance for Loss of Licence

Members will have received a Circular Letter referring to schemes for pilots' loss of licence insurance and inviting them to comment. If the Joint Executive is to proceed with this type of insurance, the views of individual districts must be known and carefully analysed before progressing the matter further.

Pensions

For some time now the work of the various Boards, committees and sub-committees, including Trustee meetings, involved in pensions, has been steadily increasing, especially this year with the proposed changes in the Byelaws of the Pilots' National Pension Fund and the Rules of the Fund.

With a portfolio of over fifty million pounds, it is essential that the Fund continues to be carefully monitored by the Trustees with the object of speedily augmenting the funds to ensure that present and future pensioners will receive not only full credit years for their service to the shipping industry, but also have their pensions updated by the RPI.

The one and a half per cent topping-up levy which was added to the fifteen per cent pension contribution — until the last retired pilot for which the topping-up was intended has finally benefited — is unlikely to fulfil the fundamental principle of one year's credit for one year's service for some many years to come without increasing the total pension contribution from sixteen and a half per cent to eighteen per cent. The Association will continue to progress the improvements of pensions.

The Future of Pilotage

Progress has been defined by some as that steady movement towards the attainment of all that is best in a particular walk of life.

We note from the scheme produced by the Pilotage Commission for early voluntary retirement and compensation arrangements that there will be a saving of £3.6 million to shipowners, the assessment being based "on projected income at current rates of the savings in a future year with pilotage reorganised, the new earnings agreement implemented, and the manpower problem resolved."

We also note from Dr Denis Rebeck, the Chairman of the Pilotage Commission, in his letter of 23rd June 1982 to the Minister, Mr Iain Sproat, that "the Commission's examination of this problem in detail has confirmed its view that the manner in which the pilotage service is administered, regulated and organised in this country could be substantially simplified to the benefit of all concerned. The administrative machinery, which is already too cumbersome, time-consuming and expensive in relation to the numbers of pilots in service will, unless reformed, become even more archaic with the service modernised and streamlined under reorganisation. It will be the Commission's intention, once compensation arrangements are in place and reorganisation is underway, to give high priority to reviewing this matter with the intention of producing a national plan to provide an efficient and modernised pilotage service better suited to the needs of the future together with proposals about how such a plan could be implemented."

The Minister, Mr Iain Sproat, is also fully committed to the principle of having a pilotage seminar which would look (I quote from the Department's letter to the Association) "to the future rather than become involved in detailed debate on immediate issues such as compensation for surplus pilots and draft pilotage byelaws . . ."

It is worth a pause to view the prospects of the profession against the statements made by the Minister and the Pilotage Commission.

Before embarking on a national plan, as suggested by the Pilotage Commission, the membership would no doubt wish to address itself to the following questions.

Is a national plan essential in the light of the new role imposed by the EEC on pilots to act as "public servants" to ensure the safety of navigation by means of pilotage as well as the protection of the coastal environment?

Is a national plan urgently needed to ensure a fair and equitable procedure to settle contentious issues between pilots and UK shipowners who effectively represent twenty per cent or less of the total volume of shipping in UK ports?

Who should formulate such a national plan — the Pilotage Commission or the Pilots' Association?

The answers to these main questions and other subsidiary questions are necessary before any consideration could be given to the future of pilotage.

Matters arising in pilotage districts

Much time and effort have been devoted during the year to dealing with many problems affecting members individually and collectively in many districts.

Among the matters dealt with was the promotion of a Pilotage Order for the purpose of creating a Humber Pilotage Authority in place of the British Transport Docks Board. The Pilotage Commission's Advice on the London Byelaws has received special attention by the Association before representations were made to the Secretary of State for Trade. Representations were also made by the Association in respect of other districts, including representations at public inquiries.

The Association

Nineteen eighty-two has been a particularly demanding year on the two vice-Presidents and members of the Joint Executive in their various capacities as Pilot Commissioners, Treasurer, Chairmen of sub-Committees or Representatives on outside bodies. To them and UKPA Secretaries, we owe a great debt of gratitude.

Edgar Eden

Addressing Conference, Mr Eden extended the printed report, which had been circulated.

You have before you my Report and I should like to add a few matters. Firstly, I am particularly sorry that the Minister of Shipping, Mr Iain Sproat is not here today. As you realise, my first page is really addressed to him: it appeared in Lloyds List yesterday, so perhaps he has had the chance of looking at it.

The situation is particularly important because for the first time we have got delegates of both organisations here and I think the Minister would have appreciated that. Also he would have possibly given us an answer to the financial provisions on early retirement and compensation arrangements. He might also have given us some information on the London Byelaws on which he is sitting and, to quote his own words in last year's Address, "they were to be just and fair and ultimately acceptable to all parties". We are still waiting for that.

As you will see from my Report, he has appointed Merchant Bankers and a great many of you have already seen their representative, Mr Sadleir — but so far we have got really nothing out of this exercise. When representatives of the Joint Executive went to see Iain Sproat a few months ago, to urge him to respond quickly to the need for the Government to fulfil its financial obligations, I must confess my own feeling was that he was not as helpful as he had indicated in the past.

We understand that the Minister's views on the London Byelaws are imminent and that we may hear before the end of this year. Rumour has it that he will suggest to the London Pilots' Committee certain guidelines on how the Byelaws are to be redrafted and advise the Committee to redraft them and publish them again for comments; and a further enquiry is likely to be held, this time carried out by the Department itself. I am mentioning this — it is a rumour — but tomorrow you will have the opportunity of asking the Assistant Secretary whether it is, in fact, more than a rumour. If this were to happen, it can only undermine the confidence in the Pilotage Commission, a body set up by Parliament to advise the Minister. We were assured by Mr Iain Sproat in his Address last year that "We will not be swayed by the media or even by Members of Parliament". If the Minister won't listen to the advice given to him by an independent body such as the Pilotage Commission, whose advice is he going to take? Could it be that he is taking the advice of the Department of Trade? There could be nobody else left to advise him. I can't think of anywhere else where he can turn for advice. We believe and I think the President highlighted the issue in relation to parliamentary lobby — or muscle as he referred to it — we believe there is a great deal of parliamentary lobbying going on at the present time and in spite of the Pilotage Commission, the Minister is finding it hard to reach — and I quote him again — "a just and fair decision which will be acceptable to pilots". We have therefore been left with no other alternative but to play the parliamentary lobby game which the shipowners are presently doing and which we, as pilots, must step up speedily with the greatest vigour.

In my Report I do refer to this, under the heading of PR — it does not stand for Public Relations. Your Joint

Executive only yesterday have appointed a parliamentary firm which specialises in lobbying MPs and doing the rest that is necessary. To assist in the work of our parliamentary lobby firm, I have prepared a questionnaire which is presently being circulated to you.

Whilst the cost of this exercise, namely engaging a parliamentary lobby firm, will be borne by the present finances of the Association — and I am sure our Treasurer will advise you on this, the time may well come when we may have to turn to all members for a parliamentary fund. This is fairly common practice in most organisations of any importance.

You will also note from my Report this year that I have dwelt on several important items. I have touched on the NMB Award for 1982. We had a meeting with the GCBS on Monday this week and we had hoped to announce a straightforward award of 5.5%, the sum offered to the Merchant Navy Officers. As most of you probably know, the new Chairman of the GCBS Pilotage Committee, Mr Everard, at his first meeting, was not prepared to agree to the figure until the Merchant Navy Officers had firmly indicated their acceptance. We understand that this step will be taken by 1st December and I have made arrangements with the GCBS to agree the joint letter to the Pilotage Commission. It is the Pilotage Commission now which sends out the letter rather than the Department of Trade, for immediate despatch to all Pilotage Authorities so that the rates can be implemented by 1st January 1983. Some of you will say that we haven't got the time but if you were to approach your Authorities now and to ask them to get on with work necessary to get the changes done to implement the award of 5.5% in anticipation of getting the official letter, you will then have 28 days: assuming the Authority gets the letter by 2nd or 3rd December.

The Chairman, I think, will no doubt wish to fill you in on the other points that were raised with the GCBS the day before yesterday. They concern the outstanding awards, the procedure for settling disputes and various other issues. I have also dealt in my Report with the subject of pilot boats. The implementation of the various recommendations on this matter are long overdue. I have received a letter from the Department dated 18th November which refers to previous correspondence and goes on to say that, "I have spoken to my professional colleagues who are dealing with various recommendations. We are most conscious of the delay in producing the instructions to surveyors but, as I am sure you will appreciate, there have been very heavy additional burdens on survey staff over recent months and I am afraid that some matters have had to be given a low priority. However, the papers are now under urgent attention and I hope it will not be too long before we can issue a document for discussion with the interested parties. I believe that this will not be before the Conference takes place next week".

There are a few other points I wish to make, Mr Chairman. In my Report I deal with advice given by the Royal Commission on Environmental Pollution which advocates studies to establish compulsory pilotage. I must point out that similar recommendations were made by the Trade and Industry Parliamentary Committee. The point I wanted to make in my Report is that it is of little use to advocate compulsory pilotage and at the same time remove compulsory pilotage in pilotage districts. The Resolution from the London Sea Pilots (South) will illustrate the point I am making.

A point which I have also touched upon and which deserves some consideration is the insurance for Loss of Licence. The schemes which were circulated to districts should be studied most carefully and, to assist delegates in this task, extra copies have been made available today and will be found on the table.

Another dear subject to pilots, particularly those approaching retirement, is pensions. You will hear more about it from the Chairman of the PNPF who is sitting on my left, Mr Harry Frith, and also from Mr Peter Yates of the PNCP. There is good news for retired pilots to be announced and also some improvements for pilots, we hope.

Two other points, Mr Chairman: delegates may also wish to concentrate their minds on the future of pilotage. In my Report I do project that situation, as it seems to be also in the minds of both the Minister and the Pilotage Commission. I for one believe that we should solve our immediate problems first and then

discuss the future of pilotage. However, there are some who believe that we should begin to give some thought now to the future of pilotage to obviate the repetition of the existing problems that we are facing today and it would be interesting to hear from you what you have in mind in relation to the future.

Before I finish my verbal report I would like to mention one other matter, which is not on my report, and that is the Amended EEC Directive on Tanker Requirements which comes into operation on 10th December this year. I think it is worth reading the explanatory note to the Regulations concerning minimum requirements for certain tankers entering or leaving Community ports. They amend the Merchant Shipping Tankers EEC Requirements Regulations of 1981, of which I think you are aware, by requiring a pilot who boards a tanker to pilot it into or out of a harbour, who knows or believes there are defects which may prejudice the safe navigation of the tanker which have not been notified to the Harbour Master to notify the Master of those defects and, if he knows or believes that the Master has failed to notify the Harbour Master of those defects, to make such notification himself. The Regulations also require the pilot to notify the Harbour Master if the Master fails to make a checklist available to him and provision is made for offences and penalties in connection with a breach of regulation by pilots and for making false notification and checklist by Masters. What I wish to highlight here is that, if a pilot goes on board a ship and knows or believes that there are defects which have no relevance to his piloting, his is an additional role: the role of a **public servant**. However, your Executive will look into this very carefully to protect you in this new role of public servant.

Thank you very much, Mr Chairman, and I shall be glad to answer questions.

Debate on the General Secretary's Report

Mr M Barwick (*London River*)

The written report tells us that the Minister has promoted orders giving additional powers to the Commission under Section 4 which allows the payment by the Commission to compensate pilots and their assistants for loss of employment. This sounds very encouraging, but when you read on a bit, it allows for payment by the Commission, but the Commission like the Government, does not have any money until it expropriates it from somewhere else. It suggests on the top of Page 2 that the stumbling block is Section 2 of the Merchant Shipping Act which allows for the Commission to levy payments from Pilotage Authorities when, of course, confirmed by the Secretary of State and it rather suggests there that if Section 2 were operated, this would solve our problem but I see that the Scheme the Commission put forward required Government, Shipowners and Pilots to contribute the necessary finance. Well, of course, a levy on the Pilotage Authorities would cover the Shipowners and Pilots — the Industry so to speak — but it would not cover us at all for the Government money. Could Mr Eden just enlarge a little on that aspect.

Mr Eden

The Order merely gave licence for the Commission to think and provide a scheme or schemes. The intention of any scheme is to raise the money via a levy on shipping. In other words, the money will come from an increase in the rates. The easiest thing for the Government to do would be to put a levy of 3-3½% and then discuss the matter with the parties concerned because they have an obligation to see that the service functions, but they are not prepared to do that. I take your point that the Government has been asked to provide its share of £6M or £7M and what you are really asking is how is this going to be implemented under Section 2? Government will have to provide that sum of money from public funds.

Mr S M Hunter (*River Medway*) I'd like to make an enquiry about the Executive's suggestion that we play the parliamentary lobby game. I think it's a good idea and I'm very pleased to hear that we have employed a firm of professional men to do the job. Can I ask if you were also suggesting that we should do it on an individual station or area basis? We would be happy to do so but I am not quite clear whether you intend us to follow behind you with a concerted effort or to make our own individual attempts.

Mr Eden What we want at this stage is the information we asked for. We would like to approach all the MPs

that you know and those particularly who are in ministerial positions. We would like you to tell us if you have approached them, and so on, and the parliamentary firm will analyse the data. We feel that an outside person like the one we have appointed is a much better way of dealing with the problem.

Mr J D Godden (*London Sea Pilots (South)*) At Folkestone we have for several years now used our MP, Sir Albert Costain, who actually was the Chairman of the Select Committee on the Merchant Shipping Act and he has a portfolio which we keep up to date and, admittedly they are more than one page long which he doesn't like. He has a portfolio at his disposal which he refers to and I would suggest that, if you can persuade your local MPs to accept such a portfolio and replenish it as necessary, they they would have everything at their fingertips.

Mr Eden I think that is an excellent idea. If you can do what John Godden has achieved, fine. Nevertheless, we still need to approach a great many more MPs.

Mr R McCrone (*Clyde*) Have the Executive considered extending the coverage of our problem by using other forms of media, for instance, television? I ask this because recently in Glasgow the GCBS appeared on BBC television explaining the problems in the Clyde from their point of view. There has been no reply from any of the pilots' organisations. Would it not be a good idea to get wider coverage by using other forms of media?

Mr Eden The BBC got hold of me in London when the Director-General of the GCBS went on the television in Glasgow. He gave us the opportunity to do so but it was very short notice for a local pilot to appear. If TV is necessary, we will use it.

Mr R L Mann (*London Sea Pilots (South)*) I suggest that you do not consider going to TV unless the programme goes out live because I understand that editors of TV programmes can cut and chop and present exactly what they want and you can be shown up in the very worst of lights. Possibly live radio is a more accurate way of describing what goes on in this country as against edited TV.

Mr Eden I agree entirely but on this particular occasion it was going to be live. There wasn't very much time and I understood from BBC in Scotland, "it's got to be live and it's got to be quick."

Mr Barwick (*London River*) proposed acceptance of the General Secretary and Legal Adviser's Report, **Mr Sidgwick** (*Tees*) seconded. It was **unanimously accepted**.

TREASURER'S REPORT

Mr John Bennett presented the audited accounts. There being a small overdraft, it was explained that the full effects of the new membership would not be felt until next year. Naturally, the effects of inflation were evident in most items of expenditure but economies had resulted in a satisfactory balance: for example, although the cost of Conference had increased by 12% the decision to dispense with the UKPA Reception this year was prudent. The only item which had not increased was the publication cost of *The Pilot* which had maintained the expectations begun two years ago.

The Treasurer's Report and Accounts were formally adopted.

Experience shows that pilots are too concerned with their responsibilities to remember their own interests. Failure to report an incident to the Insurers within the time limit can lead to disqualification of claim or, at best, a heap of extra trouble for all concerned.

RESOLUTIONS

From: London Sea Pilots (South)

THAT this Conference deplores the irresponsible attitude of the London General Shipowners' Society as instanced by their proposals contained in their paper on re-organisation of the London Pilotage District, to abandon pilotage in present compulsory pilotage areas and close certain Pilot Stations, thereby increasing the risk factors to the environment and to the marine safety standards around our coast.

Proposed by . . . **J D Godden** (*Pilots South*)

Seconded by . . . **R L Mann** (*Pilots North*)

Mr Godden opened by saying that any right-thinking mariner, having read the London (LGSS) Scheme, which will doubtless become the model for other parts of the country, would support the objection and hence the motion. He reported that considerable pressure was being put on the London pilots to reorganise under the LGSS proposals now, before the publication of the Bye-Laws and before the compensation scheme arrangements had been finalised.

Many districts, like his own, were under the aegis of Trinity House. It was not safe to rely on Trinity House taking a reasonable view of any such proposals for they had already trumped the LGSS scheme with one of their own, proposing the closure of all the London Pilot Stations and opening one new Cutter Station in the most un-get-at-able part of the Thames Estuary. The pilots will be expected to cruise from this cutter for seven days at a time.

He distributed to delegates a chart of the London pilotage district on which was marked the area to be abandoned from the need for compulsory pilotage under the LGSS scheme. It included the Goodwin Sands and the narrowest stretch of the most dangerous and most densely navigated waters in the world, complicated as it is by the enormous cross channel ferry traffic from Dover, Folkestone and Ramsgate. There had been compulsory pilotage in this area of 360 square miles for over 100 years.

The only reason pilotage is to be abandoned is because of cost. This is apparent both from the LGSS paper and from the T H proposals. Not one navigational reason has been advanced, no lessening of the risk factors in that area are envisaged. We must, as pilots, ask some questions.

1. Why are we working at all if cost is the only criterion which makes our presence acceptable?
2. Why, if our navigational expertise is not to be required tomorrow, are we piloting these waters today?

And then some questions and answers:-

1. Are present day vessels smaller? — No, larger. Are they slower? — No, faster. Are their crews better and their numbers larger? — No, they are abysmally poorer and the numbers on board are often criminally insufficient. Are their officers of a higher quality? — No, they are often inexperienced, from non-seafaring countries, with tickets apparently picked up, at a price, for good attendance. Do they have better navigational equipment? — Oh yes they do, often with personnel incapable of setting up the most elementary radar picture, and with the old seafaring traditional skills abandoned to the simplicity of reading a satellite navigator, of little use when entering the N Edin channel in thick fog.

Safety of navigation, our sole reason for existing, is being totally ignored for the expediency of cost cutting. The LGSS and T H have devised ill-considered plans to cut the cost of pilotage in London and have framed their questions around their pre-determined answers. Practically, we have worked out that the abandonment of pilotage in the 360 square miles saves very little in actual long term pilot costs. I attended a meeting of our Pilotage Authority the other day when pilotage was likened to a triangle. The three sides were, pilots' hours of duty, pilots' income and the length of the pilotage district. It was decided the first two sides could not be adjusted, so you must reduce the third side. Presumably, instead of an annual review of earnings, one merely

lops several miles off the district each year in order to balance the books. What a concept for a Pilotage Authority.

Gentlemen, my station is asking for your active support on this issue, not just a murmur of approval. If it happens in London, what price Liverpool and Point Lynas, the Humber and the Humber L V, So'ton and the Nab, Glasgow, S E Wales and the Bristol Channel ports? We ask you to consider pilotage in the UK and its future. If pilotage has a future, now is the time to help shape it, and this is the forum in which to do it. Do not leave it solely to the gnomes of St Mary Axe and the Wise Men of Trinity House.

Parliament and public alike should be made aware of just what pilots are here for.

Mr L Mann thought that preaching to the converted was not sufficient in seconding such an important Resolution. In a masterly composition of incisive wit and satire, he described the disease known as "Shipowners' Progress" which allowed —

- a) the Master of *Liberian Liability* to scan on radar 60 miles ahead but prevented him from recognising the buoy right ahead that he is just about to sink;
- b) the Greek Master of *ss Hellenic Holocaust* to talk to his owners 10,000 miles away, by satellite, but prevents him from understanding what his Philippino Chief Engineer is saying on the engine-room telephone;
- c) the Master of *mv Cyprian Shambles*, at the flick of a switch, to obtain the weather map from any one of a dozen stations but prevented him from observing that his charts were ten years out of date;
- d) the Master of *mv State of Udder K-OSS* to deliver the largest timber cargo to London but prevented him from supplying a decent chart pencil;
- e) the Master of *mv Adriatic Abortion* to navigate automatically across the oceans but prevented him from supplying a helmsman capable of steering the vessel up a river;
- f) the Master of *mv Dardanelles Disaster* to have a record turn-around of newsprint but prevented him from ordering sufficient toilet rolls.

Mr R McCrone (*Clyde*) confirmed what had been said about the well orchestrated vendetta against the Clyde pilots: the turn for other pilot stations would come. To re-organise in the name of efficiency is laudable, but to re-organise in the name of money alone is not efficient in the view of the Clyde.

Mr S M Hunter (*River Medway*) gave the support of the "next-door" station. He had been astonished at a Trinity House representative discussing manning and who said that for many years they had supplied pilots at short notice without ETA and ETD restrictions.

Mr M Barwick (*London River*) gave some thought to the word "irresponsible". The LGSS may lack responsibility to the public at large but their duty was to run shipping as cheaply as possible for their shareholders. In this country we compensated farmers when we wanted environmental safeguards which conflicted with their commercial interests. He agreed with the proposers but not entirely with their claim of irresponsibility.

Winding up, **Mr Godden** referred to the law of the land and the repetitive pattern of the struggle over the past century. The Act of 1979 spoke of "securing by pilotage the safety . . ."; the Act of 1864 gave similar examples and he recalled how in 1888 pilots from all over the country came to London, many of them impoverished, to argue the case.

The resolution was carried *nem con*

From London Sea Pilots (North)

THAT the UKPA should seek ways and means of broadening the base of collection of revenue for cutter and pilot boat funds.

Proposed by **A R Boddy** (*Pilots North*)
Seconded by **J Brown** (*Liverpool*)

Mr Boddy introduced the resolution by pointing out that every Pilotage Certificate awarded meant the loss of one unit of subscription to the Pilot Cutter Service. This was exemplified by a loss of £297,000 per annum in his own district.

He referred to ACOP's recommendation which said they endorsed the SCOP recommendation that certificate holders should make a contribution to the pilotage service. This was meant to include both cutters and their administration and was endorsed by all authorities and the GCBS.

The pilot boat service was moving into bankruptcy. There was an urgent need to identify the problems, then approach the Pilotage Commission or the Ministry. It must be recognised that it is of general benefit and a contribution to safety. When there was so much talk of "harmonising" with EEC it was noticeable that our fund for pilot cutters and boats was the only one in EEC that was inadequately financed.

Referring to the shipowners' proposed "incidental basis" of funding, this was tantamount to placing the safety of the pilot in the hands of any unemployed fisherman.

Mr Brown, seconding, re-emphasised the ACOP approval and pointed to the fast approaching loss of the West Coast boat service.

Mr R McLaren (*London Sea, North*) referred to the General Secretary's Report where, under "The Royal Commission on Environmental Pollution", Conclusion No 53 was quoted. This pointed to the relationship between compulsory pilotage and the safety of our coastline — this represented a national responsibility of pilots and the interests of taxpayers.

Mr J D Godden (*London Sea, South*) said the London cutter services were £¾ million in the red and unlikely to get more funds. The proposal by Trinity House was to decimate the pilot system to achieve a viable cutter service. This, he warned, could happen elsewhere.

Mr R J Madden (*Belfast*) confirmed that Belfast was even more in debt.

Mr John Evans (*Executive*) spoke of past approaches to the DHSS because the DoT expressed no interest in the environment. Nevertheless, safety in maritime matters was indeed the responsibility of the DoT. Together with John Hogg, Ian Evans and Malcolm Logie on the Pilotage Commission, it was known that the DoT Surveyor was in agreement and had passed the matter to the administration. Mr Evans said we must keep chasing to get results.

Mr J Collister (*Forth*) reminded Conference that the pilot boat contribution covered crews as well as boats. In his opinion the system was not as efficient as it might be; most of the money was devoted to maintenance with the result that the quality of crews may be found to diminish due to inadequate reward. The practice in EEC countries should be recommended to the Government.

Mr P R Carling (*So'ton & IOW*) remarked that they had had a visit from Mr Sadleir, of the bankers Samuel Montagu and discussed the funding for pilot launches with continuous reference to SCOP and ACOP, but it seems that these count for little now.

Mr Eden replied that though much of SCOP and ACOP had gone by the board, the wording of the Act does include "re-equipment" and therefore the Commission should make a proposal for a national approach to cutters and boat services.

Mr Ian Evans (*Executive*) added that the Minister had not yet agreed to the Pilotage Commission's proposals but that with effect from 1st December 1982 a pilot will be partly a public servant as well as a commercial one and therefore a contribution from Government should not be excluded. He cited a cardinal rule enunciated by Lord Rochdale in connection with the shipping industry and the coastguard service, that 64% of the revenue be paid by the State.

Similarly, the Chancellor of the Exchequer had been reported as saying that the nationalised industries should be regarded as investments expected to give a satisfactory return, unless it can be shown that they are providing a national service or safety.

Three more comments on methods of funding followed. **Mr N S Owen** (*Liverpool*) said that if a locality was unable to raise the funds and they were provided on a national basis it followed that a loss of local autonomy could result and even a change of employing authority. **Mr G E V Holmes** (*So'ton & IOW*) felt that funding should be on the same basis as for lighthouses and **Mr A R Boddy** (*London Sea, North*) rounded off by reminding Conference that ACOP was the basis on which we allowed the legislation to go forward: the problem of funding was greater than 5% and it was essential to broaden the base — we should vote and take our view to the House immediately.

The Resolution was carried *nem con*.

From Southampton and Isle of Wight

THAT this Conference requests the executive to investigate fully the various merits and implications of—

- a) an employed Pilotage Service on a national basis; and*
- b) a truly self-employed Pilot Service.*

Proposed by **G E V Holmes** (*Southampton & IOW*)
Seconded by **B M J Sparkes** (*Southampton & IOW*)

Mr Holmes illustrated the criticism that pilots were expected to provide an efficient service yet when there was falling trade, or worker disputes, it was the pilots that suffered. The two underlying reasons were the hybrid nature of the service — they were not truly self-employed — and although the pilotage service was a national asset its licensed pilots may have to “moonlight” to get a living. The 1913 Act allowed pilots the option to go into local authority service but, if this were to be done nationally, who would be the authority? A self-employed system was thought to be the cheaper service.

If the present service was over-employed, it was said that pilots should provide their own early pension scheme but the pilots were charged with working to their own interests.

Mr Sparkes spoke of heading to death without a life. There had been expectation that the National Agreement would have been in effect already but the conditions kept on changing. Since the Merchant Shipping Act 1979 the GCBS repeatedly interpret the Act to its own advantage, leaving pilots with the feeling that they have no control over their destiny. When, in due time, Letch and NMB are no longer applicable there must be other ways of establishing a National Agreement than on a basis of full employment or full self-employment.

Mr M Barwick (*London River*) said that whilst most pilots did not wish to be employees, being a public servant at the same time as being self-employed were not mutually exclusive. Moreover, being effectively organised did not necessarily mean being employed.

Mr Horn (*London Sea, North*) drew attention to the Finance Act 1980 relating to the pension of a self-employed person. **Mr Boddy** (*London Sea, North*) supported the comment, stating that the pension fund applied to a “licensed pilot”.

Mr H Frith (*Executive*) referred to the remarks that the National Agreement was dead and new conditions were being applied: he said the Pilotage Commission was the biggest block to the National Agreement by wanting it to be applied before they proceed. The GCBS view had not prevailed to date and it was not the MPB view that employment was the aim, it was investigation that they sought.

Mr D D Hall (*London Sea, West*) said that the UK was the largest maritime nation in Europe and its pilotage was in a mess. The best pilotage system was that of West Germany. Why could this example not be the recommendation to Government? The West German pilots were also self-employed. **Mr R S Butler** (*Europilots*) supported Mr Hall, adding a caution on the Dutch system in which, by contrast, the pilots are civil servants and next year their salaries are to be reduced by 60%! **Mr M H C Hooper** (*Executive*) added that the French rates were set at minimum rate to the pilot in order to encourage more shipping but what the pilots earned they KEPT.

Mr B J McCann (*Londonerry*) felt that a National Pilotage Authority was the only solution suitable for smaller ports. Present earnings were essentially on turnover, Letch giving his port half the money with respect to London. He favoured a uniform basic rate, with extra for hard work or tonnage for example.

The Resolution was carried with only one vote against.

From Liverpool

THAT this Conference regrets the apparent lack of vision of Her Majesty's Government in preventing the Under Secretary of State from applying public funds, by way of grant or long term loan, for the support of a scheme of voluntary severance for Pilots, in order to facilitate the reorganisation within the terms of the 1979 Merchant Shipping Act and requests that the Government re-consider this matter, and further calls on the General Council of British Shipping to support, unequivocally, the establishment of such aforementioned scheme which is in the best long term interest of the Shipping Industry.

Proposed by . . . **J Westwood** (*Liverpool*)
Seconded by . . . **R Cashin** (*Manchester*)

Mr Westwood said the matter was of great currency and urgency. It would be folly to overlook measures which could avoid a huge waste in the pilotage service. The concept of the 1979 Act had not materialised and we could not be content to let the matter rest.

Mr Cashin seconding, suggested that when the Resolution was relayed to other parties a short, 1-page, briefing note would be useful and might include a) pilots have a duty as guardians of public safety, and b) for any Government, it would be proper to assist in modernising the pilotage system and in supporting policies stated elsewhere.

Mr L Mann (*London Sea, South*) said, with admirable brevity, that no further comment seemed necessary. The Resolution was then carried *nem con*.

From: Humber

THAT if, consequential on the re-organisation of any pilotage service, there is required to be a reduction in the number of pilots for a district, new legislation should be progressed with a time span that will allow for natural wastage of manpower.

Proposed by . . . **R B Campbell** (*Humber*)
Seconded by . . . **T D Mulholland** (*Humber*)

Mr Campbell, proposing the Resolution, reported that Mr Sadleir of Samuel Montagu had advised that a gradual accumulation of money for early retirement schemes is unacceptable: there must be a lump sum at the

outset. Mr Campbell went on to say that a minimum of 10 years is suggested as reasonable for allowing wastage to take care of reductions. He mentioned the effects of recession causing some districts to be overmanned, a situation exacerbated by the issue of EEC certificates; the responsibilities of long term loan; the purpose of Section 10 to protect; and the wisdom of introducing new legislation gradually.

Mr Mulholland drew attention to Section 4.1 of the Merchant Shipping Act '79 which gave the Commission a duty to advise the Secretary of State on matters relating to pilotage and with particular emphasis on safety of navigation. Why, with a projected loss of 450 pilots over four years, were pilotage certificates being given to men unqualified in pilotage and operating with sub-standard crews? Concerning London, the Pilotage Commission could have put in a minority report if all the members were not in agreement. He felt the Executive would do well to put in as much effort toward retaining pilots as to getting rid of them: reductions, yes, but not on such large terms.

Young pilots were rightly concerned about their future, yet many Docks Authorities were increasing their establishments. In his own district 80% of ships were under a foreign flag: why should GCBS have such a dominant say in pilots remuneration and redundancy? He asked where is the leadership of pilots? Why no action on the 1981 Resolution?

Mr J Weston (*Liverpool*) proposed an **Amendment**, to add at the end, "*unless voluntary severance is accepted by individual pilots.*" He went on to say he did not think 450 would disappear in three years, whatever the offers, but the original Resolution was worded in conflict with Resolution 5 and whilst much effort had gone into making a voluntary severance scheme pilots should only accept severance if it was satisfactory.

Mr R L Wright (*Yarmouth*) seconded the **Amendment**, adding that it needed to be coupled with both Resolutions 5 and 6.

Mr H Frith (*Executive*) also supported the amendment and then explained the result of Early Retirement proposals on the PNP Evaluation up to 31st December 1981. Assuming 450 redundancies and implementation of the National Agreement, the financial position of the fund would be slightly weakened, though not materially. The estimated figures used by the Committee were for the purpose of costing, at first they used 20% giving a figure of 300 and, secondly, taking in further factors, the number 450 was used. The GCBS had been suggesting 700.

Mr G M Logie (speaking as a *Yarmouth* delegate) described how in his own port 12 pilots were doing 12 pilots' work but Dutch ferries were waiting for certificates. Offering redundancies could be said by owners to be fair treatment of pilots yet Section 10 would not become effective until two men had gone.

Mr I Evans (*Executive*) provided some facts in respect of the Pilotage Commission and the comments made under this resolution: concerning the need for a London minority report, the 1913 Act placed no restriction on the type of ship in a pilotage certificate; the Commission has advised that pilotage should be compulsory on vessels over five metres in length: there are few tankers in the range 1,600-3,500 GRT; only masters on regularly trading ferries are able to get certificates; Section 10 has to be decided in terms of the strict wording of the Act and the PC has established a pattern in those certificates already issued.

Mr J Collister (*Forth*) pointed out that owners were building to 1,595 GRT before the EEC legislation came out. If the legislation were to be applied properly it would seem adequate. **Mr I Evans** replied that the EEC directive hopefully gives a means of defeating "1,600-3,500," but runs on, "or other similar . . ."

Mr Campbell, winding up, said the comments by PC Chairman, Captain Saunders, on Mr Sadleir's remarks were not agreed by the five pilot members.

The **Amended Resolution** was carried with only 3 votes against.

VISITORS

At the opening of Conference, the Chairman welcomed all visitors, mentioning especially the **President of the Irish Pilots** and the **Secretary of the Manchester Helmsmen's Association**. It was agreed that the visitors should be allowed to speak (but not to vote) on any item on the Agenda.

On the second day, Conference was honoured by the presence of four visitors who took places at the Executive table — **Mr Malcolm Thornton**, MP for Liverpool Garston, **Mr Kenneth Woolmer**, MP for Batley and Morley, and **Messrs James Battersby** and **Gavin Lord** of the Marine Division, DoT.

The two Members of Parliament had to return to the House immediately after addressing the Conference but the representatives of the DoT Marine Division were able to participate in the debate which followed as well as listening to the discussions on the first Resolution. They afterwards stayed for lunch where informal discussion continued.

"... Minister owed it . . . to make his thinking clear . . ."

Mr Kenneth Woolmer,
MP for Batley and Morley

"cannot stand apart and immune . . ."

Mr Malcolm Thornton,
MP for Liverpool, Garston



Mr Malcolm Thornton in his address reminded his audience that he was a former pilot and he was delighted to see how far the concept of unity had now come. He bore three messages from Iain Sproat whose ministerial commitments prevented his attendance: he praised the effort made and the assistance given by the Pilot Commissioners Harry Frith, Ian Evans and Neil Walker whose voice has been heard and is respected at the highest level to which representations can go; that he remained committed to solving all the problems that had come his way; and that, in spite of the rejection by the Treasury of the preliminary moves toward a satisfactory compensation scheme with severance arrangements, he intended to progress the matter further with the interested parties.

After emphasising Mr Sproat's dedication to the task of finding a solution, Mr Thornton expressed a personal opinion that the Government were moving forward from what might be thought to be a *laissez faire* policy to a recognition that some input from Government was necessary. At the same time, pilots should not be unwilling to accept some degree of change in the light of what the Ports Industry has undergone. The pilots cannot stand apart and immune from changes that take place. If pilots were found to be unwilling to change they could suffer change imposed by others lacking in experience, particularly the practical experience of pilotage. He concluded with an assurance that he would gladly do all he could for pilots.

Mr Kenneth Woolmer introduced himself as the Member with what was probably the furthest seat from the sea, yet he was Opposition Speaker for Shipping. He followed Mr Clinton Davies, who sent to all members of Conference his warmest regards. Mr Woolmer admired the pilots' coming to terms with the maze of new legislation and deplored the situation in which, after four years of expectations, they were still awaiting terms of early retirement. He took the view that the Trade Minister owed it to all parties to make his thinking clear and to announce it soon. A considered response was needed to avert a charge of neglect.

Mr R L Mann (*London Sea, South*), after thanking the Members of Parliament for their time and interest in pilotage, challenged the statement that pilots' problems stemmed from recession. They stemmed from the legislation of the 1979 Act and the way in which it was being interpreted. Because of this, pilots feared for the future of pilotage as well as for their present jobs. You in Government, he said, are legislating us out of work. We don't want compensation — we don't want our work given to Europeans.

Mr A E Robinson (*Falmouth*) asked Mr Thornton if legislation affecting pilots' jobs was a responsibility of the Government and if so that the Government should pay compensation?

Mr Thornton accepted the responsibility, speaking as a private member who accepted the responsibility of the party. Any legislation which allows the intrusion of other nationals is a responsibility of Government. The GCBS sought a tripartite basis of discussion (Government, Owners and Pilots) and not a total responsibility.

Mr A R Boddy (*London Sea, North*) illustrated pilots facing up to their problems by quoting the Chairman's Station as an example of what pilots can do for themselves. To ensure fair treatment for pilots every certificate holder will pay to help, but our problems are made in Parliament and must be solved in Parliament.

Mr G A Topp (*Liverpool*) spoke of the frustration and anger of pilots who try, and succeed, in giving a dedicated service. Pilots see the real world of shipping, not the imaginary world of GCBS: when pilots board foreign-crewed vessels there is often no "team" of any description on board. He asked if the Department of Trade could indicate what principle will be followed? Will the reasonable and responsible approach of pilots, which had been acknowledged in the past, be treated with respect?

Mr J Battersby said the Secretary of State has to work in a framework of law laid down by Parliament — he has a duty to act with dispassion and even-handedness. There were deep divisions in the pilotage world and it was good to see the close contact achieved with UKPA and MPB. Mr Sproat, in his 14 months of occupancy of his post had put in an immense amount of effort.

In answer to Mr Tott's question regarding implementation of the 1979 Act, Masters and Chief Officers who were EEC Nationals on EEC registered vessels were eligible for consideration for the issue of certificates. The Court of Appeal under Lord Denning had decided it was lawful with effect from the date of our joining EEC. EEC nationals who were qualified in the same way as British nationals were equally entitled to be candidates for pilotage certificates.

Mr M Barwick (*London River*) wanted it understood that pilots were not Luddites nor had they been resisting change. Indeed, they had initiated the changes leading to the 1979 Act, but with protective clauses which seemed to have fallen by the wayside. Pilots were used to adjusting to the ups and downs of trade but in finding the finance for the large imposed changes he felt that the Government must govern in the national interest. The money involved was about £18 million, say £6 million to each of three parties or the cost of a small ship; this was the cost of solving a problem that was affecting national safety and the environment. He submitted that the 'package deal' should be honoured and asked why this had not been done?

Mr Battersby replied that law, when enacted, brought out meanings not primarily envisaged and some of the intentions might not be found possible. Enabling provisions appeared to make provision for compensation but funds for compensation should be available. The Government was not prepared to make funds available for the self-employed, on principle, nor under the terms of public restraint. Moreover, public funding for as much as 5-10% of a work-force was unthinkable.

Mr Woolmer saw that the reasons for the present problems were not all attributable to recession and pilots were understood to be making their own adjustments to the lower volume of shipping. In the wider setting, recession makes the resolution of the problems more difficult but resolution was needed and he would do his best to pursue this end. He added that, in EEC matters we tend to apply the rules literally whereas few other members do likewise.

Mr J D Godden (*London Sea South*) wanted to ask a question about the issue of pilotage certificates in the whole of the European community. Was it only Britain that allowed a Master, who was unable to undertake pilotage duties in his own country, to carry out pilotage in her waters?

Mr Battersby gave two answers —

- a) if one is engaged in a discussion of many possibilities, "Yes",
- b) if, as a Civil Servant, advising on the law, "No".

Article 7 of the Treaty of Rome said that EEC Masters of EEC flag vessels must be treated equally with British Masters and Officers in the matter of granting pilotage certificates.

Mr M H C Hooper (*So'lon & IOW*) asked if, or when, reciprocal arrangements could exist in Europe for British Masters and Mates to get certificates to pilot in, for example, German or Netherlands waters? Was Britain legally entitled to demand reciprocal arrangements?

Mr Battersby regretted he was not a legal expert. If the interests of UK were adversely affected we could refer to the European Court, a costly and protracted business.

Mr G A Coates (*Executive*) wished to take issue with Mr Battersby on compensation legislation and that self-employed could not be assisted. Government money has been allocated to assist self-employed: in 1965 both UKPA and Share Fishermen were allowed compensation for industrial injuries; the 1980 Finance Act would have destroyed our pensions were it not for an exception being made for pilots as "appropriate for pilots". A case now existed for a third exception "as appropriate for pilots".

Mr C C Wilkin (*Executive*) referred to the Pilotage Commission which was set up under the Merchant Shipping Act 1979 to give representation to all interested parties and to advise the Minister. When the PC gives such advice, why will the Minister not accept it?

Mr Battersby said the answer was straightforward —

Firstly, in principle, any body set up by Statute to advise cannot be the sole determinant of action, and advice does not have to be accepted in full. Secondly, in practice, although the PC be drawn from the main interests and their advice may be unanimous, when exposed to public comment reactions can arise and "evenhandedness" demands due regard to objections in devising a course of action.

Mr R Cashin (*Manchester*) wished to record with appreciation that he had always been received by the Department of Trade with courtesy. Turning to the problem under discussion, the GCBS only represented 20% of the ships under pilotage and those were not the ships which stretched or ignored regulations. The concern was for foreign ships, typically with no pilot and oil tankers passing with 10ft clearance in oil refinery waters. Pilots wished to be part of a successful British Industry. He then asked if the progress being made was the best possible?

Mr Lord wondered if the question was of relevance to Manchester concerning compulsory pilotage and said it was following the due process of law and was under consideration by the Pilotage Commission.

Mr R J Howlett (*London Sea, South*) referred to the examination of Masters and Mates and emphasised that the Pilotage Certificate should be personal and not *en bloc*.

Mr Lord said advice had come from several Pilotage Districts that the certificate could be awarded without formal examination. The Department had taken legal advice under the 1913 Act on whether the certificate could be given without examination. Section 23 cannot be done on a post basis but the candidate must be tested. The DoT was inclined to test the individual.

Mr Howlett felt this answer was not positive enough and asked that it be put in writing for UKPA.

Mr Lord said he would be communicating shortly on the result of the advice but it was not wished that the right be taken away that Pilotage Authorities have to determine competence. He could urge local authorities to ensure the relevant standards were upheld.

Mr R B Campbell (*Humber*) said that ACOP (re Sect 23) specifically said that the standard of pilotage must not be lowered. To this, Mr Lord replied that the Bye-Laws must include all the requirements of Section 23 in respect of EEC crews and EEC-registered vessels.

Mr D Hobday (*London River*) asked for the attitude of the DoT when over 50% of vessels are under 1600GRT and expected in London from certificates — what provision is made for the safety of the environment?

Mr Battersby said he had seen the recommendations of the Commission and could not say more at this stage. In course of further questions by Messrs. Wright, Madden, J Evans, Hunter, Owen and Collister, Mr Battersby said a draft letter and report in Lloyds List were incorrect in saying that over-recruitment was a cause of the current problems.

Mr L Sidgwick (*Tyne*) said it was a year ago that Tees spoke to Mr Sproat and there had been many letters to the DoT urging a decision. It was of paramount importance that the largest oil port should have compulsory pilotage; were we wasting time?

Mr A R Boddy (*London Sea, North*) said that in the discussions and preparations prior to legislation it was always assumed that all certificate holders would pay. No one expected payment to be voluntary. The '79 Act Section 4 para 3 says the Commission shall have the power to do anything to . . . etc. Surely the certificate holders need to be made to pay. Mr Battersby replied that there was a standard provision on all public corporations to protect their scope of activity but that did not mean the Pilotage Commission had power to do absolutely anything it wanted to do.

UKPA GROUP PERSONAL ACCIDENT INSURANCE SCHEME

During the year under review, most accidents have occurred whilst members have been engaged on pilotage duty and have related to boarding and landing — fortunately there have been no fatalities and the injured members have made good recoveries. The majority of the accidents reported have been caused by unsafe working practices *eg* insecure pilot ladders, debris on unlit quayside areas and like, frequently combined with poor weather conditions. One insured member was even unlucky enough to get chemicals in his eyes whilst disembarking, but hopefully there will be no lasting ill effects due to appropriate remedial action. The Scheme also covers accidents during domestic and leisure activities and paradoxically the most lengthy absence from duty of some four months was caused by a domestic accident involving a bad fall from a ladder.

In July a new agreement was negotiated with the UKPA's insurers whereby the benefit of £45,000 payable for death, loss of limbs or eyes or permanent total disablement was increased to £70,000 for such injuries sustained whilst engaged on pilotage duty or in travelling to or from work — the increased cover also applies whilst the member is engaged on pilotage business including associated travel. The value of this extended coverage is clearly indicated by the vulnerability of the individual pilot whilst on duty as confirmed by the preponderance of occupational accidents reported above. In addition, new and improved wordings relating to loss of limbs and eyesight have also been evolved as well as a benefit for kidnap or hi-jack. Printed endorsement slips recording these improvements have been issued to Local Secretaries for attachment to members' certificates.

The number of members covered by the Scheme has increased to 937 during the last twelve months thanks to the continuing strong level of support from the existing membership together with the inclusion of new members from Liverpool, Ipswich, Orkney and Shetland.

UKPA GROUP PERMANENT HEALTH SCHEME

During 1982 the UKPA Group Permanent Health Scheme has continued to serve its members well and claimants are currently receiving benefit at the record rate of almost £35,000 per annum. The UKPA's insurers have maintained their excellent record of dealing fairly and promptly with members' claims and the payment of benefits for four new claimants has been agreed with a further claim expected shortly — the causes of these disablements include myocardial ischaemia and arterio-sclerosis, osteo-arthritis, anxiety state, duodenal ulcer and deafness. It is pleasing to be able to record that Mr F A Tapping (London-Sea Pilots West) regained fitness for duty at the beginning of June following an absence of 82 weeks as a result of the injuries he sustained in November 1980 — it is an important feature of the Scheme that a member such as Mr Tapping can draw benefit while still holding his pilot's licence. This facility relieves financial worry and allows the member to concentrate on becoming fit again where this is possible. Indeed, a member even has the reassurance of knowing that if he makes an unsuccessful attempt to return to work, this will not debar him from going straight back on to Permanent Health benefit (without further deferred period) under the terms of the Linked Claims Condition.

A review of the basis of Scheme benefit was completed during the course of the year based on the results of the questionnaire circulated to Districts last December. The effect of this was to increase the weekly benefit to £95 while deleting the Increasing Claims Provision with the quarterly premium remaining unaltered. It is recommended that the new benefit level should be linked to 40% of median Letch Scale earnings under the annual automatic review system instead of the previous 30% factor — a link of 40% would leave the £95 weekly benefit unaltered at this level for the year commencing 1 January 1983.

Much confusion has been generated during the last twelve months by attempts to compare Permanent Health Insurance with proposed insurance against loss of licence, when in fact the contracts have entirely different features. The payment of Permanent Health benefit is activated by disablement due to accident or illness — loss of licence is not a prerequisite for payment — and indeed no legitimate claim has ever been turned down by our insurers. As the examples of a recent claim given above demonstrate, many disabilities are the result of the natural ageing process — even disabilities such as the failure of eyesight are usually linked to diseases of the eye, accidental injury or related conditions such as diabetes and thus qualify for payment of Permanent Health benefit. It should be realised that any loss of licence policy is a potentially volatile annual contract with no guarantee of renewal or rating level, whereas Permanent Health Insurance is a permanent contract with a three year guarantee on rating combined with the stability of a long term insurance fund operated under actuarial supervision. It must also be recognised that 50% of claims under the UKPA Permanent Health Scheme arise after age 60 with payment continuing till age 65, whereas liability under a loss of licence contract would usually cease at age 60. The foregoing are only a few of the reasons why members should continue to place their main priority on securing Permanent Health Insurance as the most cost-efficient form of income protection against accident or illness — one which could be usefully supplemented by loss of licence insurance where additional cover for a lump sum is required. Most Liverpool pilots already hold both types of policy and have obviously recognised the different uses of each contract.

Finally, it is encouraging to note that more UKPA members than ever are aware of the benefits of Permanent Health Insurance with Scheme membership currently standing at a record total of 942 insured members.

UKPA GROUP LEGAL EXPENSES INSURANCE SCHEME

During the period under review, seven accidents have been caused by the alleged negligence of third parties and, in all cases, DAS Legal Expenses Insurance Co Ltd have appointed solicitors to act for the injured members. Four of these cases have related to boarding and landing, one to voluntary assistance in securing the pilot cutter and two have involved unsafe working conditions on wharves. Settlements have already been obtained for P B Johnson (Tees) who suffered abrasions after falling on a unlit wharf strewn with debris and for A R Boddy (London-Sea Pilots North) whose leg was trapped between launch and pilot ladder due to M V Dart Britain failing to signal a change of course. Negotiations are continuing in the four other cases mentioned and one may be dropped on legal advice as Counsel has indicated there are not reasonable prospects of success.

Turning to cases from earlier years, three of these remain the subject of further legal negotiation with the prospect of proceedings being commenced in two cases shortly whilst settlements have been achieved for six members including J D Ekins (London-Sea Pilots West), P C Taylor (Dundee), R McLaren (London-Sea Pilots North) and M J Liley (Shoreham). It will be recalled that the case of J S Roe (London-Gravesend Channel) was due to be heard at the High Court on 21 January last, but in the event a last minute agreement was concluded with the shipowners resulting in a very substantial settlement in the member's favour. As far as is known, this settlement represents the highest amount secured to date on behalf of any injured UKPA member and brings the total compensation negotiated for injured members under the UKPA DAS Legal Expenses Scheme to almost £70,000.

The legal costs in Mr Roe's case are known to be very considerable and there is little doubt that proceedings could not have been brought to a successful conclusion without the support of the UKPA DAS Legal Expenses Scheme, as the personal financial risk to the member would have been too great. The importance of the DAS indemnity in respect of legal costs may prove to be even more relevant in the case of K J Higgs (Gloucester), where although a modest agreed settlement was obtained for the member, it is

(Continued foot of next page)

PILOTAGE COMMISSION

Developments are still awaited on the Minister's decision on the advice submitted by the Pilotage Commission on the London, Isle of Wight, Plymouth, Tees, Boston and Spalding and King's Lynn proposed Orders and Byelaws. In the meantime, the Commission is still receiving disputed Orders and Byelaws from the Department of Trade with requests for their advice, and further hearings on Manchester, Forth, Boston and Liverpool proposals have been conducted, but there has been no progress in reorganisation because of the Ministerial block until the London decision.

The Commission's Early Retirement/Compensation proposal continues to be investigated by Samuel Montagu and there may be more information on this matter at Conference.

Section 10 declarations continue to apply in the districts listed in para 41 of the Commission's Report but the declaration for Ipswich was recently withdrawn after the Authority licensed a new pilot contrary to the Guidance Notes on S.10 issued by the Commission. A recent application for a Section 10 declaration from the Londonderry district was refused against the views of the three pilot members.

The Commission continues to be significantly involved in hearings on disputed lists of charges and it appears that some objectors, notably the GCBS, might see the objection to charges procedures as an opportunity for forcing through recognition of cleared circumstances without the necessary balancing and compensatory provisions envisaged for reorganisation.

The composition of the Pilotage Commission remains the same for the time being despite an application from APA (UK) for an additional member drawn from their organisation. With the exception of the Chairman, whose appointment terminates in November 1983, the present members of the Commission were reappointed in November for a further three years.

Conclusion

The lack of progress in reorganisation and early retirement/compensation is extremely frustrating and, if further protracted, will bring into question the credibility of the Commission. This situation, as well as being detrimental to the profession and the orderly reform of UK pilotage, is also seriously prejudicing safety of navigation in UK estuaries and ports. Amongst the members there is no lack of will to tackle urgent problems, eg pilot boat finance and standards, but the Commission can only succeed and make progress if it can be seen by all parties that its views are taken seriously by the Minister. The pilot members are not satisfied with the present policy on payments to pilots from the contingency fund and were disappointed at the failure of the application for a Section 10 declaration for Londonderry which, in our view, was legitimate within the interpretation of that Section and consistent with the criteria used in determining similar applications elsewhere, but they are reasonably confident that if its credibility is established beyond doubt, the Commission will have a useful and constructive role to play in UK pilotage.

B I Evans, H Frith, N C Walker November 1982

understood that this excluded costs and that the irrecoverable legal costs to be met by the UKPA insurers may well exceed £3,000.

As the primary purpose of the UKPA DAS Legal Expenses Insurance Scheme is to enable members to pursue their just entitlements against negligent parties free of personal financial risk, the significance of these last two cases will not be lost on members and serves to demonstrate the considerable value of these arrangements.

Pilots' National Pension Report 1982

The last year has been one of consolidation of the PNPf under the Inland Revenue approval granted through the 1980 Finance Act by required amendments to its Bye laws and Rules of the main Fund together with the addition of Scheme Rules for AVCs and a Board Resolution governing the administration of the Topping-Up Scheme. All these matters have now been completed and have received Inland Revenue approval. The amended Bye-laws are to be promulgated by Trinity House and members will receive new copies of the Bye-laws and Rules.

The introduction of the AVC Scheme has been well supported, 440 members to date, but has meant a significant increase in administrative effort, particularly as the PNPf is solely responsible for both the administration and investment policy. Costs are apportioned and the results are satisfactory so far but the arrangements will be kept under review.

The PNPf has also continued to be involved in consultations on the Early Retirement/Compensation Schemes for pilots.

The above increased work load has coincided with an actual reduction in staff as, despite every effort by the Board, Mrs Thumwood was not replaced until 1st August by Mrs J Lemon taking up a Senior Appointment. In addition Mr J Porter retired on 30th September and the office moved to Great James Street on 1st March. It is a great tribute to Mr Porter and the staff that the PNPf has continued to function smoothly with proper priority being given to pensioners' and pilots' problems and enquiries. The sharing arrangements with the Commission have been extremely beneficial not only in reduced costs but in the support that has been received through sharing subordinate staff. The staff of the PNPf is minimal for a Fund of its size and will be kept under review by the Board who were particularly pleased that Mr Porter accepted their invitation to continue his association with the Fund in a consultancy appointment. His contribution to our pension affairs at a time of significant growth and extension can never be overstated.

The composition of the Board of Management has been considered following the application for the appointment of an additional pilot member. However when discussed at the Board meeting on 9th September it was not possible to reach agreement and the matter was referred back to the pilots' organisation.

The results of the 1981 Valuation of the Fund are now available and show a sound and healthy financial position. A list of suggestions for amendments and improvements in present benefits have been submitted by the pilots' organisations and these will be considered with other improvements by the Board at their November meeting. Essentially it is a matter of deciding priorities and possibly the details of the Board's decisions will be available for Conference. The Actuary also prepared a secondary statement of the financial effect of the Pilotage Commission's proposed early Retirement/Compensation Scheme and the implementation of the National Agreement.

Various other matters such as: DTI Returns, Average Net Earnings calculations and Deep Sea Pilots' membership have been referred to the Board and members will be advised of developments in these issues.

Finally, I would express my appreciation of the contribution to the PNPf of my fellow Board members, the staff of the Fund and our professional advisers. All have worked hard and constructively in promoting the PNPf and without being complacent in any way I feel all pilots can be reasonably satisfied at the present position. As the PNPf has firmed up and become prominently established in our affairs, and at the same time we have all grown older and closer to retirement ourselves, a distinctly increased interest in pension affairs amongst members has become apparent — ably promoted by the PNCP. This is a most welcome development and should be encouraged so that pilots can fully take their place as principals in this important field of their affairs.

H Frith

Obituary

DOUGLAS BROWN

It is with great regret that we announce the death of Captain D S Brown, London River Pilot, whilst on duty on Thursday 23rd September 1982.

Douglas went to sea at sixteen, serving his time with Prince Line before joining Brocklebank. He took part in the Normandy invasion and spent some time in the London collier trade before joining the Trinity House Pilotage Service in 1948.

With over thirty four years service, he was a past member of the River Thames Pilots' Committee and the Senior Pilot at the time of his death.

Our sympathy is extended to his widow Rose, their sons and grandchildren.



STANLEY GREEN

It is with deep regret that the Barrow and Heysham Pilots have to report the death of Stanley Green, age 76, on the 2nd of September 1982, after a short illness.

Stanley commenced his career in 1923 with the Yeoward Line of Liverpool, the passenger vessels running between Liverpool and the Canary Islands. He left the Yeoward Line in 1936 as chief officer having then obtained an extra master's certificate, and joined the LMS mail passenger cross channel steamers from Heysham to Belfast.

After a period trooping during the war Stanley was appointed to the Barrow and Heysham District in 1941.

During his piloting service Stanley was very active on behalf of Pilots and Pilotage. He was for many years our local secretary, and a sub-commissioner of Trinity House for 14 years.

In 1955 he was elected a member of the Executive Committee of the UKPA on which he served for 13 years and he was a strong supporter of unity between UKPA and TGWU. This was followed by a period as a Trustee. He was also a member of the Trinity House Pilots' Benefit Fund Committee. Stanley retired from the Pilot service in 1971.

A service held in Morecambe was attended by family and seafaring friends. Trinity House Principal of Pilotage, Mr Harold Oliver, also attended.

Archie MacDonald

DISREGARD FOR PUBLIC SAFETY

J P Callen, Esq,
Chief Executive,
The Pilotage Commission,
8 Great James Street,
London, WC1N 3DA.

5th August 1982.

Dear Sir,

We should like to bring to your attention one instance of the lip service being paid to safety of navigation in pilotage waters around our coast. The enclosed telex speaks for itself.

May we respectfully request that it should increase the Commission's resolve to ensure that properly issued Pilotage Certificates are imperative under the new London District Bye-Laws. The Master in this instance had enough sense to ignore this telex and, not being familiar with the London District, availed himself of a pilot.

Yours faithfully,
for CINQUE PORTS PILOTS' COMMITTEE

cc Dept of Trade
90 High Holburn, WC1V 6LP

J D Godden, Chairman

LOADPORT: DEAN QUARRY (NEAR FALMOUTH)
DISCHPORT: THAMES — MAST POINT WHARF

LOADING SUNDAY MRGN 1100 HRS HAS BEEN ARRANGED AND THEY WILL
LOAD THE SHIP IN 2 HOURS SO E.T.S. AGN SUNDAY 1330+

THE AGENTS LOADPORT:
MESSRS. TAMLYN SHIPPING LTD
2 BANK PLACE
FALMOUTH
PHONE: 0326-313816
TLX 45395

THE AGENTS DISCHPORT WILL SEND YOU A TLX WITH INSTRUCTIONS
HOW TO SAIL RIVER THAMES AS U CAN SAIL WITHOUT PILOT
(AS U KNOW PILOTAGE THAMES EXTREMELY EXPENSIVE)

TRUST ALL CLEAR
REGARDS
VLAARDINGEN-WEST/+

++++

PSE CLEAR VSSL OUTWARDS FOR DEAN QUARRY AND KEEP TAMLYN FALMOUTH
ADVISED TKS AND BEST REGARDS

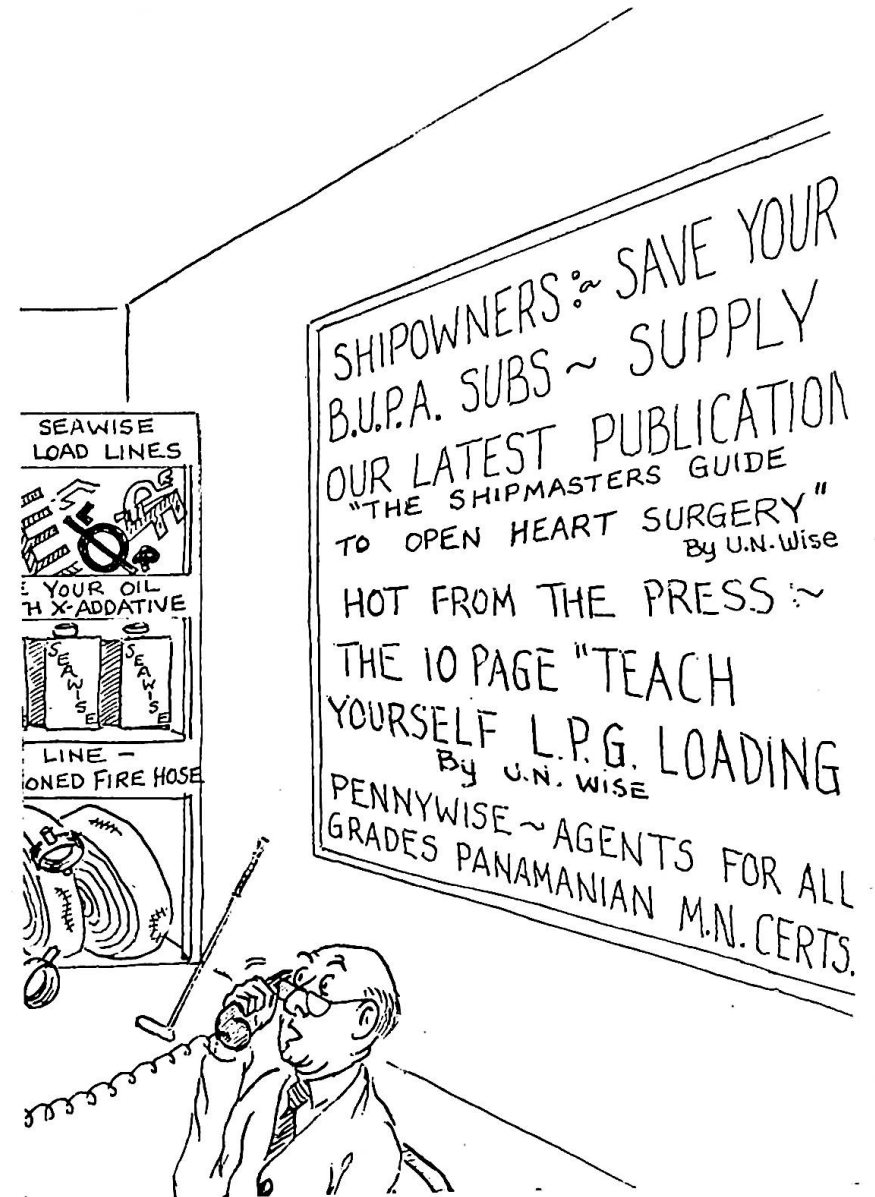


GREAT !! NOW DO THEY THINK TO ADVISE US WHICH SHORE TO SWIM FOR ?!!

DELEGATES AND OBSERVERS ATTENDING JOINT CONFERENCE

ABERDEEN	A F L Esson
BELFAST	N C E McKinney, R J Madden
BRISTOL	T J Russell, S E Vowles
CLYDE	A Hepburn, R McCrone
EUROPILOTS	R S Butler, G R May, R B Wilson
FALMOUTH	A E Robinson
FORTH	K Bowers, J Collister, W Gardiner, M M Rose
FOWEY	K P Guy
GOOLE	I Porter, R Shaw
GREAT YARMOUTH	R L Wright
HUMBER	F Berry, R B Campbell, J D Cartmell, D W Cawkswell, B Freeman, A J Herbert, R D Jones, S M Ledger, J G Melia, T D Mulholland, A Ombler, J Snape, K E Ward

IPSWICH	D A Ingham
LIVERPOOL	J Brown, A Duckworth, B S Graham, E C Milford, N B Owen, P Tebay, G A Topp, J Webber, J Westwood, G Rees (Apprentice)
LONDON (Medway)	N I Bainbridge, S M Hunter, H J Marshman
(River)	M Barwick, P Cardew, D Hobday C Milne
(Sea Pilots North)	A R Boddy, D Goswell, D G James, R McLaren, L C Sutherland, A M Vaughan
(Sea Pilots South)	M C Battrick, J D Godden, R J Howlett, L Mann, P Lloyd-Jones
(Sea Pilots West)	P A Kelly, P A Levack, M McDonald, J S Morton, M H Taylor
LONDONDERRY	B McCann
MANCHESTER	J Astles, C W Broom, R Cashin, B Edwards J T Wainright
MILFORD HAVEN	J W Arnold, I Berry, A Hicks, J M Leney, P Ryder
TNCP	T P Yates
POOLE	P W Colville
PORT TALBOT	J Parry
SEAHAM	B Watson
SHOREHAM	R A Ball
SOUTH EAST WALES	M L Doyle, E J Glover, P G Watt, E F Williams
SOUTHAMPTON and Isle of Wight	R M Barton, P R Carling, T A Effney, G E V Holmes, G J Oakley, B M Sparkes
SULLOM VOE	P J Healy
SUNDERLAND	D A White
SWANSEA	A S Clark
TEES	R Blackler, L Hill, A H Innes, P B Johnson, A S Lithgo, K Marrison, L Sidgwick, J Wright
TRENT	R Thompson
TYNE	J R Phillips
TRUSTEE	G C Howison



"MR WISE — AN IRRESPONSIBLE NUT HERE WANTS TO KNOW IF WE PRINT A BOOK TO HELP HIM DO HIS OWN AGENCY WORK!!!"

Coastlines

E Eden Esq,
General Secretary and Legal Adviser,
United Kingdom Pilots' Association,
20 Peel Street,
London W.8.

Trinity House Folkestone Pilot Station
The Harbour, Folkestone, Kent CT20 1QQ

12th August, 1982

Dear Edgar,

Circular Letter No 497 EMPA

As a keen gardener and lover of tulips, I was delighted to receive your letter explaining the honour bestowed on EMPA in having a tulip named after them.

Unknown to yourself and the Pilots in the UK, I also have evolved several different species of tulips over the years and would be willing to supply some to UKPA Members.

The following is a potted list, to coin a phrase, of some of my more popular items:-

"*PILOTUS EXECUTUS*", after the UKPA, a tulip sometimes difficult to grow, has a tendency to expand in all directions at once. Rather pale in colour, it produces hundreds of small leaves, all numbered, none of which amount to much.

"*ESPERATOR MAGNUS*", or Great Hope, named after the Pilotage Commission. Probably only blooms at night as no-one has yet seen its true colour. Some gardeners have already re-named it "*ESPERATOR MINOR*" or Little Hope, after watching it grow.

"*PILOTUM EXTERMINUM*", in honour of the GCBS, grows secretly in the most important gardens. Comes in all shades of black and has the capacity to choke other growth around it. Makes remarkable compost, excellent rhubarb.

"*DOMUS TRINITATAS*". Good old fashioned tulip, grows steadily at times but wilts quickly. Thrives on admiration but has a tendency to die if not regularly nurtured.

"*MINISTERUM TREMENS*", especially cultivated for the Department of Trade. Has the remarkable ability to change colour to match the surrounding plants in its flower-bed. If you pick its head off, another grows immediately.

"*SPURNUS PLACIDUS*", or Humber Tulip, produces more tulips than any other plant. Good, reliable stock, but cannot be planted nearer than 2ft from "*TRENTUS AGRAVATUS*", its close relation, or devastation results.

"*THAMESIS FLORIBUNDA*", largest of all tulips, grows in all directions at once, each bloom being entirely independent. A difficult plant to control, could be heading for extinction.

"*IANIS EVANOR DYFEDII*", a rich yellow tulip, with leek like leaves. Grows best in Wales. if wilting is experienced, feed daily with large doses of Gordons Dry. Reliable, should be persevered with.

"*LOGIUM NORFOLKUS*". Flamboyant, multi-coloured tulip, not everyone's favourite. Grows best in small ports.

"*DANIBUS IVORUM MACMILLII*". Oldest of all tulips, Deep red in colour, strong growing, doesn't like being overshadowed by other plants. Care should be taken if feeding the plant by hand. Has been known to bite.

All the above tulips can be obtained gift wrapped in unused copies of Restructuring of Earnings Agreement, by application to the above address.

Yours sincerely, *John Godden*

History of the IOW Area before 1900

From: Mr C R Bancroft

6 Greenlands Road, East Cowes,
Isle of Wight PO32 6HS

15th November 1982

Dear Mr Colver,

Please, let me first explain as to why I'm writing this letter to you.

I'm presently employed by Trinity House Pilot Vessel Service on the Isle of Wight District as a Seaman, and in my spare time at the moment I'm engaged in researching early pilotage history in this area from as far back as I can, and up to 1900.

A couple of weeks ago I wrote to Paul Ridgeway at Trinity House, London asking him for any Official Documentation relating to the District of the time I require and he passed my letter on to the Principal, so I'm hoping something will come of that: he also gave me your address saying that you could be of some assistance in possibly publishing a letter in the 'Pilot' magazine, requesting any information from your readers.

I would be greatly indebted to you if this was made possible.

Awaiting your reply.

Yours sincerely, *Chris Bancroft*

Heard at Conference —

(First day) — "Oh yes, it's all for the filming of a scene for *Yes Minister* tomorrow morning".

"The matter is so serious I deliberately avoided levity when speaking to the Resolution. The only smile I can now raise was in an article from the Strand Magazine of 1888 entitled *Pilots* from which I quote: "Asked if all vessels were obliged to take pilots he answered they were not. This, he continued, was one of the difficulties of the pilotage system. Shipowners, not liking to pay the pilotage charges, have obtained exemptions from time to time by putting on board Masters and Mates who have obtained pilotage certificates. There has been talk of abolishing compulsory pilotage, the shipowners grumble at the charges and think they could reduce them . . . and so no doubt they could, in fine weather". When the question of compulsory pilotage was before Parliament I gave much attention to the subject and spent some days going over Lloyds Register. Of 60,000 vessels that had come into the Thames between 1850 and 1870, only 2 had been lost that had TH pilots on board. This is so familiar to this conference that it beggars belief. All those years and we have solved nothing. Typically of pilotage and pilots, all the above good work is overshadowed by the final sentence, "There hardly need be a collision if people would be careful. It is only a matter of observing the Rule of the Road — keeping to the **Port Side** !!!" Perhaps even in 1888 Pilots were their own worst enemies."

Local Secretaries

Aberdeen	A F L Esson	Aberdeen Harbour Pilots, North Pier, Aberdeen, Scotland
Barrow-in-Furness	W A Hawkes	124 Darbshire Road, Fleetwood, Lanes.
Belfast	N C E McKinney	8 Alt-Min Avenue, Belfast 8, N. Ireland
Blyth	M K Purvis	4 St. Ronan's Drive, Seaton Sluice, Whitley Bay, Tyne & Wear
Brixham	R J Curtis	86 Sommer Court Way, Brixham, Devon
Clyde	A Hepburn	5 Hawthorn Place, Trumpethill, Gourock, Scotland
Coleraine	W Dalzell	Harbour Office, Coleraine, Co. Derry, N Ireland
Dundee	G Dobbie	16 Buddon Drive, Monifieth, Dundee, Tayside
Exeter	B L Rowsell	17 Camperdown Terrace, Exmouth, Devon
Falmouth	Mrs V W Telling	14 Arwenack Street, Falmouth, Cornwall
Fleetwood	R D Pratt	16 Thirlmere Avenue, Fleetwood, Lanes.
Fowey	M H Randolph	Moorlands Farm, Treemill, Twardreath, Par, Cornwall
Gloucester	B H Richards	Southerly, 60 Coombe Avenue, Portishead, Nr Bristol BS20 9JS
Goole	R Shaw	34 Sancton Close, Cottingham, North Humberide
Grangemouth	K P Bowers	4 Broomknowe Drive, Kincardine-on-Forth, By Alloa, Clackmannanshire
Hartlepool	B G Spaldin	24 Kesteven Road, Fens Estate, West Hartlepool
Harwich	R McLaren	Stour Lodge, Rectory Road, Wrabness, Manningtree, Essex, CO11 2TR
Hull	P Church	58 Westminster Drive, Grimsby, South Humberide
Inverness	H Patience	"Altmory", 2 Glenburn Drive, Inverness, IV2 2ND
Ipswich	D A Ingham	Ipswich Pilotage Office, Dock Head, Ipswich, Suffolk, IP3 0DP
Lancaster	H Gardner	Greystones, 128 Morecambe Road, Lancaster (0524) 63770
Lelth	R Hay	39 Christiemiller Avenue, Craigentinny, Edinburgh
Liverpool	V Welsh	c/o Simpson, North & Harley, 1 Water Street, Liverpool (051) 236 3397
London:		
Sea Pilots South	M Battrick	7 Broadfield Road, Folkestone, Kent
Sea Pilots West	M J G McDonald	Turks Hill, Taylors Lane, Higham, Nr Rochester, Kent
River	P A Carden	The Old Rectory, 91 Windmill Street, Gravesend, Kent
Medway	T G Hannaford	175 Wards Hill Road, Minster, Sheppey, Kent
Sea Pilots North	R McLaren	Stour Lodge, Rectory Road, Wrabness, Manningtree, Essex CO11 2TR
Londonderry	C J McCann	Shrove, Greencastle, Co. Donegal, Ireland
Lowestoft	W Craig	57 Royal Avenue, Lowestoft, Suffolk
Manchester	Mr Wetherall	c/o Simpson, North & Harley, 1 Water Street, Liverpool (051) 236 3397
Milford Haven	J M Leney	1 Grassholm Close, Milford Haven, Dyfed, SA73 2RM
Montrose	J R Leslie	5 Morven Avenue, Montrose, Angus, Scotland
Orkney	W Cowie	The Borders, Bigmold Park Road, Kirkwall, Orkney KW15 1PT
Peterhead	D J MacKinnon	1 Acacia Grove, Peterhead, Aberdeenshire
Plymouth	F T Lock	Pilot Office, 2 The Barbican, Plymouth, Devon, PL1 2LR
Poole	P Colville	7 Gorse Road, Corfe Mullen, Nr Wimbourne, Dorset
Port Talbot	J Parry	6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.
Preston	M Purvis	26 Clitheroe Road, St Annes-on-Sea, Lancashire
Prestatyn	A M Hutton	The Orchard, 8 Stoneby Drive, Prestatyn, Cwyd, LL19 9PE
Seaham	B Watson	29 Maureen Terrace, Seaham, County Durham
Shetland	B J L Cheevers	3 Burgadale Brae, Shetland
Shoreham	E Wray	14 Kings Court, Brighton Road, Lancing, West Sussex
Southampton, Isle of		
Wight & Portsmouth	P R Carling	Pilot Office, Berth 37, Eastern Docks, Southampton SO1 1AG
South East Wales	E F Williams	39 Arles Road, Ely, Cardiff, CF5 5AN
Sunderland	P Lee	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, County Durham
Teignmouth	S C Hook	7 Ivy Lane, Teignmouth, Devon
Tees	J H Wright	"Okefinokee", 31 Oldford Crescent, Acklam, Middlesborough, Cleveland, TS5 7EH
Trent	C J Hunt	2 Spinney Walk, Anlaby Park, Hull HU4 6XG
Tyne	J R Phillips	6 Mowbray Road, North Shields, Tyne & Wear
Weymouth	B E Caddy	15 Hope Street, Weymouth, Dorset DT4 8TU
Wisbech	D Locke	Adderley House, Burrett Road, Walsoken, Wisbech, Cambs.
Workington	M. Ditchburn	68 Loop Road, North Whitehaven, Cumberland
Yarmouth	R. Wright	Pilot Station, Riverside Road, Gorleston-on-Sea, Norfolk NR31 6P2
Europilots	R B Bradbury	18 Silverthorne Drive, Southport, Lancashire, PR9 9PF