

Confidential filing

Meeting with Mr Cairns from
the Transport and General
Workers Union in Hull
on 24 April at No 10.

PRIME MINISTER

APRIL 1980

Referred to	Date	Referred to	Date	Referred to	Date	Referred to	Date
18.4.80							
24.4.80							
25.4.80							
1.5.80							

PREM 19/337



PM ² Ministers

10 DOWNING STREET

PRIME MINISTER

A somewhat cryptic response
from Sir Humphrey Browne to
your letter following your
discussion with the Hull
delegation.

MA

1 May 1980

GR ✓ copy ^{2/5} Smith's letter
to MAFF + Transport
MA

Prime Minister

BRITISH TRANSPORT DOCKS BOARD

CHAIRMAN
SIR HUMPHREY BROWNE, C. B. E.

MELBURY HOUSE,
MELBURY TERRACE,
LONDON, NW1 6JY.
Telephone: 01-486 6621
Telex 23913

XE 0451 R115

30th April, 1980.

Dear Prime Minister

Thank you for your letter of the 25th April about the Hull fish docks. I am pleased that you have so clearly understood the complexities of the situation.

[Handwritten signature]
Humphrey Browne

The Rt. Hon. Mrs. Margaret Thatcher, M.P.,
Prime Minister,
10, Downing Street,
London, S.W.1.



PM

10 DOWNING STREET

PRIME MINISTER

I attach a draft letter for you to send to Sir Humphrey Browne, conveying the gist of your meeting with the Hull deputation, and recording the impressive unity and determination of the various interests. I hope this is along the lines which you had in mind.

I have told Mr. Walker's office of the line you propose to take, but have not cleared the draft in detail.

MAF

25 April 1980

Copy to D Jones MAFF
Mrs Flanagan Transport

(Date on letter
is correct)

MAF



Sur
C. MAFF
Transport

10 DOWNING STREET

THE PRIME MINISTER

25 April 1980

Dear Sir Humphrey,

Thank you for writing to me on 18 April about the Hull fish docks, providing me with some information in preparation for my meeting with a deputation from Hull.

As you will probably know, I met the Hull deputation yesterday. I was impressed by the unity of purpose demonstrated by the various interests represented on the deputation. They made it clear to me that their short term priority is to secure the continued operation of their landing facility until the end of June, by which time they hope that the negotiations for a Common Fisheries Policy will have reached a stage which will allow some realistic longer term planning to be undertaken.

I know that all concerned in Hull have appreciated the assistance which the British Transport Docks Board have been able to give, with the adjustment of charges as a result of increased estimates of landings. The deputation expressed anxiety over the present arrangements for a monthly review of charges, which they see as a limiting factor as they negotiate with third country fishermen about possible landings. I told them that you had confirmed to me that the Board had no intention of closing the dock if there are enough fish to provide a sound basis for keeping it in operation. The deputation explained that the landings in April are on target to meet the revised estimates presented to the Board, and that the forecasts for May suggest that there will be a basis for continuing to operate the dock in June.

/I know that

Sur

I know that the interests represented on the deputation will also be working hard to ensure that they derive maximum assistance from the funds which the Government has already made available for our fishing industry as a whole. I was encouraged to hear the deputation's view that the prospects for continuing fish landings at Hull through the next two months are quite good. I am sure that your Board will be as impressed as I was by the determination of the City to keep going in this interim period until they are in a position to make realistic judgements about the longer term future.

Yours sincerely,

MT

Sir Humphrey Browne, C.B.E.

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10 DOWNING STREET

From the Private Secretary

24 April 1980

Your Minister and Mr. Buchanan-Smith joined the Prime Minister today for her meeting with a delegation from Hull. Mr. Cairns acted as co-ordinator for the delegation and introduced contributions by four of his colleagues - representing the fleet owners (Mr. Boyd), the City (Councillor Doyle), the Fish Merchants (Mr. Cook) and from Mr. John Prescott, MP.

All the presentations stressed the anxiety of the delegation for some guarantee that they would still have a landing facility through the month of June. By the end of June, they hoped that the Common Fisheries Policy negotiations would have given enough indication of the sort of future quotas likely to be available to enable more realistic future planning to take place. The delegation stressed the uncertainties created by BTDB's current charging policy which could be adjusted month by month reflecting the landings the previous month. The various interests represented all expressed their wish to be able to purchase the landing facility if BTDB chose to close it down in the next two months, and they asked that Government assistance for such a purchase should be considered if the need arose.

The Prime Minister noted that the real issue was whether prospective future landings would enable Hull to remain viable, but that the delegation had demonstrated the unity of purpose throughout the industry and City authorities in Hull in its determination to keep the fish landing facility open until the implications of a CFP could begin to be assessed. She had also noted the very significant reductions in charges which had been applied since her discussions in Hull in March. She was sure that this was evidence of goodwill on the part of the BTDB. She undertook to write again to Sir Humphrey Browne to record the concern that had been expressed to her. It appeared that April landings would enable the BTDB to maintain current charges for the month of May, and the forecast of landings of 7,000 tonnes of white fish for May implied that it should also be possible to get through June. In the meantime, she would expect the representatives of the delegation to press the Producers Organisation very hard for a possible allocation of funds to Hull to help keep the dock open until June, in the event of there being any short-fall in landings over the next two months.

/The delegation

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The delegation indicated that many major problems would remain even if their landing facility did continue to operate until June. But it was essential for the present to maintain the facility, with some consistency of charges if they were to be able to negotiate realistically with third countries who might land fish at Hull. Their immediate target was to secure the continued existence of the facility until the end of June.

I am sending a copy of this letter to Genie Flanagan (Department of Transport).

M. A. PATTISON

David Jones, Esq.,
Ministry of Agriculture, Fisheries and Food.

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SUMMARY RECORD OF A MEETING BETWEEN THE PRIME MINISTER AND A DELEGATION FROM KINGSTON UPON HULL HELD AT 10 DOWNING STREET AT 1630 HOURS ON THURSDAY 24 APRIL 1980

Present:-

*ex Marke
Fishing-td*

The Prime Minister	Mr. J. Prescott, MP
Minister of Agriculture, Fisheries and Food	Mr. D.K. Cairns, Regional Secretary, TGWU
Minister of State, Ministry of Agriculture (Mr. Buchanan-Smith)	Mr. A.S. Cook, Chairman, Hull Fish Merchants Protection Association Ltd
Mr. B. Ingham	Mr. T. Boyd, Chairman, of Humber Freezer Trawler Owners Co. Ltd.
Mr. M.A. Pattison	Mr. R.K. Dalton, Secretary to Humber Freezer Trawler Owners Co. Ltd.
	Mr. P. Doyle, Leader of Hull City Council
	Mr. M. Owston, Chairman of Fish Porters' Committee
	Mr. Holden
	Miss A. Philp, Secretary for the Hull delegation

* * * * *

The Prime Minister opened by expressing her sorrow on the news of the death of the Lord Mayor.

Mr. Cairns apologised for the absence of the Conservative Members from the area, Messrs Wall and Townend, who were abroad. Since the Prime Minister's visit to Humberside on 14 March, all the City interests had been working hard both to keep their landing facilities alive and to prepare a prospectus to stand up to Ministerial scrutiny. In that period, the various interests had created the basis for a company spanning the industry and political spectrum. Its future existence should be a firm commitment within a week. There had been a meeting with

/Canadian

Canadian representatives, meetings with the City fathers and meetings with the owners and merchants. Major problems still existed over the dockers and de-casualisation. He and Mr. Prescott had had a meeting with representatives of the British Transport and Docks Board (BTDB). They had pressed for an understanding that the landing facility must be kept open over the next two months if there was to be a chance of making Hull a going concern.

Mr. Cairns asked four of his colleagues to explain the position from the view point of their sectors. Mr. Boyd argued that no other EEC fishing port was likely to go out of existence if Hull did collapse before a Common Fisheries Policy (CFP) had been negotiated. The UK negotiating and capital base would be vastly reduced. At present, Britain had very little fishing capacity compared with the Germans and Dutch. Those Governments and others appeared to be turning a blind eye to undertakings and commitments. MAFF had asked for information on cheating which the industry had provided. Further public evidence had become available, for example on the scale of the herring catch elsewhere in Europe whilst it remained nil here because MAFF forbade landings. Ships could not pay without a catch. The French "prosecutions" seemed to be window dressing, with no effect even on those who were prosecuted. Whilst the Government could not change French practice, they must be aware of their style of operation. The British historic catch was fast disappearing given, for example, the growing scale of the Dutch mackerel catch. Imports were pouring in this year destroying the domestic market, and involving much illegal catching. The Government had provided some subsidy, as a result of the sterling efforts of the Agriculture Ministers following their discussions in December and February. But an amount of 10 times the sum provided would have barely been an adequate operating subsidy. It was desperately important to keep open the dock until progress was made on the CFP. If the dock was likely to be closed or made inoperative by high charges, the proposed landing company needed the right to buy it, and Government financial assistance - possibly from inner city development funds - to make the purchase.

/Mr. Boyd

Mr. Boyd concluded that the UK had to date been offered 22 per cent of EEC resources. The value of the UK resources were perhaps £700 million: the EEC would benefit to the tune of £500 million at 1978 prices. With such valuable resources, the UK could reasonably go for 45 per cent of the total resource.

Councillor Doyle stressed the importance of the dock to the City. With 10.6 per cent unemployment the consequences of the closure for allied industries would be enormous. Other fishing centres on the East coast such as Bridlington also had a stake in the Hull fishing industry. Other plans, such as that for a centre for fishing excellence, were dependent on a continuing industry in the City. The City wanted the Government to make sure that the BTDB would give Hull the opportunity to continue operations until the CFP was settled. The tonnage landed since 14 March following a long period of no landings demonstrated the efforts being made in the City. The City were looking at the Fleetwood experience in running a fish landing company. The Council had no particular wish to get involved in such activities but had to look at all possibilities. This would be pursued during Lord Bellwin's visit the next day, in the context of inner city policy. The Council ought to be able to find some money but might need additional loan finance. They wanted an undertaking that all possible assistance from the Department of Industry and other Government sources should be available.

Speaking from the perspective of the fish merchants, Mr. Cook said that marketing had become shaky in Grimsby and Fleetwood since Christmas. This was partly the consequence of imports and it was also partially the result of the absence of Hull landings. Fish marketing throughout the country was inter-linked: the smaller ports in Scotland relied on Hull as a cross-roads in their trade. A continued landing facility in Hull was essential especially in handling the peaks and troughs of the trade. The money required in the short term was relatively small.

/Mr. Prescott

Mr. Prescott, speaking across Party lines, emphasised that the issue was whether a landing facility continued to exist until June, regardless of whether there was a significant catch. Up to March, the Hull landing charges had been five-times those of Grimsby. In his view BTDB saw Hull as non-viable and intended to close it. He saw that judgement as the foundation of the problem. The April landings to date were well on the way to meeting estimates submitted by Hull, not those originally taken by BTDB. Hull was not simply asking for money. They had been making their own efforts, but with no landing facilities these efforts could not succeed. They recognised all the difficulties of resolving CFP issues by the end of June, but they had lived with these for some-time. But to remain in the game they must have a landing facility.

Following these initial presentations, the Prime Minister recognised that the basic issue was whether there would ever be enough fish to land at Hull. She had now had approaches from Fleetwood and Grimsby. She had been in touch with Sir Humphrey Browne of BTDB. He had explained the charging basis originally used. She understood that these had now been significantly revised, to be only slightly above those of Grimsby. The deputation reemphasised the problems caused by the month by month uncertainty of the charging basis.

In discussion of the problem of illegal fishing, Mr. Buchanan-Smith pointed out that ^{UK}the/ could do little when the prosecutions were the responsibility of another country: nor could we claim that cheating was unique to other countries. Nevertheless, the German authorities had levied heavy fines which were having some effect. Only a CFP would bring about effective policing and other European countries were now recognising this. The next stage of the discussion would be on quotas. He hoped that this would get under way in May and detailed Commission proposals were awaited. There was no certainty that the negotiations would be concluded in June, but the June date was important because by then there should be an indication of whether a CFP settlement was likely, thus allowing those in the industry to begin to plan on a realistic basis.

/In further discussion

In further discussion, the Prime Minister noted that the April landings figures seemed likely to allow a continuation of the dock on the current charging basis for at least another month, and that the forecast of 7,000 tonnes of white fish landings in May offered the prospect of continuing through June. Although the deputation recognised that June would not in itself resolve their problems and that there were many other outstanding difficulties, there did seem to be a possibility of meeting their minimum target. She believed that Sir Humphrey Browne had been trying to be helpful, and she did not accept that he had been inconsistent or high-handed. She would write to him again, saying that she had seen the delegation and had been impressed by the resolve of all interests. She would say that she hoped it would be possible to maintain the landing facility through to June. In the meantime, she would expect the various interests to press fiercely within the Producers Organisation to get the maximum share of available funds.

MA

24 April 1980

Mr. Patterson

NOTE OF A MEETING BETWEEN THE PRIME MINISTER AND THE HULL
FISHING DELEGATION HELD ON THURSDAY, 24 APRIL, 1980

The Prime Minister, accompanied by Mr. Peter Walker and Mr. Buchanan-Smith, of the Ministry of Agriculture, Fisheries and Food, met a deputation of nine from the Port of Hull this evening to discuss the problems of the fishing industry.

The meeting was held at the request of David Cairns, Regional Secretary of the TGWU and arose out of the Prime Minister's visit to Hull on March 14 when she met a similarly composed group to discuss the problems facing the Hull fishing industry.

It emerged during the meeting that the British Transport Docks Board had considerably reduced the charges for fish landings at the Hull fishing dock. It was also reported that landings had improved and the best estimate of the Hull delegation was that the landings for April and May would achieve the necessary economic levels.

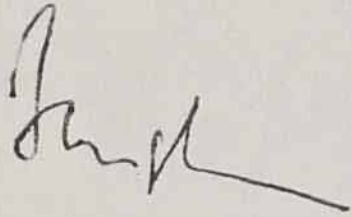
The concern of the delegation was that Hull should retain its fish dock at least until it was able to assess whether future landings would be economic on the basis of the BTDB charges. The key to this, it was explained, was an indication (though not necessarily precise figures) of the fishing quota that the UK is likely to achieve under a negotiated EEC common fisheries policy.

There seemed reasonable prospect during the meeting that Hull would have this indication in June.

The Prime Minister was impressed with the unity of purpose by the whole delegation and its determination to retain its fish dock. The delegation comprised both ship-owners, fish merchant trade unions, workers on the fish dock, local authority representatives and Mr. John Prescott, Labour M.P. The Prime Minister was told that Mr. Patrick Wall, M.P. and Mr. John Townend, M.P., Conservative M.P.s for Haltemprice and Bridlington respectively, were prevented from attending by business overseas.

/The

The Prime Minister undertook at the end of a 55 minute meeting, conducted in an excellent atmosphere, to write to Sir Humphrey Browne, Chairman of the BTDB, informing him of the exchanges during the meeting and thereby ensuring that he was in full possession of the representations made to her by the Hull delegation.

A handwritten signature in dark ink, appearing to be 'J. Smith', written in a cursive style.

BI

24 April, 1980

PRIME MINISTER

I attach the MAFF brief for your Hull meeting tomorrow.

The advice is summarised in paragraph 14, and does not offer any encouragement for you to pass on to the Hull representatives. In particular, there is no additional money for Hull, which will have to operate within the allocation passed on by the Producer Organisation. (You have now had an approach for a similar meeting with a Fleetwood delegation, and there are signs that Grimsby will not be far behind.) Additional papers:

Dep. Mayor to PM 18/4

- (a) The fishing industry submission on Hull.
- (b) TGWU presentation, focussing on the fish dock.
- (c) Paper given to you by the Lord Mayor on 14 March.
(The above three papers are all referred to in the brief)
- (d) Advice from the Chairman of BTDB.
- (e) Your letter to the Lord Mayor of 18 April responding to the representations you received at and after your visit.

The delegation will be:

Mr. J. Prescott, Member of Parliament
Mr. D.K. Cairns, Regional Secretary, TGWU
Mr. A.S. Cook, Chairman, Hull Fish Merchants Protection
Associated Limited
Mr. T. Boyd, Chairman of the Humber Freezer Trawler Owners
Company Limited
Mr. R.K. Dalton, Secretary to the Humber Freezer Trawler Owners
Company Limited
Mr. P. Doyle, Leader of the Hull City Council
Mr. M. Owston, Chairman of the Fish Porters' Committee
Miss A. Philp, Secretary for the Hull delegation

MR. HOLDEN.

23 April 1980



Ministry of Agriculture, Fisheries and Food
Whitehall Place London SW1A 2HH

From the Minister's Private Office

Miss Caroline Stephens
10 Downing Street
London SW1

23 April 1980

Dear Caroline

HULL: PRIME MINISTER'S MEETING WITH MR CAIRNS (TGWU):
24 APRIL 1980

--- I enclose a revised brief for the Prime Minister to use at tomorrow's meeting with Mr Cairns which replaces the one sent to you by Ros Bratley on 21 April. My Minister has not yet had a chance to see this brief because he is at the Council of Ministers meeting in Brussels.

You may wish to note that the letter of 18 April from Sir Humphrey Browne, Chairman of the British Transport Docks Board, to the Prime Minister about the Board's policy towards Hull Docks, will be relevant to tomorrow's meeting.

I am sending copies of this letter and of the brief to the Private Secretaries to Lord Bellwin at the Department of the Environment as he will be in Hull on Friday, and to the Secretary of State for Industry as the brief includes references to the possibility of aid under the Industry Act 1972.

Yours sincerely

David Jones

D E JONES
Assistant Private Secretary

HULL FISHING INDUSTRY: MEETING WITH MR CAIRNS, 24 APRIL 1980

BRIEF FOR THE PRIME MINISTER

1. During her visit to Hull on 14 March the Prime Minister agreed to a request from Mr Cairns of the Transport and General Workers Union to discuss with local representatives their proposals for overcoming the problems of the Hull fishing industry.
2. Proposals have been developed by representatives of the Union, the City Council and the Fish Merchants Protection Association. It is understood that the Trawler Owners have now been invited to join a consortium to implement the arrangements. Separate papers have been sent to the Prime Minister's Office by the Deputy Lord Mayor and by Mr Cairns.
3. The Deputy Lord Mayor's paper (Annex A) seeks a Government offer of grant -
 - (a) to enable the fish docks to be bought from the British Transport Docks Board should they close them (or raise dock charges to a level that discouraged vessels from using them); it is estimated that a grant of £2 million would be required;
 - (b) to fund the establishment of a company to land the fish. The case for such aid is argued by reference to the assumed long-term viability of Hull as a fishing port and the need to protect employment.
3. The paper from Mr Cairns (Annex B) analyses the needs of the fish landing company in more detail and estimates a requirement of £108,500 to purchase equipment and provide a permanent labour force with guaranteed earnings.

PURCHASE OF DOCKS

5. The first request, for grant aid to purchase the fish docks if they are closed, may be a straightforward proposal. However the main objective is to keep the docks open and the delegation may believe that if the Government arranged for BTDB to keep their charges low this could be achieved. They may therefore ask alternatively for pressure to be put on BTDB.

6. The day-to-day operation of the ports under their control is a matter for BTDB and the Government has refused to intervene in such issues. The Board explain that their basic policy is to set charges at a level which, taking account of expected usage of the docks, will provide the revenue to cover the costs involved. They have not been prepared to subsidise the fish docks at the expense of the Hull commercial docks which are apparently also in a delicate financial position.

7. Underlying the industry's proposals there appears to be an assumption that the fish docks can be made to pay. Mr Cairns' paper notes that the level of throughput is very much an unknown quantity but then assumes that income will justify keeping the docks open. The Deputy Lord Mayor's paper makes no reference to the need for continuing operating subsidies. It is a matter of judgment whether a sufficiently low level of dock charges will generate an adequate volume of traffic but experience suggests that this is unlikely. Over the last month BTDB have temporarily lowered charges at Hull to a level comparable with those at Grimsby (with which Hull must compete for landings) taking account of estimates made by the industry and local council of expected landings in April. In practice 3 foreign vessels are

expected to have landed in the fish docks during the month.

We understand that the interests concerned were hoping for 10-12 such landings over this period. The present dock dues are subject to renegotiation at the end of April.

8. Figures given to the Prime Minister by the Lord Mayor of Hull on 14 March (Annex C) themselves suggest that the docks cannot be expected to break even financially. Even on the basis of a forecast of landings which seems optimistic income for the remainder of 1980 was estimated to fall short of revenue by over £400,000.

9. The decline in landings at Hull (and at Fleetwood on the West Coast and Aberdeen) reflects the reduction in distant water fishing opportunities open to the UK fleet and the inability of these ports to attract replacement landings, either by UK or foreign vessels. Hull can only attract more landings at the expense of other UK ports, primarily Grimsby, which can ill afford to lose trade. The industry has chosen to use Grimsby, which is better sited, and whose market prices are higher, rather than Hull and the Hull interests are in effect asking Government to intervene to try to reverse that trend. There is no case on fisheries grounds for such action by Government and there would be strong objections from Grimsby MPs.

FINANCE FOR LANDING COMPANY

10. Mr Cairns' paper asks for a grant of £108,500, of which £60,000 would be for the purchase of equipment to unload fish and the remainder to pay guaranteed wages for the initial few weeks' employment of landing labour engaged on a permanent basis. The estimates provided show that the force would not be fully

employed at expected levels of landings. The Deputy Lord Mayor's paper suggests that the company might be a co-operative. Financial assistance is to be sought from the Department of the Environment when Lord Bellwin meets Councillor Doyle, Leader of Hull City Council on 25 April. Assistance from the Department of Industry is also raised as a possibility in the Deputy Lord Mayor's paper.

11. It is apparently envisaged that the new company would re-purchase from the Receiver the existing landing equipment previously owned by the Hull Fishing Vessel Owners Association before it went into liquidation on 18 February. The Receiver has allowed the trawler owners to use the equipment to unload the fishing vessels which have used the port over the last month, and landing labour has been employed on a casual basis.

12. There is no case on fisheries grounds for special financial aid for establishment of this new company. The £2 million aid for fish producers organisations announced by the Minister of Agriculture, Fisheries and Food on 13 March can be used if desired for the purchase of handling equipment and payment of wages.

LINE TO TAKE

13. The Prime Minister may wish to question the basis of any claim made by Mr Cairns that sufficient trade can be attracted to the fish dock in Hull by reduced landing charges to make the dock profitable, bearing in mind that -

- (a) no estimates have been produced so far which show that the dock costs can be recouped even on very optimistic assumptions both about catch rates and the potential attractiveness of the dock to UK and foreign vessels; and

No
(b) that the experience of the past month, with dock charges at Grimsby rates, has produced a volume of landings well below the level which would make the dock viable without continuing support whether by cross-subsidisation by other ports under BTDB management or by direct Government subvention.

14. The Prime Minister may wish to make clear to the delegation that:

(a) BTDB's decision about future changes is obviously of great importance to Hull; but Government is not prepared to intervene in the BTDB's operating responsibilities for the ports under its control;

(b) increased landings in one UK port cannot but imply lower landings in other UK ports. The decision as to the most appropriate port to use is one for the commercial judgment of the fishing industry and the Government should not intervene; it would be difficult to justify using public money to maintain a facility for which there was not sufficient demand to make it viable;

(c) the Government has provided finance for the fishing industry as announced by the Minister of Agriculture, Fisheries and Food on 13 March. £657,000 has so far been made available for allocation by the Producer Organisation which has Hull within its geographical area. It is for the Organisation to decide its priorities (it covers Grimsby, Fleetwood and Lowestoft also) and allocate the finance accordingly in the best interests of the fishing industry.

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FOR THE ATTENTION OF MISS C STEPHENS 10 DOWNING ST
LONDON

FOLLOWING THE SUBMISSION SENT TO THE PRIME MINISTER FROM
THE DEPUTY LORD MAYOR KINGSTON UPON HULL 18TH APRIL 1980
PLEASE BE ADVISED THAT THE PARTY WILL INCLUDE MR R K DALTON
SECRETARY TO THE HUMBER FREEZER TRAWLER OWNERS COMPANY LIMITED

THOMAS BOYD CHAIRMAN OF THE HUMBER FREEZER TRAWLER OWNERS CO LTD

COL 10 18TH 1980

299992 PO TS G
889113 PO SW G

Prime Minister



Ministry of Agriculture, Fisheries and Food
Whitehall Place London SW1A 2HH

From the Minister's
Private Office

Caroline Stephens
Private Secretary
10 Downing Street
London SW1

21 April 1980

Dear Caroline

I refer to my letter of 21 April enclosing a brief for the Prime Minister in preparation for the meeting with Mr Cairns (TGWU) on 24 April.

--- I enclose an extract from this week's Economist magazine which refers to the problems at Hull. You may wish to draw this to the Prime Minister's attention.

Please add to
briefing paper
for Thursday:
E.P.
sd be flagged up.

Yours ever

Miss R A Bratley
Assistant Private Secretary

Humber's complaint

When the fishing fleet in its heyday docked in Hull, a fish-pong would envelop the city centre like a Los Angeles smog. No more: the fish-docks are closed, the deep-sea trawlers gone and their crews drifted off to other ports, or onto the boats that service North Sea oil rigs. The collapse of fishing is the most picturesque symbol of the economic decay of a port which, by geography and history, should qualify as the continent's side-door to Britain.

Demanning in the docks and railways, and the closure of the Imperial typewriter factory a few years ago, had a greater real effect on the local economy. Fishing at its peak employed only 14,000 people, out of a total of 170,000 local workers. But fish was crucial to Hull's self-esteem. Local people blame its collapse on the European community. But the big deep-sea trawlers were made uneconomical by their owners' failure to adapt to the extension of fishery limits to 200 miles by non-EEC countries, notably Iceland and Norway. Only the near- and medium-water boats have a future now, and most are based 20 miles nearer the open sea—at Grimsby, Hull's ancient rival down the Humber estuary.

Fish still arrive in Hull, for marketing and processing into meal or fish-fingers—by road from Scotland, and by night ferry from Rotterdam and Zeebrugge. The fish-related industries still employ 4,000 people, but they are now clearly under threat. Findus Foods recently took its new general food-processing plant, and 1,250 jobs to Newcastle, to attract the grants paid in that special development area: Hull is a mere development area.

One old fish dock is to be developed as a marina. In the sheds where cod was dried and salted stand garish caravans. Hull is the caravan-building capital of Britain, though the high pound is denting foreign sales. Locally there is a wide range of jobs: making drugs, aircraft, mustard or conveyor belts. Although about 1,000 people a year, net, leave Hull, unemployment is rising above 10%.

The city council's industrial development department has found 10,000 new jobs in 10 years. With the industry department the council has built about 80 advance factories in the past two

years, on new estates. They are quickly snapped up—but mostly by local firms regrouping rather than recruiting. Incoming firms tend to be capital-intensive and to employ women only.

The new Humber bridge, to be completed later this year at a cost of £80m, has all the characteristics of the great British white elephant: elegant design, advanced technology, and bonkers economics. With the longest span of any suspension bridge in the world, it links Hull with a field on the other side of the Humber. It was built for a boom that did not happen. Now that it is near completion, a survey has shown that 96% of Hull's firms think the bridge will make no difference to them.

Far more important may be the completion of the M62 motorway, which links Humberside with Merseyside. It could be a good channel for export; but at present the port of Hull imports far more than it sends out. Hull is geographically out on a limb, but its problems are those typical of Britain's industrial north. Its economic future, in other words, looks as flat as its landscape.



Fish funeral

passes.

The Criminal Justice bill goes next for consideration by the Scottish grand committee. Nearly all its clauses stem from reports on criminal procedure in Scotland written in the mid-1970s. It is distressingly late in the day for them to get a full public airing only in 1980. A royal commission on criminal procedure in England and Wales is now taking evidence. The

time for debate on the proper limits of the police's powers is now, not two years hence when the commission's recommendations—due in 1981—may take legislative shape. The conclusion this week of the inquest into the death while in police custody of Jimmy Kelly of Liverpool—a virtual exoneration of the police—is a good time to start; and the Scottish debate should provide new evidence.

Printing

Why we're slim

As *The Economist* hoped it was going to press, the British Printing Industries' Federation was planning its strategy against the National Graphical Association. The union has been mounting 24-hour hit-and-run strikes, called 24-hour chapel meetings, against some printing firms and provincial newspapers for the past three weeks, plus overtime bans and some non-co-operation. Two of the three printing firms handling parts of *The Economist* have intermittently looked as if they might be affected, which is why our issues have been thinner this week and last. All the main provincial paper groups have been hit.

The NGA has rejected an offer of 20.6%, which would have brought minimum wage rates to £75 a week, plus a phased reduction to a 37½-hour week by 1982. Although nearly all wages actually paid are way above that minimum, both items were tied to a productivity deal. The two other print unions (the Society of Graphical and Allied Trades and the National Society of Printers, Graphical and Media Personnel) have both accepted the offer, but the NGA wants an £80 minimum and 37½ hours within the year.

There seems little room for compromise. If the BPIF asks the association to ballot its members, the NGA will probably refuse on the grounds that it cannot ask the men to vote on an offer it has turned down. The employers fear that an improvement in the offer might (a) jeopardise the competitiveness of many of them, and (b) infuriate Sogat and Nat-sopa by giving the NGA an advantage over them. There is a slight possibility of altering arrangements on job flexibility that affect only NGA men. Otherwise the employers are talking of suspending all non-co-operating NGA men—and closing papers and plants—until the union is willing to guarantee normal working.

Many companies have negotiated outside the BPIF umbrella. Some within it are said to have come to temporary truces. Under a so-called interim agreement some employers are paying the £80 minimum or a rise of £17.79 on the basic rate. But the union has made one concession—those employers already paying higher rates can knock £5 off the rise and pay £12.79—the amount of the national offer. The interim agreement also provides for 1½ hours off the 40-hour week immediately and a 37½-hour week in 1981. OK for the few. But many of the employers are worried by overseas competition, especially in the book-printing trade.

PM



Ministry of Agriculture, Fisheries and Food
Whitehall Place London SW1A 2HH

From the Minister's
Private Office

Caroline Stephens
Private Secretary
10 Downing Street
London SW1

21 April 1980

Dear Caroline ^{el. 21/4}

Thank you for your letter of 9 April to Garth Waters about the Prime Minister's meeting with Mr Cairns of the TGWU in Hull.

--- I enclose briefing as requested.

*1 destroyed see
briefcar 23/4*

*Yours ever
R A Bratley*

Miss R A Bratley
Assistant Private Secretary

21 April 1980

Prime Minister's Meeting with the
Delegation from the City of Hull:
Thursday 24 April

I hope you will have received the submission which I sent you earlier this morning. I have now received some further points from the Deputy Lord Mayor which you will need when preparing a brief for the Prime Minister.

CS

David Jones, Esq.,
Ministry of Agriculture, Fisheries and Food.

jfh

21 April 1980

Fishing Industry in Hull

The Prime Minister has asked me to thank you for your letter of 18 April and for enclosing a submission prepared by all sections of the fishing industry for the meeting on Thursday 24 April.

CS

Councillor A.F. Clarke.

Spl.

Original a
Fishing Policy Pt 2



C. WARR
C. Doyle
A. B. Wood
(T. Clerk)

10 DOWNING STREET

THE PRIME MINISTER

18 April 1980

My dear Lord Mayor,

When we met in Hull on 14 March you gave me a letter setting out the City Council's views about maintaining the city's fishing and processing industries, and you enclosed with your letter figures showing the net cost of operating the dock and an estimate of income made on certain assumptions. These figures showed that there would be a significant shortfall between income and costs. Since my visit I have also received letters from Councillor Doyle, the Leader of the City Council, and from the Town Clerk.

As you know, a proportion of the aid for the fishing industry announced by the Minister of Agriculture, Fisheries and Food on 13 March will be available for use by the Fish Producers' Organisations Limited, in whose economic area Hull falls. They will be able to make a judgement in the light of their priorities about how far the money which will be available to them can be allocated in ways which would benefit Hull. I understand that they have not yet reached any final decisions. The programme of exploratory voyages which Peter Walker announced on the same day could also benefit trawlers which have traditionally been based in Hull.

/ I have now

I have now been asked by the Town Clerk in his letter of 24 March that other funds be made available directly for the preservation of the fish landing facilities in your City. When I discussed the situation with representatives of the fishing industry during my visit, I made it plain that I could give no undertaking about possible Government aid for any new scheme. But I did say that I would be ready to listen to any reasonable proposition about the future of the port and I have agreed to the request of Mr. David Cairns of the Transport and General Workers' Union that I should meet a deputation for a discussion on 24 April. No doubt any proposals which they may put to me will be based on up-dated estimates of the cost of maintaining the fish handling facilities and likely levels of activity and income.

I am sending copies of this letter to Councillor Doyle and to Mr. Wood.

Yours sincerely,

MT

The Lord Mayor of Kingston upon Hull

2



GUILDHALL,
KINGSTON UPON HULL.

18th April, 1980

Dear

RZ1/4

The Fishing Industry in Hull

I have pleasure in enclosing a submission prepared by all sections of the Fishing Industry in this City, which will be discussed with you on Thursday, 24th April.

As you know, the Industry has suffered considerably in recent years and all sections of the Industry would like to offer this submission as a way forward in retaining a viable fishing industry. The submission will be considered in due course by the City Council.

May I take this opportunity to thank you for your continued interest in the industry.

Yours sincerely,

Alex. F. Clarke.

Deputy Lord Mayor

The Rt. Hon. Margaret Thatcher, M.P.,
Prime Minister,
10, Downing Street,
LONDON.



GUILDHALL,
KINGSTON UPON HULL.

18th April, 1980

HULL FISHING INDUSTRY

SUBMISSION TO PRIME MINISTER ON
KEEPING OPEN THE FISH DOCK IN HULL

We refer to the meetings and correspondence with you and your Ministers and those connected with the fishing industry in Hull, that have taken place in recent months. In particular, we refer to:-

1. Paper to Minister of Agriculture, Fisheries and Food presented at a meeting at the House of Commons on the 7th February.
2. The letter and accompanying documents to you from the Lord Mayor, dated 14th March on the occasion of your visit to Hull.
3. The letter from T. W. Boyd Jnr., Chairman of Humber Freezer Trawler Owners' Company Limited of 20th March, following your meeting with representatives of the Industry on 14th March.
4. The letter dated 1st April, 1980 from D. K. Cairns, Regional Secretary of the Transport and General Workers' Union to the Prime Minister on behalf of Hull's fishing interests, requesting a meeting.

The delegation arranged for the 24th April would wish to discuss the following:-

- 1) The Fishing Industry in Hull regards the present Fish Dock as being ideal for its purposes, as it has facilities for processing, merchanting, distribution and the manufacture of Fish Meal, together with vessel repair and servicing facilities (including a Dry Dock).
- 2) The Dock is owned by the British Transport Docks Board who have declared their intention to close it if the throughput of fish on a month by month basis is not sufficiently high to cover their running costs. THE BRITISH TRANSPORT DOCKS BOARD WILL NOT COMMIT THEMSELVES TO KEEPING THE DOCK OPEN AFTER THE END OF THIS MONTH.

Continued



GUILDHALL,
KINGSTON UPON HULL.

- 2 -

18th April, 1980

- 3) If the British Transport Docks Board close the Dock, (or effectively close it by implementing charges far higher than those in operation in other fish docks in the country), then the Industry in the City requests that finance be made available from Government sources. This would be used to purchase the Albert and Wm. Wright Dock from the British Transport Docks Board and operate it in anticipation of an acceptable Common Fisheries Policy being successfully concluded, and of the tangible benefits which will accrue from the conservation policies now being followed by the U.K.
- 4) The City has benefited recently from a Government grant of over £2.0m. towards a reclamation of Humber and Railway Docks which were derelict.

We would respectfully suggest that a similar sum would enable the fish dock to be purchased while it is still a viable commercial proposition.

5) Landing Company

Plans are well advanced for the formation of a landing company which will represent all interested parties. Progress has been made in investigating the financing of this Company by means of a Grant under the Inner Urban Areas Act. As you know, grants of Inner Urban Area money can be made to common ownership and co-operative organisations that satisfy the conditions laid down by the Industrial Common Ownership Act, 1976. This matter will be raised by Councillor Doyle, Leader of Hull City Council with Lord Bellwin of the Department of the Environment when he visits the City to discuss with the Council their Inner City Programme on Friday, 25th April. In addition to this, we have made initial contact with the Co-operative Development Agency. We would also like to suggest that, as such a scheme is vital to retaining possibly thousands of jobs in Hull, assistance could be made available under Section 7 of the Industry Act, 1972, similar to Category B, under the Scheme of Selective Financial Assistance which was operated until recently.

Continued



GUILDHALL,
KINGSTON UPON HULL.

- 3 -

18th April, 1980

Your assistance in these projects would be greatly appreciated. May we emphasise again that we do not require Government money merely to "prop up" a failing industry, but rather to ensure that the industry will continue to have a base in Hull, so that it will be able to operate successfully when a satisfactory C.F.P. is agreed upon.

We would like to thank you for your continued interest in the Fishing Industry. We have deliberately kept this submission as brief as possible, but are able to go into greater detail at the meeting.

The Rt. Hon. Margaret Thatcher, M.P.,
Prime Minister,
10, Downing Street,
LONDON.

Background documents relating to
the Hull Fishing Industry and the
meeting on the 24th April, 1980.



With the

Compliments of the Lord Mayor

Guildhall, Kingston upon Hull.

2005

HULL FISHING INDUSTRY

SUBMISSION TO

HER MAJESTY'S GOVERNMENT

FOR ASSISTANCE

JANUARY 1980

FIVE POINT PAPER FOR MEETING WITH MINISTER

City of Hull request to the Minister of Agriculture, Fisheries and Food and the Minister of Employment to financially assist the Port of Hull and the UK freezer fleet, which is based at this port. Hull's present impossible position resulting from our membership of the EEC and the non-emergence of an EEF Fisheries Policy is quite unique.

The Hull travel to work area provided employment in 1976 for approximately 180,000 people (excluding Bridlington and Driffield) of these approximately 8,600 were employed in the Fishing Industry and it's direct support services. In 1973 it is estimated that approximately 11,000 had been employed whilst it is now estimated that this has fallen to about 4,000 and is still falling.

This critical decline of a basic industry is of utmost concern to the City authorities, the Trade Unions, the employers and all those engaged in the City's Fishing Industry.

The male unemployment was in excess of 10% by mid 1976 and it remains today at approximately 9%. The Kingston upon Hull City Council have made extensive efforts to assist the process of industrial diversification, which to some extent has stemmed the tide of rising unemployment, but there is now extreme concern that the Fishing Industry based in Hull, which includes the UK freezer trawler fleet, will be completely wiped out, leading to the closure of the Fish Dock and the loss of several thousand further jobs.

The City of Hull cannot accept the present situation which will inevitably lead to the total eclipse of the Fishing Industry in Hull and the UK's freezer trawler fleet, when it is apparent that certain vital measures can be taken to alleviate the situation in the short term.

1. Damage done to the Hull Fishing Industry since the loss of fishing grounds at Iceland, January 1976 to January 1980.

(a) Size of Fleet

	<u>Freezers</u>	<u>Freshers</u>	<u>Total</u>
1st Jan 1976	35	40	75
1st Jan 1980	<u>25</u>	<u>NIL</u>	25

(b) Tonnage Landed

- (i) during the year ended
31st January 1976:

from Hull vessels: White fish 117,035 tonnes

- (ii) during the 11 months ended
31st December 1979:

from Hull vessels: White fish 23,713

Mackerel 9,163 32,876

from other vessels 13,695

46,571 tonnes

(c) Employment

- (i) Seagoing Personnel

<u>Employment</u>	<u>1st Jan. 1976</u>	<u>1st Jan. 1980</u>	<u>Reductions</u>
Skippers & Mates	325	80	245
Other crew members	1,806	852	954

(c) Employment (Continued)(ii) Cross section of shore servicing personnel:

<u>Employment</u>	<u>1st Jan. 1976</u>	<u>1st Jan. 1980</u>	<u>Reductions</u>
HFVOA - Bobbers	198	113	85
- Kit Scrubbers	12	8	4
- Tug Crews	17	13	4
- Landings	28	13	15
Hull Ice Co. Ltd.	54	-	54
Hellyer Bros. Ltd.	219	117	102
Humber St. Andrews	277	-	277
Globe Boiler & Eng. Co. Ltd.	222	110	112
Cross Plumbers	10	6	4
Baader (UK) Ltd.	24	19	5
I.M.R. Ltd.	45	31	14
Broadys Brass	N/K	N/K	2
Boyd Line Ltd.	65	58	7
Boston D.S.F. Ltd.	50	23	27
Thos. Hamling & Co. Ltd.	30	33	(3)
Transport	N/K	N/K	40
	<u>1,247</u>	<u>544</u>	<u>745</u>

(d) Merchanting

The demise of the UK freezer Trawler fleet bringing with it the certainty of closure for the Hull Fish Dock, is the main area of concern for the Hull Fish Merchants' Protection Association.

Closure will also mean the demise of the majority of the 80 strong band of Hull fish merchants and their 430 employees.

These merchants are providing a healthy competitive auction which almost always values the product accurately and to the satisfaction of the fishermen.

During 1979 over £4m of fish was auctioned at this market coming from Bridlington and Scarborough, and over £3m from Scottish ports. Bridlington is entirely dependant on the Hull market, not having a market at its port, and this procedure has been developed over the last 15 years with 57 vessels regularly consigning their catches to Hull.

The numbers of active fishmerchants has reduced by 35% during the last three difficult years, leaving a serious nucleus just big enough to support and give life to provide a climate in which the Hull fishing industry can be sustained.

This cannot be achieved without an adjacent base for discharging and servicing fishing vessels.

(e) Hull Fish Processors

There is no fish processor who now can rely solely on fresh fish supplies, because of the variances of the weather, markets and whistle-stops, and all require a percentage of their production to be in frozen form. A supply of sea-frozen fish is therefore vital to iron out fluctuations in the supply of wet fish. Also to provide the continuity of supply necessary to project costs and maintain stability of price in the fish products processed in Hull.

It is essential to the processors in Hull and also to the very extensive cold storage facilities in the port, that the UK Freezer fleet is able to maintain it's base in Hull.

Further closures and substantial job losses within the fish processing sector are inevitable unless the UK Freezer fleet has negotiated rights and access to distant waters, i.e. Greenland and Newfoundland, to ensure year round catching potential.

If the supplies of wet fish and frozen fish to the Hull processors are further eroded, there will be a further loss of jobs and expertise peculiar to the fish processing industry, with the result that any increased fish caught as a result of conservation will meet a shortage of processing capacity.

(f) Employment Figures of Fish Merchants
and a Cross Section of Processors:

<u>Employment</u>	<u>1st Jan.</u> <u>1976</u>	<u>1st Jan.</u> <u>1980</u>	<u>Reductions</u>
Fish Merchants	715	430	285
<u>Processors:</u>			
Hull Fish Meal Co.	185	125	60
Birds Eye Foods	1,507	723	784
Findus	320	260	60
Ross Fish	352	102	250
J. Marr (Fish Merchants)	347	291	56
Mac Fisheries	70	-	70
Brekkes	376	273	103
Macrae	120	26	94
	<u>3,277</u>	<u>1,800</u>	<u>1,477</u>

(g) Fish Meal and Oil Production

The Hull Fish Meal and Oil Company Limited has the largest fish meal plant in the UK. The factory, situated on the Docks' estate, has a potential production capacity of 1,000 tons of raw material per day. This being twice the capacity of any similar fish meal plant in the country.

Fish meal is a major source of high grade animal protein, particularly important in poultry, cattle and pig feeds. Fish oil is used for human consumption in margarine and shortenings.

Fish offal, one of the Fish Meal Industry's raw-materials, (the residue of approximately 45 - 50% after the fish has been filleted by the fish merchants and processors), has fallen drastically since the loss of Hull's deep-water fresher vessels, and is still falling.

Offal Processed Hull Plant

1976	63,962
1977	53,857
1978	45,709
1979	38,193

Should the Hull based freezer fleet cease to operate in distant waters, the Hull fish merchants or processors would generate even less white fish offal and the Hull Fish Meal factory would find itself in serious difficulties. Ultimately fish merchants and processors would have no alternative saleable outlet locally.

Industrial fishing for production of fish meal and fish oil should be encouraged and aided as soon as possible, particularly on low yielding species such as blue whiting, sand eels and Norway pout. There are considerable resources of these less acceptable species and Hull has the capacity and facilities to utilise them. These species are at present heavily fished by our European neighbours.

Any increase in the UK production of fish meal and fish oil could only have a very beneficial effect on the balance of payments. (See Appendix 1).

2. Urgent and long term necessity to achieve year round fishing opportunities for Hull based freezer fleet.
Highlighting particularly:-

- (a) The totally unsatisfactory nature of the whistle stop procedure currently being adopted by the Minister for a number of UK fisheries, including the mackerel fishery, making it impossible for under-utilised species to be exploited.
- (b) Most urgent need to recognise that after each freezer trawler has taken its N.E. Arctic quota this year, which it will do in one trip, probably lasting a maximum of 60 days, there is nowhere for the vessel to fish.

Our EEC partners freezer vessels, however, will either be fishing UK mackerel and pelagic species in the North Sea, off the UK west coast and in Irish waters or will have had opportunities for fishing within third country waters negotiated for them by their Governments or will have subsidies paid to them which will enable them to fish at breakeven point on stocks whose yields are commercially uneconomic.

- (c) Not only is it essential for the catching vessels to be able to formulate annual fishing plans but it is vital for the processors of both demersal and pelagic fish to know in advance what supplies and, in particular, what frozen fish will be available to them.

3. European and particularly UK markets in exchange for UK fishing access.

Bearing in mind that the Canadian Fishing Industry has already shown covetous eyes towards and, indeed, desperately needs access to the EEC market for its cod production, and that at least 50% of this product will come to the UK market, it is essential that Britain negotiates for herself a right to fish in Canadian waters in return for Canadian product access to the UK market.

The Industry believes that the EEC will endeavour to negotiate for its own ends a market concession for Canadian fish in exchange for conditions unconnected in any way with the UK Freezer Fishing Industry.

The City of Hull asks the Fisheries Minister to either threaten to veto marketing agreements for Canadian fish products or insist on an enormously high tariff barrier, (unless the UK, which will be receiving 50% of the product, receives 50% of the available fishing opportunities - we would ask him to negotiate an increase as the TAC increases from 180,000 tonnes to 450,000 tonnes in 1985). Will the Minister guarantee, therefore, that Canadian imports are only permitted in exchange for fishing rights in a similar manner to the deal so effectively negotiated by Spain.

4. UK Fishing Effort at Greenland

The German Fishing Industry has admitted to the UK Freezer Fishing Industry catching well in excess of 100,000 tonnes of cod at Greenland in 1979.

Such fishing was only obtained with the tacit agreement of the German Government and those responsible for the Greenland Fishery resources.

Hull's situation is so desperate that the port takes the view it is simply not good enough for the Minister to shelter behind the excuses that such negotiations must be conducted by the EEC. If the Minister fails to negotiate opportunities we are forced to state unequivocally the UK Freezer Trawler fleet will be destroyed.

Will the Minister see that any opportunities negotiated by the German Government for the German distant water fleet for fishing at Greenland are no better than those which he achieves for the British distant water fleet.

5. Hull views with desperate concern the weakening of the UK Government's negotiating position through the reduction in our over 80 ft. fishing vessel capacity in general and our freezer fleet in particular.

Unless steps are urgently taken to ensure that the UK Freezer fleet, which is based at Hull, has a base from which to operate and receives fishing opportunities commensurate with those enjoyed by our Continental partners' freezer vessels, the UK will be in no position, following an EEC Fisheries Policy settlement to take any fish whatsoever in 3rd country waters.

The UK Freezer Trawler Fleet makes a valuable contribution to the country's much needed exports as can be seen from the following figures of mackerel exports produced by freezer trawlers:-

	<u>Tonnes</u>
1976	4,463
1977	20,643
1978	51,939
1979	75,963

Without freezer vessels our ability to capture certain UK, and more importantly world markets, will be very very considerably reduced. The alternative being to rely on the freezing capacity of Iron Curtain countries factory ships or indeed those of our EEC partners. This to us is unthinkable and unacceptable leaving the UK industry in the position of Luxembourg.

APPENDIX 1.

Fish Meal 1978

Tonnes

Production of Fish Meal

Total All Countries of the World 4,711,000

Japan	726,000
Peru	670,000
U.S.S.R.	600,000
U.S.A.	321,000
Chile	379,000
Norway	330,000
Denmark	300,000
Iceland	201,000
South Africa & South-west Africa	191,000
United Kingdom	66,000

Imports of Fish Meal

Total All Countries of the World 2,116,000

Into:-

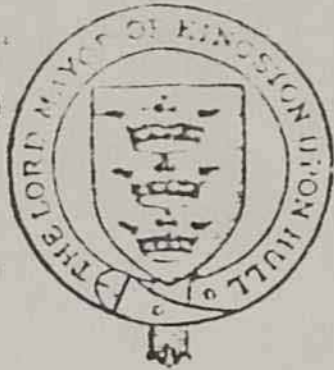
Germany	266,000
United Kingdom	192,000
Poland	130,000
Taiwan	120,000
German Democratic Republic	98,000
Italy	89,000
Japan	85,000
Yugoslavia	82,000
Sweden	79,000
Switzerland	70,000

Oils, Fish Body Production 1978

Imports of Fish Oil

Total All Countries of the World 560,000

United Kingdom	217,000
Germany	137,000
Netherlands	145,000



GUILDHALL,
KINGSTON UPON HULL.

14th March 1980

Dear Home Minister,

The Fishing Industry in Hull

On behalf of the City Council and after extensive consultations with all those concerned with the fishing industry, I have the honour to present our considered views about the prospects for maintaining the present fishing industry and the processing industries* in this City. Your Government has now recognised the necessity to provide assistance during the interim period leading to the settlement of the Common Fisheries Policy and this is very much welcome. A statement, therefore, has been prepared showing the financial impasse which has been reached in the Fish Docks.

As you will see, your Government's assistance is considered necessary if these vital facilities are to be retained. The attached statement gives our assessment of the extent of the aid likely to be required for the period from the 1st April to the 31st December, 1980. It is based on certain assumptions -

1. That charges for landing in Hull are 'competitive' with those at Grimsby.
2. That the rates quoted could attract landings of c.46,500 tonnes without the Common Fisheries Policy settlement, (this includes 10,000 tonnes of 'Industrial Fish').
3. Provided that an acceptable Common Fisheries Policy is agreed not later than June 1980, a further 12,500 tonnes could be landed in Hull in 1980.

*Hull is 3rd largest Fish Processing Port in U.K.

Prime Minister

14th March 1980

- 2 -

The Fishing Industry in Hull

My City Council has discussed the contents of this statement in detail with the industry, and other parties directly concerned and recommends it to you and your Ministers as a basis upon which early discussions can be held to determine the level of aid necessary to retain the Albert and William Wright Dock as the City's Fish Dock. We must also add that in our case this is a most urgent matter as fish landings have stopped and the financial situation is, therefore, critical with the fixed operating costs mounting rapidly and the facility lying idle.

I trust that this letter, and the attached statement demonstrate to you that our problem merits immediate attention as we consider that this important industry should be sustained in both the local and the national interest.

I am pleased to have had this opportunity to present our case and trust that your Government will now implement its new policy to assist the fishing industry without any delay.

Yours sincerely,

Lord Mayor.

The Rt. Hon. Mrs. Margaret Thatcher, M.P.,
Prime Minister,
10 Downing Street,
LONDON.

HULL FISH DOCKS

The information in this paper has been prepared in support of a case for the retention of fish landing facilities in the port of Hull and is presented under four main headings.

1. The net cost of operating the dock.
2. An estimate of vessel and fish throughput
3. Income receivable from the dock users.
4. The estimated shortfall in income.

The period covered is from the 1st April to the 31st December, 1980.

(1) The net cost of operating the dock.

The main item under this heading is derived from the British Transport Docks Board. The second item is based on figures the Hull Fishing Vessel Owners' Association would have used had it not gone into liquidation.

	£
B.T.D.B. - net cost after allowing for sundry income	1,071,750
Other costs	19,875
	£1,091,625

(2) Estimate of vessel and fish throughput - Hull based vessels

(a) The 1980 quotas for Hull's distant water vessels are :-

	<u>Ships</u> (NRT)	<u>Fish</u> (tonnes)
Cod	10,400 tonnes	
Haddock	2,228 "	
Coley	1,215 "	
Reds	4,289 "	
Mock Halibut	222 "	
Others	835 "	
	19,189 tonnes	
38 landings	19,000	19,189

In addition to these, a further 3,500 tonnes of mackerel and blue whiting could be landed.
(6 landings)

	3,000	3,500
--	-------	-------

/(b)

(b) Additional foreign landings :-	Ships (NRT)	Fish (tonnes)
Icelandic vessels - 100 landings	22,500	10,000
Other Wet Vessels - 120 landings (Dutch, Danish, French)	2,500	2,500
Norwegian Freezers	1,600	1,600
Industrial Fish	5,000	10,000
	<hr/>	<hr/>
	31,600	24,100

(c) Additional landings in remainder of 1980
if an acceptable C.F.P. is agreed to
start in May/June

25 extra landings	12,500	12,500
-------------------	--------	--------

<u>Summary</u> Total reasonable estimate of fish landed 1st April to 31st December 1980	<hr/>	<hr/>
	66,100	59,289

(3) Income receivable from Dock Users

	£.	£
Building and Ground Rents - assuming all the present occupiers remain on the dock	71,250	
Rents on vessels exceeding free time in the dock	10,000	
Industrial Fish - charged at same rate as Grimsby		
Ships 5,000 NRT @ £2.89	14,450	
Fish 10,000 tonnes @ .92	9,200	
	<hr/>	
	23,650	23,650
Charge on overland fish sold on the dock say 8,000 tonnes @ £2 per tonne	<hr/>	
	16,000	
	<hr/>	
	120,900	

PLUS - Income from ship and fish dues - charged
at same rate as Grimsby

EITHER

(a) <u>If NO CFP is agreed by May/June</u>	£
<u>White Fish</u>	
Ships 48,600 NRT @ £ 3.50	170,100
Fish 36,789 tonnes @ £10.50	386,284
	<hr/>
	556,384

OR

(b) <u>If an acceptable CFP is agreed by May/June -</u>	
<u>White Fish</u>	
Ships 61,100 NRT @ £ 3.50	213,850
Fish 49,289 tonnes @ £10.50	517,534
	<hr/>
	731,384

	£	£	£
Total expected income			
If NO CFP is agreed	677,284		
If a CFP is agreed by May/June			852,284
	<u> </u>		<u> </u>
(4) <u>Estimated Shortfall in Income</u>			
(a) <u>If NO CFP agreed</u>			
Costs as in Section 1	1,091,625		
Income as in Section 3	677,284		
	<u> </u>		
	<u>414,341</u>		
(b) <u>If a CFP is agreed</u>			
Costs as in Section 1		1,091,625	
Income as in Section 3		852,284	
		<u> </u>	
		<u>239,341</u>	

TWBJ/B

20th March, 1980.

The Rt. Hon. Margaret Thatcher,
MP., PC.,
The Prime Minister,
10 Downing Street,
London SW1.

Dear Prime Minister,

I should like to thank you most sincerely for so generously giving the Hull Fishing Industry representatives more than an hour of your time last Friday.

Your interest and genuine desire to understand the Industry's situation was most heartening.

I promised a follow-up letter on the content of our discussions.

1. The Hull Fishing Vessel Owners' Association Limited has been forced into liquidation, losing all of its assets, because of drastically restricted fishing opportunities. The UK's quota for Hull's freezer vessels was a mere 28 thousand tonnes of cod and haddock from 3rd country waters in 1979: 12½ thousand tonnes of cod and haddock in 1980.

By comparison we drew to your attention the nearly stable German Deep Sea fishing opportunities. In excess of 290 thousand tonnes for 1977 and 1978 (Annual Report, German MAFF, Mocklinghoff). In 1979 this fleet, as you know, has illegally taken in excess of 130 thousand tonnes of cod from Greenland waters alone.

UK Distant Water catches have fallen from 107 thousand tonnes in 1977, 43 thousand tonnes in 1978 to 24 thousand tonnes in 1979. In 1979 French trawlers illegally caught herrings in UK/EEC waters to the tune of 30 thousand tonnes!

The French have also "reserved" their entire negotiated catch at St. Pierre and Miquelon for themselves. The Dutch freezer vessels have no quantitative restriction at all in their mackerel fishing. In addition all our EEC competitors are maintaining their freezer fleet sizes in anticipation of the "carve up".

2. We knew you would wish to know the contribution to the EEC "funds" which the EEC is anticipating from the UK (under the currently tabled EEC Fishing Policy proposals). The UK's input is nearly 73% of the EEC's resource against a fishing "offer" of 23%.

MAFF estimates, based on the evidence of International Scientists, have calculated that EEC stocks, re-established by conservation, will yield 5.9 million tonnes a year.

At 1978 quayside prices, (the most up-to-date MAFF statistics available), MAFF estimate this 5.9 million to be worth £577 million.

We mentioned that in 1978 the UK catch from the EEC pond and the Norwegian Sector of the North Sea was 904 thousand tonnes, valued at £230 million. We, therefore, consider that our contribution in 1980 to the EEC is most conservatively estimated at £500 million, such contribution increasing and ongoing.

Contd/...

3. To make matters worse in addition to the UK's enormous contribution to EEC fishery resources our imports (MAFF and Customs and Excise statistics) have increased from £82 million in 1977 : £122.5 million in 1978 : £157 million in 1979, and are currently running at an annual rate of £260 million. Much of this increased volume of imports has come from EEC vessels, been caught in the EEC pond in general and our sector in particular.

In order to emphasise our contribution I have taken the liberty of enclosing a small chartlet which shows the UK waters in red, Norwegian waters in green and the other members of the EEC's waters in blue.

The UK has no practical access to the Kattergat and Skaggerak. The EEC's share of these stocks being totally "reserved" for Denmark and Germany. Nor has the UK any practical interest in the waters south of Ushant, which the French and Spanish between them have fished out and which has nowhere near the potential of our own waters.

I would like to reiterate not only my personal thanks but also the thanks of the Hull Fishing Industry, for your genuine interest, concern and, hopefully, involvement in our Industry; these sentiments will be echoed throughout the entire United Kingdom Fishing Industry.

Yours most sincerely,

T. W. BOYD Junior
CHAIRMAN
Hull Freezer Trawler Owners
Company Limited.

THE FISHING INDUSTRY IN HULL
THE FUTURE OF THE ALBERT AND WM. WRIGHT DOCKS

Background of presentation to the Prime Minister on 24th April, 1980.

Previous papers submitted to the Government.

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4. Letter dated 1st April, 1980 from D. Cairns, Regional Secretary of the Transport and General Workers' Union requesting a meeting.

It was emphasised then that, largely as a result of the Common Fisheries Policy of the E.E.C., Hull was in imminent danger of extinction or eclipse as a fish landing and processing centre. Deep Sea fishing and its related activities have been associated with Hull for over a century and there has never been a time when the industry was in such a depressed state as now.

This is directly due to two factors; the growth of national 200 miles limits along all coastlines of the N. Atlantic and the failure by the enlarged E.E.C. to agree a revised fisheries policy that will give a fairer distribution of Community waters than is presently the case.

Until a revised policy can be agreed, the deep sea fishing industry and those others dependent on it, will never be able to plan with any certainty for a future. Had the U.K. agreed to enter into reciprocal arrangements, as the Germans and French have done with other countries (such as Canada), these would have offset the shortage of landings in Hull.

The Hull travel-to-work area has a population of 430,000 and a labour force of 180,000 (1976 figures). Although much progress has been made by local and incoming industry to expand and diversify, it is a fact that the number of jobs in the area declined by about 10,000 between 1966 and 1976. The number of men employed fell by 16,000, but this was partly offset by an increase in the number of jobs for women, as a direct result of the growth of the service sector.

Since 1966 also, Hull has exceeded the long term national trend of unemployment. In 1966, there were about 3,000 registered unemployed in the area; by 1979 the figure had risen to over 15,000, of whom $\frac{3}{4}$ were men. Other disturbing factors are the large numbers of young people and the high proportion of unskilled among the unemployed. Current unemployment figures (March, 1980) are 11,500 men (10.2%) and 4,200 women (6.2%), representing a combined percentage of 8.7%.

It has never been easy to arrive at a definite figure to include all those whose livelihood depends wholly or partially on fish. This includes not only the skippers, mates and crewmen manning the trawlers, but shore based labour on the fish dock, and the large number of processors and merchants, as well as the Fish Meal and Oil Company and other ancillary and service and repair activities.

Contd/...

A reliable estimate made by the City Council in 1973 was that 11,000 were directly or indirectly employed. By mid 1976 the Yorkshire and Humberside Economic Planning Council estimated 8,600 men and women employed, a reduction of 2,400. Since then, the pace of decline has continued, with the reduction in the number of trawlers from 75 in 1976 to 25 in 1980 and the tonnage of fish landed in Hull from 117,000 tonnes from Hull vessels in 1976 to 33,000 tonnes in 1979. As a result of this, it can be assumed that total employment in the fishing industry has fallen to 4,000 and is still falling.

It was largely because of these problems that Hull was created a Development Area in April, 1977, which was seen as recognition of the City's difficulties.

There is no need to emphasise that such a loss of jobs with the prospect of further losses in an area already over-burdened with unemployment, can only be regarded with great concern by all those in Hull, particularly as many of the skills traditionally associated with the fishing industry are not readily transferable to other sections of the City's economy.

If the rapid decline of Hull as a fish port and market is to be arrested, then it is essential that the Albert and Wm. Wright Docks should continue to operate, albeit even for a period at a lower level of landings than in previous years. This would ensure that the port could continue to attract landings, not only from Hull based ships, but also from others, such as Icelandic trawlers. This, in turn, would help to keep over 80 fish merchanting companies and the 13 large processors that constitute the Hull market operating.

If the Dock closes, the affect will be critical on all sections of the industry in Hull, which have already suffered from factors that they cannot control and which are directly attributable to our membership of the E.E.C.

There follows an assessment of the economics of the Fish Dock, together with a proposal for a new landing company. We recommend this, and the resulting proposals to the attention of the Government.

FINANCING OF NEW FISH LANDING FACILITY

For the purpose of this paper "landing facility" is defined as including:-

- (a) The provision of landing labour (ie) bobbers
- (b) The provision and maintenance of landing conveyors, rigs, winches, scales, ropes, etc.
- (c) The provision and scrubbing of kits

The staffing and financing of such an operation will be dependent on the level of throughput, and although this is very much an unknown quantity it has been assumed, for the purpose of this exercise, that it will be sufficient to justify retaining the Albert Dock as a fish dock.

Staffing

(i) Administration	1 manager and 2 clerks
(ii) Landing labour	1 foreman and 112 bobbers canteen assistant and cleaner
(iii) Maintenance workers	1 foreman and 9 men
(iv) Kits	1 foreman, 9 scrubbers and 3 checkers
Total labour force	1 manager, 2 clerks, 3 foremen and 135 operatives = <u>141 persons</u>

Cash requirements

- (a) Formation Expenses. These should be fairly low, although this will depend on the type of organisation to be created.

Estimate £500.

- (b) Capital Expenditure to cover:-

- (i) Wet fish landing conveyors and gear
- (ii) Freezer conveyors
- (iii) Kits and kit washing equipment
- (iv) Office equipment (ie) furniture and typewriter

Estimate £60,000.

- (c) Working Capital

This will be the amount of cash needed to pay wages and expenses until such time as the operation is in a position to generate its own cash flow. It is unlikely, even on a conservative basis, that any income will be received during the first two weeks of operations, and therefore the minimum cash requirements will be the equivalent of two weeks labour costs, (ie) approx. £38,000. This figure presupposes that during the two weeks the element of unproductive labour cost is kept to an absolute minimum, and thereafter, that there is sufficient activity to ensure that future unproductive costs can be met out of cash flow.

It is assumed that the employees referred to above would be employed on a permanent basis with guaranteed earnings. The following figures give an indication of the weekly unproductive labour costs with different levels of landings, as far as the bobbers only are concerned.

1 Wet vessel	approx. £8,000
2 Wet vessels	" £7,000
1 Wet vessel and 1 freezer (3 days)	" £7,000
2 Wet vessels and 1 freezer (3 days)	" £5,600
3 Wet vessels and 1 freezer (3 days)	" £4,100

These costs must either be paid out of income or introduced into the business as additional working capital. As it is important to ensure landing rates are competitive, there will be little scope, initially at least, to provide for other than the minimum of unproductive costs in the first few weeks of operations. It would therefore be prudent to have a facility available whereby a further £10,000 could be called upon.

Summary of likely cash requirements

		£
Formation expenses		500
Capital Expenditure		60,000
Working Capital:-		
Immediate needs	38,000	
Additional facility	10,000	48,000
		<u>£108,500</u>

RKD/BD
10/4/80

THE HULL FISH MERCHANTS PROTECTION ASSOCIATION LTD.

There are 85 wholesale fish merchants operating on Albert Dock employing some 400 operatives. A further 900 are employed in 13 processing factories in the immediate area. For the purposes of this paper Birds Eye and Findus have been excluded.

The merchants have been sustaining their businesses with supplies of fish trucked overland from Scarborough, Bridlington, Scotland, Ireland and by North Sea Ferries from Norway, Holland, Denmark and the Baltic ports. It is significant that the local port of Bridlington uses Hull as its main market (almost £3M in 1979) because there are no facilities for a market at Bridlington and these will not develop. Fish from Ireland and the continental ports is largely seasonal, but falls mainly into the early months of the year when volume is badly needed.

The weekly average of overland fish for 1980 is 6,080 ten stone kits (380 tons), plus a similar weekly quantity of continental fish 6,400 kits (400 tons) during the season January/April.

It is a fact that the Hull merchants have contracted their operations to a minimum level, and a sustained period of greater supply of raw material is essential to enable them to utilise their labour efficiently and take up the unemployed pool of skilled labour discarded because of the Birds Eye filleting factory close down, the projected Findus filleting factory close down and the contracted activities of the smaller merchants.

The distribution system, pioneered in Hull, is the best in the country and plays an important integral part in the distribution systems of the other ports i.e. Grimsby, Fleetwood and Aberdeen. This system employs directly 200 people in Hull and is capable of taking up the increased volume envisaged. The increase in volume would be effective in absorbing inflationary costs and bring stability to carriage rates. There are cold storage facilities in the immediate dockland precincts capable of holding 70,000 tons of raw material and finished products.

It is demonstrated, therefore, that the Hull merchants and processors, even at their present low ebb, remain a strength and still support the considerable ancillary activities of distribution and storage.

It is estimated that the weekly maximum sustainable level of landings in the existing set of circumstances would be 20,000 kits (1,250 tons), made up of 80% Cod and the balance of Haddock, Flatfish, Coley and Redfish.

These figures highlight a projected shortfall of 7,500 kits per week (470 tons) January/April, 1980, and almost 14,000 kits per week (875 tons) during May/December, 1980, making respective totals of 7,520 tons Jan/April and 26,250 tons May/December, 1980, 33,770 tons in all.

COPY

20th March , 1980.

Dear Prime Minister,

I think you will know that the interest you showed in our fishing problems when you visited Guildhall last week was very much welcomed.

One of the main purposes of our discussion was to draw your attention to the current disproportionate and, in my view, artificial charges for fish landings at Hull. These make us totally uncompetitive with other British ports.

I enclose an extract from yesterday's Hull Daily Mail which relates to the presence of an Icelandic trawler, which, according to the account, is ready to discharge 2400 kits of wet fish at Hull provided charges more comparable with other ports can be agreed. This illustrates precisely the problem which now faces our port .

Today the Town Clerk and Chief Executive has contacted the British Transport Docks Board in Hull and in London and understands that interim arrangements are being discussed with the Fishing Vessel Owners which could prevent further fishing vessels being deterred from landing their catches in Hull - at least for the time being.

I am writing to keep you informed of the present critical situation in the fishing industry as far as the City is concerned and trust that your Ministers will continue to monitor the situation closely until a long term solution can be realised.

In conclusion I would add that all interested parties in the fishing industry will be meeting in Guildhall to-morrow to consider the present situation.

Yours sincerely,

Leader, Kingston upon Hull
City Council.

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		<u> </u>

RKD/BD
10/4/80



F. Mansel

10 DOWNING STREET

From the Principal Private Secretary

18 April 1980

HULL FISH DOCKS

I am writing on the Prime Minister's behalf to thank you for your letter of 18 April about the Hull fish docks.

The Prime Minister has asked me to say that it is helpful to her to know what the position of the Docks Board is, particularly in view of her forthcoming meeting with the deputation from Hull.

I am sending copies of this letter to Sir Peter Baldwin at the Department of Transport and Sir Brian Hayes at the Ministry of Agriculture, Fisheries and Food.

C. A. WHITMORE

Sir Humphrey Browne, CBE

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BRITISH TRANSPORT DOCKS BOARD

CHAIRMAN
SIR HUMPHREY BROWNE, C. B. E.

MELBURY HOUSE,
MELBURY TERRACE,
LONDON, NW1 6JY.

Telephone: 01-486 6621
Telex 23913

Prime Minister

To me.

I have acknowledged.

18/4
18th 18th
Sea Prime Minister

18th April, 1980.



HULL FISH DOCKS

I understand that you will shortly be receiving a deputation from Hull for a further discussion on the consequences of the collapse of the Hull Fishing Vessel Owners' Association. In view of the publicity there has been recently on this subject, much of it ill-informed and misleading, I think I should write to inform you of the main facts.

In 1974 the fish landing facilities at Hull were re-constructed by transferring them to the Albert and William Wright Docks, which were modernised with the help of grants from MAFF and EEC. The rest of the capital was provided by the Board. At the time we expressed strong doubts as to whether there would be a continuing demand for fish landing facilities at Hull, in addition to the newly modernised fish dock at Grimsby, but the fishing industry insisted that both ports should be re-equipped. At the same time we were determined that the fishing industry should cease to be a heavy financial drain on the rest of the ports users, and this is why we insisted on a new commercial agreement with the HFVOA.

The agreement with the Fishing Vessel Owners' Association provides for charges to be based on the cost to the Board of providing fish landing facilities, and the industry's expectations as to the amount of fish to be landed. It was the industry's pessimistic view of landings which led to the high charges calculated earlier this year, in response to which HFVOA decided to go into liquidation.

The present position is that the industry has increased its estimates of landings, and the Board has adjusted charges accordingly, these to remain in force until the end of this month. Charges thereafter will be reviewed monthly, taking account of the industry's performance and future expectations.

Clearly, there must now be uncertainty about the future of fish landings at Hull. Contrary to what has been suggested, it is not the Board's intention to close the dock if there is enough fish to provide a sound basis for keeping it in operation. But as you know the Board is a commercial undertaking operating in a competitive industry. We cannot subsidise the fishing industry, or any other customer. If the Board were to agree to uneconomic charges for fish landings, our commercial customers at Hull would in effect be being asked to subsidise the fishing industry.

Naturally, the Board hopes that a substantial change in the fortunes of the fishing industry will remove the present uncertainty. But you will appreciate that in the absence of such a change the Board is bound to consider this whole issue in strictly commercial terms.

I am sending copies of this letter to Sir Peter Baldwin at the Department of Transport and Sir Brian Hayes at the Ministry of Agriculture, Fisheries and Food.

*Yours sincerely,
Kempsey Brune*

The Rt. Hon. Mrs. Margaret Thatcher, M.P.,
Prime Minister,
10, Downing Street,
London, S.W.1.

TRANSPORT AND GENERAL WORKERS' UNION

Registered Offices:
Transport House, Smith Square
London, S.W.1.
General Sec.:
A. M. EVANS
Telephone 01-8287788

Regional Secretary:
D. K. CAIRNS
BEVIN HOUSE,
GEORGE STREET,
HULL HU1 3DB

REGION No. 10
Telephone: HULL 24167
Telex: 527037

REGIONAL OFFICE
COMMUNICATION

PLEASE QUOTE

Your Ref. _____

Our Ref. DKC/AP

18th April, 1980

Miss C. Stephens,
Private Secretary,
10 Downing Street,
LONDON

Dear Miss Stephens,

Further to your letter of 9th instant, I would advise you that the delegation to meet the Prime Minister at 10 Downing Street on Thursday, 24th April, 1980 at 16.30., will consist of the following:

MR. J. PRESCOTT, MEMBER OF PARLIAMENT.
MR. D. K. CAIRNS, REGIONAL SECRETARY, T.&G.W.U.
MR. A. S. COOK, CHAIRMAN, HULL FISH MERCHANTS PROTECTION ASSOCIATED LIMITED.
MR. T. BOYD, MANAGING DIRECTOR, BOYD LINE.
MR. P. DOYLE, LEADER OF THE HULL CITY COUNCIL.
MR. M. OWSTON, CHAIRMAN OF THE FISH PORTERS' COMMITTEE.
MISS A. PHILP, SECRETARY FOR THE HULL DELEGATION.

Yours sincerely,

D. K. Cairns.

REGIONAL SECRETARY

18 APR 1980



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A. K. Jones

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HS

Prime
Minister

9 April 1980

Bf 23.4.80

I am writing to confirm that the Prime Minister will be meeting Mr. Cairns from the Transport and General Workers' Union in Hull on Thursday 24 April at 1630 at No. 10. I checked that this time and date was convenient to your Minister.

We shall require a brief for this meeting and Mr. Cairns is letting me have details of the proposals they wish to put to the Prime Minister but in the meantime it might be helpful to you to know that they basically wish to discuss the City's interests involved in the fish landing and its subsidiary industries.

They will be submitting their proposals for Governmental help to ensure a continuing role in their fish landing industry.

CAROLINE STEPHENS

G.R. Waters, Esq.,
Ministry of Agriculture, Fisheries and Food.

TUR

9 April 1980

Further to my conversation with your secretary today I am writing to confirm that the Prime Minister is looking forward to meeting you and your delegation here at 10 Downing Street on Thursday 24 April at 1630. Mrs. Thatcher will be joined by her Minister for Agriculture, Mr. Peter Walker.

I would be grateful if you could let me have a list of those who will be coming to the meeting as well as the proposals you wish to put to the Prime Minister.

With best wishes.

CAROLINE STEPHENS

D.K. Cairns, Esq.

TVR

TRANSPORT AND GENERAL WORKERS' UNION

Registered Offices:
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General Sec.:
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REGION No. 10
Telephone: HULL 24167
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REGIONAL OFFICE
COMMUNICATION

PLEASE QUOTE

Your Ref. _____

Our Ref. _____

DKC/AP

1st April, 1980

Mrs. M. Thatcher,
Prime Minister,
10 Downing Street,
LONDON

Dear Prime Minister,

Following our meeting of Friday, 14th March, 1980 at the Station Hotel, Hull and your kind invitation to accept a delegation of the City's interests involved in the fish landing and its subsidiary industries, I would now ask that we be given a date on week beginning the 13th April, 1980 or the 20th April, 1980, at a time and day most suitable to your goodself, in order that we may submit our proposals for Governmental help to ensure a continuing role for our fish landing industry.

It would help greatly if we could omit, Wednesday, 16th April, 1980 from the alternatives, as it coincides with my quarterly Regional Committee.

I would like to thank you for your courtesy and attentiveness when listening to our plea and may I thank you also on behalf of my Trade Union colleagues for agreeing to retain a personal interest in our plight.

Thanking you and God Bless.

Yours sincerely,

REGIONAL SECRETARY

Cairns

↓ *R 2/4*

Prime Minister

You will remember agreeing to Mr Cairns' request that you should meet a delegation when they had some proposals to present on the future of the Hull fishing industry. Contact for Cairns to find a suitable 45 minutes. Would you like Mr Walker to accompany you?

Yes please
no

FWJ
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