

# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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February, 1940

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Head Office of the Association :

No. 13, SMALL STREET, BRISTOL.

Sir JOHN H. INSKIP, K.B.E., Solicitor and General Secretary

to whom all communications are to be addressed.

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1939 - 1940 OF THE

# United Kingdom Pilots' Association

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ALFRED CURTHOYS

# THE PILOT

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THIS is the first war-time issue of "The Pilot." When we met at the Newcastle Conference the clouds of international unrest seemed to be less threatening and if you scan the report of the proceedings you will find little reference to the possibility of a happening which might produce a revolution in the working of pilotage services. Yet in a little more than eleven weeks from that joyous farewell function at the Old Assembly Rooms it had happened.

So far the sea has borne the brunt of the conflict, a ruthless foe making no distinction between naval man and the defenceless seafarer and showing little consideration to the neutral. Pilots have lost their lives and when the time comes for telling the full story of what the service did in the second great war it will be worthy of the tradition of the generation which went before. Indeed, there are many serving to-day who helped to establish that tradition.

## LIVERPOOL'S LOSS.

In that story the disaster to the "Charles Livingston" Liverpool pilot boat No. 1 must have its place. Although it was not directly due to enemy action there is little doubt that war conditions were considerably responsible. It is inconceivable that 23 lives could have been lost so close to shore in normal times. In the darkness of that wild night there were many deeds of heroism by those trapped in the stranded craft. One of the Examination Officers, Lieut. Cross, who was rescued from the rigging, said he had never seen such courage as was shown by the men and boys. Big Tom Webster, is said to have done a giant's job, going round with words of encouragement and helping those who had fallen from places of safety by lashing them up again. Twice he was washed over the side and the second time he was carried clear of the boat. He was picked up half buried in sand two miles away. A few days later he was at sea again. He was symbolical of the spirit aboard the stricken craft.

The two wars have taken heavy toll on the Mersey. In December, 1917, it was also the No. 1 boat which was lost. She, the "Alfred H. Read," struck a mine at the Bar station and sank in a few minutes. Of 41 on board only two were saved.

## MR. RICHARD A. LEWIS.

Then in January the sudden death of Mr. Richard A. Lewis, made every member of the Association conscious of a personal loss. His name was known in every pilot household and in his journeyings about the country on pilotage and other business he made friends with a great number of members. The report of the December meeting of the Executive Committee which appears in this issue includes many sound comments by him on current business.

Robust and cheery as ever, he bore no warning sign that his activities in a few weeks would be ended with such tragic abruptness. He went out in a few moments, almost in harness, you might say, and we are sure that would have been his choice.

But, it means a great loss to the U.K.P.A. for whom he has become a sort of ambassador at large. Any port in trouble could get his sympathetic ear and often his energetic championship of their case. The men of the Dec are a striking example of that. His passing is also a loss to the public life of Lancashire in which, since his retirement from active service as a Liverpool pilot, he had been keenly interested.

## PILOTAGE IN WAR TIME.

Under normal conditions there would have been an issue of this magazine in the autumn. Owing to the war, however, it was thought inadvisable to hold the usual meeting of the Executive Committee as it would probably have been difficult for many members to get away from their duties.

During those early weeks of the war the various negotiations which were proceeding at several ports were naturally held up as both Pilotage Authorities and the Board of Trade, not to mention the pilots themselves and the shipowners, were fully occupied in settling down to the new conditions, so that there would have been little or nothing to report in "The Pilot."

Moreover, the many questions which were bound to arise had not taken definite form until well on in October and they came before the December meeting of the Executive. These and other matters which have been engaging the attention of the Association since the Newcastle Conference are dealt with in the ensuing pages.

**SEEKING OTHER EMPLOYMENT.**

Even now it is too early to say quite how war conditions will affect various ports. Many pilots have been called up for war service, but some ports are complaining that there is not sufficient work for the full number of pilots. That, of course, has led to enquiries for other employment on National Service. Some pilots would probably be willing to return as masters to the Mercantile Marine, but contrary to what might have been expected, those positions are not so easily found. As time goes on it is likely that the Admiralty will be glad to avail themselves of the services in one capacity or another of pilots who can be spared from their pilotage duties and the Association has been active in doing what has been possible to put those pilots who are seeking other employment in the way of doing so. Any pilots looking for work of this kind should write to Sir John Inskip.

**RATES.**

War conditions have led to the suggestion that there should be some general increase of rates to meet the increased cost of living and in some cases to enable the pilots to maintain the service in a proper and efficient manner. This matter was considered by the Executive Committee.

In any case it hardly seems likely that this question of pilotage earnings will be considered otherwise than as each individual port is affected.

The Board granted an increase of ten per cent. in the case of the Humbly Grove. This became operative on November 14 and was the outcome of the Inquiry held on June 21, before the outbreak of war, in fact a few days after the termination of the Newcastle Conference.

**TRINITY HOUSE POWERS.**

All Trinity House Districts are now subject to the Trinity House Pilotage Districts Emergency Order made by the Admiralty pursuant to Regulation No. 43 of the Defence Regulations 1939. This Order empowered Trinity House to suspend all existing licences and to issue temporary licences for periods not exceeding three months which would be renewable from time to time for like periods. They are also empowered to make new rates either without or within their district, and this last-mentioned power of making a rate for pilotage services performed outside their own district is something quite new. Then, of course, there is the general Admiralty Order empowering the Naval Officer in charge to alter existing pilotage stages, and to vary the rates at the same time.

**APPRENTICES AND BOATHANDS.**

There appeared to be some doubt at one time with regard to the position of pilot-apprentices and boathands under the National Services (Armed Forces) Act 1939 but it is now laid down that so

long as young men register as seamen and continue to follow their normal sea employment, they are not likely to be called up for service with the Army, Navy or Royal Air Force.

**INSURANCE OF PILOT CUTTERS.**

The Executive also fully discussed the question of the insurance of pilot cutters against war risks. Following representations which were made to the Ministry of Shipping that Government assistance should be provided towards the costs of replacing any pilot boat lost through war risks, the Government have agreed to insure pilot boats against these risks at the rate of 5/- per cent. per month for an experimental period of three months commencing the 1st February. During this period monthly policies may be taken out.

Any owners of pilot boats who desire to take advantage of this offer should notify the Ministry of Shipping, Berkeley Square House, London W.1 and at the same time apply direct to the Secretary, War Risks Insurance Office, 147 Leadenhall Street, London E.C.3 with a view to the necessary details of insurance being arranged.

**DEE PILOTAGE.**

It will have been seen from recent issues of "The Pilot" that negotiations have been proceeding for some time following the transfer of the Dee Pilotage district to Trinity House. This change was made in accordance with the strong wishes of the Dee pilots who are now looking anxiously for an improvement in their working conditions. The state of affairs up there is very far from satisfactory, and at present the pilots are earning less than any self-respecting employer would tolerate for a body of men having to perform highly responsible work.

Mr. R. A. Lewis, who had been keeping in close touch with the Dee pilots and paid several visits to Connah's Quay, gave the Executive Committee some idea of the state of affairs and reported upon a meeting which he had attended with Sir John Inskip at Trinity House shortly after the Conference.

It was pointed out that the Dee Sub-Commissioners are a newly appointed body of which the principal shipowner is the Chairman. It was hoped that they would tackle this urgent problem without delay and the Executive Committee resolved to give all the assistance in their power to the Dee pilots in their efforts to put the Dee pilotage on a proper footing. The Executive Committee were shocked to hear that the last month's earnings of the Dee pilots were at the rate of less than £100 per annum.

**SIR AMOS AYRE.**

One of the speakers at the Conference dinner at Newcastle was Sir Amos Lowrey Ayre, Chairman of the Merchant Shipping Advisory Committee and brother of "our Stanley." He is now Director

**In Memoriam****RICHARD A. LEWIS**

ONE of the outstanding figures of the Association. Mr. Richard A. Lewis, died suddenly on January 21st, at the age of 72 years. He had taken the dog for a walk in the evening and on returning home collapsed while taking off his hat and coat in the hall.

Throughout the pilotage service and to a host of other friends he was known as "Dick" Lewis, a familiarity which his breezy, honest-to-goodness character provoked. He was a tremendous enthusiast for the U.K.P.A. which he had served in a variety of offices but he put no narrow interpretation on the duties of those positions and was ever ready to give a hand to any district, or any pilot, who needed counsel. Indeed, it was only three days before his death that he was in London with Sir John Inskip attending a meeting with the Chairman and Secretary of the Dee Pilotage Sub-Commissioners discussing that problem and he was then in the best of health and spirits.

He entered the Liverpool service two years before the U.K.P.A. was formed and four years later received his third-class licence. He became a first-class pilot in 1892 and in 1900 he was appropriated to the Leyland Dominion Line. He was in the Association practically from the start and in 1921, at the Liverpool Conference, was elected to the second highest office it could offer—senior vice-president. There were many regrets when the inexorable rule that the position could not be held by a pilot retiring from active service came into operation in his case in 1932.

Then somebody had the happy thought of making him treasurer and he held that position to the end. It preserved to the Association the wise counsel he always gave, and the services of a champion who was as popular with the other side as his own, and it perpetuated his lively interest in the work. He regarded it as a great compliment when a few years ago he was added to the list of honorary vice-presidents. He was the representative of the Association on the Merchant Shipping Advisory.

No one can remember Mr. Lewis missing a meeting of the Executive and he always kept Conference in good spirits. He never seemed to feel "not quite up to the mark," and then in a moment the end came. We shall always remember him with deep affection.

For some fifteen years he had lived at Aughton and his retirement from active piloting gave him time to intensify his public work.

Since the war started he had increased his activities. He took over the duties of

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of Shipbuilding and Repairs in the Ministry of Shipping. One London paper referred to him as "the man behind the Government's great plan to 'mass produce' cargo ships at a speed never known before."

At the Conference dinner Sir Amos told us that he was the first in the long line of a family of pilots to leave the piloting profession, and added "but at least I stayed in ships." The country should be grateful for that.

He has been building ships since he was 14, and at 19 he was King's Prize-man in Naval Architecture. Two years later he won an Honours Medal. He was District Director for Scotland for the Admiralty during the last war and is President of the Shipbuilding Employers' Federation and chairman of the Shipbuilding Conference. He and his brother, Mr. Wilfred Ayre, founded the Burntisland Shipbuilding Company, Ltd., in 1918.

Mr. Wilfred Ayre remains chairman and managing director of that concern and is the new President of the Institution of Engineers and Shipbuilders in Scotland.

**GLASGOW'S NEW SECRETARY.**

Sir John Inskip has received the following letter from Mr. Bernard C. Webb:—

"It is with a certain amount of regret that I inform you I am giving up the local secretaryship at Glasgow at the end of this year (1939). My thirty years in this office working with the late Joe Brown and then yourself are very happy memories. The Clyde pilots remain the same percentage as they have since the birth of the U.K.P.A.—that of 100%.

"Pilot Alec Love has agreed to relieve me, with the unanimous approval of our staff. I can wholeheartedly support this decision. Mr. Love is a son of William Love, who was for so many years a pillar of strength to the Association and judging by the interest and activity of Love Junior in pilotage matters, I shall be greatly mistaken if he does not follow closely in his father's footsteps."

Mr. Webb and Mr. Love have been re-elected to the Clyde Pilotage Authority, and as representative for Gourock, Mr. John Summers takes the place of Mr. Sydney Ritchie who has been transferred to Glasgow.

Sir John Inskip, in reply to Mr. Webb's letter, expressed his own personal regret and that of the Association at this break after so long a period, during the whole of which the relations existing between Mr. Webb and the Officials of the Association had always been of the happiest possible description. However, Sir John appreciated, as perhaps no one else could do, the amount of work which Mr. Webb does for the Association in his capacity as Senior Vice-President and understands that this alone must be a tax upon his spare time.

## EXECUTIVE COMMITTEE MEETING in London on December 14th, 1939

A MEETING of the Executive Committee was held at the Holborn Restaurant, London, on 14th December, 1939. Mr. Bernard C. Webb was in the Chair until the arrival of the President, Lord Apsley. The others present were Messrs. G. N. Richardson, J. Stanley Ayre, J. J. Jones, J. H. A. Smith, H. B. Eagle, M. M. Marshall, J. A. Sparrow, C. F. Young, R. A. Lewis and the General Secretary and Solicitor, Sir John H. Inskip.

### AGENDA.

1. Minutes of last Meeting.
2. Report of Finance Committee.
3. Letter from Mr. Richardson announcing his retirement from the Executive consequent upon his appointment as Master of the No. 1 Pilot Cutter "J. H. Fisher."
4. Matters adjourned from last Meeting:—  
Pilot Morrison's case (Liverpool).  
Pilot Pickthall's case (Manchester).
5. Application from the Thames River Pilots.
6. Rules.
7. Badges.
8. Scheme under the Pensions (Navy, Army, Air Force and Mercantile Marine) Act 1939.
9. War Service of Pilots.
10. Report on conditions at various Ports.
11. Letter from Swansea re general rate increase.
12. Dundee Pilotage Order and Bye-laws.
13. Belfast Bye-laws.
14. Letter from Shoreham re Application for an increase in Rates.

The minutes of the Executive Meeting in March, and of the two at Newcastle-on-Tyne—one before the Conference and the other on June 15—were adopted on the motion of Mr. Richardson, seconded by Mr. Jones.

### MEMBERSHIP.

Mr. Lewis reported that the membership was 1,177, an increase of four since the Conference.

### GRANT TO LIVERPOOL PILOT.

A grant of £50 was made towards the expenses incurred by a pilot in defending proceedings brought against him.

(This was the case discussed at the Conference on a resolution moved by Liverpool. See Conference issue of The Pilot, pages 11 and 12).

### GRANT TO MANCHESTER PILOT.

Application was made in this case for a grant not only towards the expenses incurred by the pilot, but towards those of the Pilotage Authority which were paid out of the Pilotage Fund.

Mr. Webb pointed out that the costs of the Pilotage Authority were properly paid out of the Pilot Fund.

Mr. Sparrow was not sure that any branch was justified in making these small demands. It was many years since the Association had been asked to pay a farthing for London. The costs were borne by their own fund established for the purpose. In his opinion the £50 they had agreed to grant Liverpool should have been borne locally. They were local matters to a large extent.

Mr. Young said that perhaps all ports were not as wealthy as London. Manchester had only 36 men, and they were not making a great deal of money. They could not have afforded to take this case up, and they did so only when they knew the Association was disposed to help. The case was one of principle which affected every pilot in the Kingdom. The pilot refused to sail because he did not think it was fit to do so in the weather conditions. He was suspended for a month, but when the case came up and the other side saw how things were going, they withdrew it. The Pilotage Authority paid their costs out of the Pilot Fund, which was really the pilots' money.

The Secretary reminded the Executive that all they were empowered to do was to make a grant to the individual pilot in respect of his expenses. If the Executive made a grant beyond that, the auditors would question it.

Mr. Richardson proposed that a grant of £50 should be made. Mr. Jones seconded, and it was carried.

### MR. RICHARDSON'S APPOINTMENT.

The Committee congratulated Mr. Richardson on his appointment as master of the Humber pilot cutter "J. H. Fisher," and thanked him for his services to the Association.

Mr. Richardson said that although he would still be an active pilot, his appointment was in a sense to the Authority and he very much regretted he would have to give up active connection with the U.K.P.A. If the war lasted a long time and the Executive considered filling the vacancy before the next Conference he hoped they would give consideration to a nomination from the Humber.

Mr. Webb said the matter could be considered at the Conference or general meeting of the Association, which he thought should be held in June.

The congratulations of the Executive were also extended to the Hull pilots and Mr. J. M. Holland, on the latter's appointment as Pilot Commodore. "We have never before had a pilot in that position" said Mr. Richardson, "and it is a step in the right direction."

Mr. Lewis called it a "progressive and democratic step."

### RULE BOOKS.

The Secretary reminded the Executive that the rules were amended at Conference and he inquired whether it was the wish that new rule books should be printed and issued in the same form as the present are.

It was agreed that the little book was very serviceable and the Secretary was authorised to order up to 1,500 copies.

### THAMES RIVER PILOTS.

"This has been a very troublesome matter" said the Secretary in introducing No. 5 on the agenda. The origin of it, he explained, was a letter which Mr. Coles wrote to Trinity House on September 18th followed by one on the 27th. Both letters, of which the Executive had copies, were written without reference to the Association, and he had not been consulted upon them. The protest made in those letters was entirely on behalf of the Gravesend pilots and after it had been sent to Trinity House, the Board of Trade and the Admiralty, the U.K.P.A. was asked to support it. He asked Mr. Coles to what extent the pilots were unanimous on the various points, and was told that the letters had gone with the unanimous approval of the pilots. Upon this the Secretary approached Trinity House and mentioned in particular the question of the representation of pilots upon the Committee which had been set up in place of the ordinary Pilotage Committee. This grievance no longer existed because the Elder Brethren had invited pilots and shipowners to confer from time to time with the committee appointed under Admiralty Order of the 1st September, 1939, and this invitation had been accepted.

### "DIFFERENCES OF OPINION."

This was, however, only one of the points raised in Mr. Coles' letter to Trinity House, as to which information had reached the Secretary, that there were differences of opinion amongst the pilots.

In the meantime, Mr. H. A. Smith wrote to the Secretary complaining that the Association had done nothing at all, which was not the case, but if more had been done it would have put the Association in a false position and would have been a departure from the policy that had always guided them, namely not to intervene in any matter where there was not complete unanimity amongst the pilots concerned. Sir John added that both he and Sir Irving Albery had got into hot water over it, but he was convinced that neither of them could have acted differently.

Considerable correspondence ensued between the Secretary and Mr. Coles and certain pilots, and eventually it was decided by the pilots to issue a questionnaire which went out to the 74 pilots who were members of the Association in order to ascertain to what extent, if at all, there

was agreement amongst the pilots on the points in question. Only 21 pilots answered the questionnaire, which was hardly indicative of a wholehearted interest in the points raised, the most contentious of which appeared to be the alteration in the system of choice pilotage. On this particular point 12 pilots supported the objection and 9 opposed it. The result of this questionnaire amply justified the course pursued by the Association, which could not possibly have taken up a cause which had apparently the support of comparatively few of its members amongst the Thames pilots.

### "A DOMESTIC MATTER."

Mr. Stone of Gravesend, who was present during the discussion, said it was suggested at the meeting at Gravesend that a copy of the resolution should be sent to the U.K.P.A. but it was felt that as the pilots were not unanimous it would not be right to put the U.K.P.A. in a false position by asking for support on what, to a certain extent, was a domestic matter.

Mr. Sparrow mentioned another matter upon which the pilots had raised an objection. He explained that all the permanent licences had been cancelled and every pilot now had the same form of licence. New bye-laws governing the working of all stations had also been brought in. He asked whether any other service was working under the Defence of the Realm Regulations to the same extent as the London men. He stated in answer to Mr. Jones that the new licences would be renewed every three months.

Mr. J. H. A. Smith said he presumed that all the outports were the same. At Southampton they had no opportunity of expressing any opinion. The first they knew of it was about October when they heard that they had to hand in their licences and get new ones, paying four guineas, one guinea quarterly, instead of three guineas annually. The licences had to be sent up quarterly to be endorsed. What had put the fat in the fire in the River Thames section was the part about choice pilotage.

### LICENCES SURRENDERED.

Mr. Sparrow said that in the last war they were issued with provisional licences and allowed to hold the original licences as well. Now, without reason, men who had held licences for 35 years had been called upon to surrender them.

Mr. Lewis said there had been no interference with licences at Liverpool.

Mr. J. H. A. Smith paid a tribute to the naval authorities, "From the Admiral down," he said, "they could not have been nicer to the pilots. It is a pity the River pilots' letter was sent without first consulting the national body."

Mr. Stone: Some had everything to gain and nothing to lose by a change in the system.

Mr. Jones: What can we do then. if some are satisfied and some are not? How can we interfere?

Mr. Lewis: If the matter had been referred to Sir John before the first letter was written he would probably have thought it desirable to call the Executive together because there are many matters in this which affect every pilot.

Mr. Jones: Yes, but this goes from a port where they are divided.

The Secretary said that the position was that the exempt pilots received temporary licences as compulsory pilots on September 12. The Admiralty Order made many more ships compulsory and the result was that the exempt pilots lost a good deal of work, whereas more work went to the compulsory men. It was said that the exempt pilots were getting the compulsory ships and the compulsory pilots were getting the coasting vessels, but whether or not that was anything more than a temporary coincidence remained to be seen. It had been necessary to regulate pilotage earlier in this war than the last, because the convoy system was introduced much earlier.

Mr. Ayre mentioned that on the Tyne choice pilotage was wiped out at the beginning of the last war, not by the Admiralty but by the Authority, and it had never been restored. Before the last war half the pilots were choice men.

Mr. Stone said that with a joint committee there would be a chance of talking to the authorities and if it had been so in the first place this bitter feeling would not have come about. They appreciated anything Sir John had done in the matter.

Mr. Richardson deplored the fact that the Thames River pilots did not submit their first letter to Sir John. It was admitted that it was a domestic matter, but he failed to see why Sir John should not have given them advice on how to deal with it. To come to the Association after putting the rod into the fire was a retrograde step.

Mr. Stone: I must admit the force of what you say.

Mr. Smith: The outports must be a lot in the dark and I would like to ask on their behalf, whether it would be possible for Sir John to give some explanation in the next issue of "The Pilot."

#### BADGES.

The President said he had taken up with the Admiralty the matter of pilots not being given the Merchant Navy badge, and he had suggested that Mr. Winston Churchill was the man to put it right.

Mr. Sparrow mentioned that in the last war they had chevrons and Mr.

Smith thought it was desirable to have a badge to wear with civilian clothes.

It was pointed out that they were not looked upon as part of the Mercantile Marine; pilots were specially mentioned in the Acts and Orders.

Mr. Young: We ought to have a distinctive badge.

#### WAR PENSIONS.

The pension scheme (item 8 on the Agenda) provoked considerable discussion and the Secretary said he had been inundated with inquiries from ports at one time. The Act included masters, officers and crews of the Mercantile Marine and provided for compensation for death or war damage to personal effects. It affected the ports in different ways.

Pilots are included in the War Pensions and Detention Allowances (Mercantile Marine, etc.) Scheme 1939 and the receipt of a war pension or allowance will not presumably affect a pilot or pilot's widow's right to a pension from a Pilot's Benefit Fund. Masters, officers and crews of pilot vessels are included in the same scheme.

Mr. Smith said that in peace time the Southampton pilots might handle a quarter of a million tons in a month, but at the present moment they were dealing with all sorts of small ships and their tonnage was down to nothing comparatively. It would be very unfair if they were to be judged on the previous twelve months for the purpose of the scheme. They would be brought from a commander's rate in peace time to sub-lieutenant's in war time.

Mr. Young asked if it were possible to rate them according to class.

Mr. Richardson suggested that they should ask for the figures for the previous three completed years, according to the Board of Trade returns, to be regarded as the basis.

This was agreed by the Committee.

The question of War Risk Insurance of pilot vessels was also mentioned and the Secretary said that some vulnerable districts were not at present insured against war risks because the Cutter funds would not stand the high rate. The Ministry of Shipping had been asked whether the Government would provide the same cover as in the last war. The President promised to back the representations which had been made to the Ministry of Shipping.

#### WAR SERVICE OF PILOTS.

The Secretary reported that he had had correspondence with various ports and individual pilots, pressing to be employed in the Examination Service or in some other capacity for war service. He had taken the matter up with the Board of Trade unofficially, and he understood that

any vacancies might be filled through the Association in suitable cases.

#### INCREASED RATES.

The Secretary said that item 10 on the agenda was wrapped up with a letter he had from Swansea inquiring whether the Association had taken any steps to obtain a rise in pilotage rates generally or whether any ports were doing so on their own. He replied that the Association had made no general application. He had recently had an interview with Mr. Mock (Swansea) who pressed very strongly for an application to be made for a general increase.

Mr. Young said the Manchester pilots who were not making the money they were, had a deputation to their Authority who were sympathetic, but said it was a matter which might be taken up by the U.K.P.A. As the cost of living rose could not the rates be raised? They could not keep making approaches for the different ports.

Mr. Ayre said the Tyne still had 30 per cent. on the rates from the last war and Mr. Marshall mentioned that the Authority had already given the crews a bonus.

Mr. Young said the Manchester pilots were doing more turns and working harder, but their expenses were up.

The Secretary said that in war time these matters would have to be arranged as far as possible by agreement and if Manchester wanted an increase they should get into direct contact with the shipowners, or let the Authority do it. Conditions varied so much in the ports. The Executive, however, might pass a resolution to the effect that they would support any reasonable application for an increase during the war, but the initial step must be taken by the individual port.

The Executive agreed to a resolution to that effect.

#### DUNDEE.

The Secretary said the Ministry of Shipping had suggested that instead of an inquiry, any points not capable of agreement between the pilots and the shipowners should be referred to them on the representations already made. The pilots jumped at that but the Authority had not replied. This was an indication of what the Ministry would say to any application for an Inquiry in war time.

#### BELFAST BYE-LAWS.

It was agreed to press the objections lodged against the following proposed bye-laws, namely the one exempting from compulsory pilotage coasting or home trade ships of a gross tonnage not exceeding 1,000, if in ballast. That, Mr. Webb said, should be resisted to the utmost. And the other which sought to prevent a man from piloting a vessel anywhere outside his district without the previous consent of the Authority.

#### SHOREHAM RATES.

It was agreed to support the application by the Shoreham pilots for a restoration of the 10 per cent. cut in rates if the present earnings justified it and for the introduction of compulsory pilotage as a war time measure.

The Secretary said the sub-commissioners considered the application would carry more weight if it were backed by the U.K.P.A.

#### PILOTING BY MASTERS.

Mr. Smith asked for further details of the correspondence with Capt Coombs, referred to in the Epitome.

The Secretary said he had heard nothing more.

Mr. Webb said that Captain Coombs, on behalf of the shipmasters in his Association, wrote to Sir John and said it was most unsatisfactory that a man who was called upon to do piloting should be paid according to what the owner liked to give him. Captain Coombs proposed that payment should be according to the size of the ship and that an approach to the Chamber of Shipping and the Board of Trade should be made. He wanted the U.K.P.A. to smile on that. Such an arrangement could not be countenanced. Rates for pilotage were laid down and if a master were paid anything at all it should be according to that scale. The shipowner would then take a pilot!

Mr. Young did not think any letter on the subject could be too strong.

Mr. Richardson: I thought you were going to say his men were going to do no more pilotage.

Sir John: The proposal is, I believe, at an end.

#### THE DEE.

Mr. Lewis mentioned the case of the Dee pilots who, he said, were working under awful conditions. It was a compulsory port but the exceptions covered ships of greater tonnage than those which could navigate the river. The only way to give the pilots a living was to make the district compulsory for all vessels over 100 tons. They were now making about £8 a month.

It was suggested that the Secretary should say something about the Dee in the next issue of "The Pilot."

#### CONFERENCE.

Mr. Webb asked what the feeling was about a Conference in June.

Mr. Young thought it should be held so that the ports could discuss any matters of importance.

Mr. Webb said they might hold an annual business meeting, not for any specified time, but until the business were finished and there would be no functions.

There appeared to be general agreement that a meeting should be held and the matter will be further discussed.

This concluded the business.

## Secretary's Epitome

THE following Short Epitome of the more important matters dealt with by Sir John Inskip between the Conference and December 1st, 1939, was in the hands of the Executive Committee at the December Meeting:—

**DUNDEE.** Further correspondence with the pilots and other parties following a proposal from the Board of Trade that owing to war conditions a Board of Trade inquiry might be dispensed with if the parties agreed to leave the various points under discussion for decision by the Board of Trade upon the representations already made.

**BELFAST.** Further negotiations with the Pilotage Authority upon the draft bye-laws and the pilots have unanimously agreed to accept a curtailment of their Pilotage district and the amended bye-laws which are now with the Board of Trade for approval.

**DEE.** Further correspondence and discussions with the pilots, Trinity House and the Sub-Commissioners in reference to the new bye-laws.

**KING'S LYNN.** Further correspondence and interview with the Chamber of Shipping in reference to the proposed increase of rates.

**RIVER THAMES PILOTS.** Protracted correspondence in connection with an objection lodged by the Secretary of the River Thames Pilots to certain steps taken by Trinity House in pursuance of powers conferred by Admiralty Order. The two main points were the surrender of all existing licences and the substitution of temporary licences, also the change in the system of choice pilotage operating at that port.

**WAR CONDITIONS.** Correspondence with various ports in reference to questions arising out of the war and amongst others the following:—

- (1) General increase in pilotage rates.
- (2) Alteration in the district or pilotage stages.
- (3) Position of pilot apprentices with regard to national services.
- (4) Employment of pilots on war service.
- (5) Insurance of pilot boats against war risks.
- (6) Insurance of pilots against war risks.

Correspondence on various points of general or local interest with members of the following ports:— Goole, Hull, Falmouth, Gravesend, Preston, St. Ives, South Shields, Swansea, Dartmouth and Grangemouth.

The concluding instalment of the history of the Tyne pilotage service is unavoidably held over owing to pressure of space.

(continued from page 3, column 2)  
Fuel Overseer for West Lancashire and although this is a paid position in many districts he was content to be doing his bit without fee. He was also chairman of the West Lancashire Food Control Committee and these two duties entailed his daily attendance at the offices of the West Lancashire Rural District Council. Not content with all these public offices he volunteered as an A.R.P. warden and was deputy chief warden for the West Lancashire district.

He was buried in the family vault at Christ Church, Aughton and despite the bad transport conditions his friends came from near and far to pay their last tribute of respect. Mr. W. T. Small represented the U.K.P.A. and Sir John Inskip, who was unavoidably prevented from attending the funeral, and there were floral tributes from the Association and the Liverpool Pilots' Association.

The deepest sympathy is extended to Mrs. Lewis, his son Mr. W. H. Lewis and the three daughters.

The Clyde pilots lost a popular colleague in Mr. H. A. Mitchell, who died suddenly on December 12th, 1939. "Hector," as he was known to all, left the sea in 1916 and joined the Royal Flying Corps, serving in France. Afterwards he went to sea again and in 1924 was appointed to the Clyde pilotage service. His good humour was unflinching and he is greatly missed.

Just as we go to press comes news that Mr. W. J. Helm, the local secretary at Fleetwood died on February 4.

## The Roll of Honour

THE first names on the roll of honour of those who have given their lives in the war are:—

Lieut. F. K. Manley, R.N.R. (London Channel).  
Pilot E. Smith (Cinque Ports).

Mr. Manley, who was 30 years of age, was the only son of Captain F. Manley, superintendent of the Cunard White Star Line. He commenced his sea career as a cadet in the "Worcester," went to the Blue Funnel Line (Alfred Holt & Co.) as apprentice for three years. On obtaining his first certificate he joined the Silver Line where he remained until he became chief officer and got his master's certificate.

He next joined the Orient Line and was second officer of "Orion" when he was one of the new candidates selected for the London pilotage service under the new system. Trinity House appointed him in January, 1939. He had completed his six months probationary period and had done one month as a pilot when he was called back to the Navy in the submarine section. He lost his life on September 10.

## LIVERPOOL PILOT BOAT DISASTER

"Charles Livingston" Stranded in Gale:  
23 Lives Lost

ANOTHER grim chapter has been added to the history of the Liverpool pilotage service. On November 26 No. 1 boat, "Charles Livingston" was overwhelmed in a great gale and of the thirty-three on board only ten survived. The master, Captain Alexander McLeod, seven pilots and eight apprentice-pilots were among the victims. Their names were:—

Pilots Thomas W. R. Cockram, Thomas L. Evans, Cecil H. F. Tebay, John Currie, Harold P. Yates, David Whitehead and Richard N. Hoppins.

Apprentice-Pilots John K. Lancaster, Thomas V. Ward, Harry Hollis, William H. Turner, Peter M. Horswell, Frank S. Waddington, John S. Tully and John W. Liddell.

Two engineers and five members of the crew lost their lives.

The pilot boat was cruising near the Bar when the gale sprang up and she grounded off the Ainsdale Lido. Rockets and flares attracted attention on shore and one man waded almost to within a stone's throw of the stranded craft. Those on board had no idea of their position in the darkness and as the tide rose the seas increased. One burst opened an iron door in a galleyway and put the engines out of order. The rowing boat and two motor boats of the pilot vessel had been brought round to the leeside in readiness if it became necessary to abandon her. Then the rowing boat in which there was a young apprentice broke adrift and the other two set off to his assistance. The three boats were not seen again by those on board and they were later washed ashore—empty.

On shore would-be rescuers had gathered, among them doctors, police, men of the life guard and members of the A.R.P. personnel. The sea frustrated all efforts to get a boat out but help had been summoned from the lifeboat stations in the neighbourhood and the boat from Blackpool travelled 20 miles to the scene. She rescued the last six men of the pilot boat from the rigging of the pilot boat nearly twelve hours after the stranding. The others had been washed overboard and four of them had been brought round by the rescue parties on shore many of whom had gone into the waves to meet them. Several of the survivors were taken to hospital for a time.

At low tide the pilot boat was high and dry. Two or three weeks later she was refloated and towed to Liverpool.

As the Ministry of Shipping is arranging for an inquiry the Coroner limited his inquest to establishing the cause of death.

The ten survivors were Captain Ernest Bibby, two examination officers Lieuts. Arthur R. Cross and John Wallace (both of the R.N.V.R. and well-known in Mersey yachting circles), Pilots Tom Webster, John M. Trott, W. L. O. Thomas and W. F. Currie, Pilot-Apprentices R. Patterson and Robert H. Teire and the cook, John Roberts.

There was a great demonstration of public sympathy with the pilots at a memorial service at St. Nicholas, Pierhead, the parish church of Liverpool, on November 30. The church could not seat all who attended, among whom were the Lord Mayor of Liverpool, the mayors of neighbouring boroughs, and representatives of the services and public life of the city. The pilot flag was at half-mast on the church tower and on public buildings in the city and along the waterfront the Union Jack was in the mourning position.

The service was conducted by the Rector, the Rev. David M. Railton, and the Blessing was pronounced by the Bishop of Liverpool. As the National Anthem was sung at the close of the service the pilot flag was raised slowly to the masthead.

Many public tributes have been paid to the pilots who lost their lives and the Mersey Docks and Harbour Board put on record the sorrow of the Board, the motion being submitted by the chairman, Sir Richard D. Holt, and supported by the deputy chairman and chairman of the Pilotage Committee, Sir Thomas Brocklebank. Sir Thomas said he knew many of the men personally and when he visited the boat last June he was most impressed by the efficiency and keenness of the boys.

Two pages of the Christmas issue of "Mersey," the organ of the Mersey Dock Board Staffs' Guild, were devoted to a tribute and memorial from which we quote our closing passage . . . .

"Tragedy has befallen the Liverpool pilot service in the past and now has come again with unrelenting force. We revere the memory of those brave men and boys who, in this dire disaster, have paid the supreme sacrifice of their calling."

**THE PRESIDENT :**

Lord APSLEY, D.S.O., M.C., M.P., 18, Buckingham Gate, London, S.W.1

**VICE-PRESIDENTS:**

Mr. BERNARD C. WEBB, 52, Turnberry Road, Partickhill, Glasgow  
 Mr. G. N. RICHARDSON, 853, Anlaby Road, Hull

**EXECUTIVE COMMITTEE:**

Mr. J. J. JONES, 41, The Parado, Cardiff.  
 Mr. H. A. SMITH, "Harlech," The Avenue, Gravesend.  
 Mr. J. H. A. SMITH, Pilot Office, 32, Queen's Terrace, Southampton  
 Mr. C. F. YOUNG, 42, St. John's Road, Eastham, Cheshire  
 Mr. J. STANLEY AYRE, 42, Trajan Avenue, South Shields  
 Mr. M. M. MARSHALL, 26, Trajan Street, South Shields.  
 Mr. J. A. SPARROW, 20, Old Road, East, Gravesend.  
 Mr. A. H. WILCOX, 13, Parkhill Road, Prenton, Birkenhead.  
 Mr. H. B. EAGLE, "Feld View," Wilton Road, Southampton.

**LOCAL SECRETARIES:**

ABERDEEN ... ..	J. M. Wyness ... ..	2, Belvedere Crescent, Aberdeen.
ARDROSSAN ... ..	J. A. Cunningham ... ..	The Harbour, Ardrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor ... ..	164, Blake Street.
BARRY ... ..	C. Carpenter ... ..	Pilotage Office.
BELFAST ... ..	James Owens ... ..	"The Laurels," Whitewell Road, Greencastle,
BLYTH ... ..	G. Henderson ... ..	"Oaklands," Ridley Avenue. [Belfast.
BO'NESS ... ..	D. McAlister ... ..	"Asgog," Grahamsdyke Road, Bo'ness.
BOSTON, LINC'S. ... ..	G. W. Wilkinson ... ..	"Torinana," Rochford Crescent, Boston, Lincs.
BRISTOL ... ..	S. J. Ray ... ..	"Hillboro'," Elberton Rd., Westbury Lane, Bristol.
BURNTISLAND ... ..	Andrew Gilmour ... ..	Salinas Villa, Heriot Gardens.
CARDIFF ... ..	D. Edgar Morris ... ..	13, Woodland Place, Penarth, Glam.
CLYDE (GOUROCK) ... ..	J. Summers ... ..	23, Victoria Road, Gourock, Renfrewshire.
CINQUE PORTS ... ..	R. Mills ... ..	"Milingavie," Lewisham Road, River, Dover.
DARTMOUTH... ..	R. Catzias ... ..	Pilots Watch House, 3, Bayards Cove.
DEE ... ..	S. H. Bennett ... ..	36, Dee Road, Connah's Quay, near Chester.
DUNDEE ... ..	D. Grafton ... ..	2, Killin Terrace, Law Crescent, Dundee.
FALMOUTH ... ..	Duncan Robinson ... ..	Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD ... ..		
FOWEY ... ..	James Salt ... ..	Seaside Cottage, Polruan, Cornwall.
GLASGOW ... ..	A. A. Love ... ..	32, Falkland Street, Glasgow, W.2.
GLOUCESTER ... ..	L. C. Taylor ... ..	Pilotage Office, Sharpness.
GOOLE ... ..	H. Cowling ... ..	117, Brindley Street, Holderness Road, Hull.
GRANGEMOUTH ... ..	Robert Flesher ... ..	The Docks, Grangemouth.
GRAVESEND (River)	Geo. W. Coles ... ..	14, Harmer Street, Gravesend.
GRAVESEND (Sea)	T. Flinn ... ..	20, Overcliffe, Gravesend.
HARTLEPOOL ... ..	J. T. Nicholson ... ..	70, Church Street, West Hartlepool.
HARWICH ... ..	T. R. R. Letten ... ..	"Rivington," Fronck's Road, Dovercourt.
HOLYHEAD ... ..	William Owen ... ..	8, Hibernia Row, Holyhead.
HULL ... ..	L. Walford ... ..	35, Glencoe Street, Anlaby Road, Hull.
IPSWICH ... ..	G. A. Gardiner ... ..	15, Ruskin Road.
ISLE OF WIGHT ... ..	L. W. Akerman ... ..	"Craig-y-don," Princes Esplanade, Cowes, I. of W.
KING'S LYNN ... ..	J. W. Reed ... ..	Friars Rest, 5, Whitefriars Road, Kings Lynn.
LEITH ... ..	E. C. M. Ross ... ..	28, Starbank Road, Trinity, Edinburgh.
LIVERPOOL ... ..	Arthur H. Evans ... ..	42, Market Street, Hoylake, Cheshire.
LLANELLY ... ..	William Phillips ... ..	Precelly, Pwll, Llanelly.
LONDONDERRY ... ..	John McLaughlin ... ..	Pilot Station, Innishowen Heads, Co. Donegal.
LOWESTOFT ... ..	J. Riches ... ..	170, Denmark Road, Lowestoft.
MANCHESTER ... ..	Arthur H. Evans ... ..	42, Market Street, Hoylake, Cheshire.
METHIL ... ..	J. R. Davidson ... ..	"Glen Goyal," Macdonald Street.
MIDDLESBROUGH	D. H. Tate ... ..	44, Cranford Gardens, Acklam, Middlesborough.
NEWHAVEN ... ..	E. W. Chidgey ... ..	"Quantock," Hillcrest, Newhaven, Sussex.
NEWPORT (MON.)... ..	C. J. Page ... ..	1, Caerau Road, Newport, Mon.
PLYMOUTH ... ..	E. Rogers ... ..	The Exchange, Pilot Office.
POOLE ... ..	W. Brown ... ..	"Elgar," 28, Hermitage Road, Parkstone, Dorset.
PORTSMOUTH ... ..	R. R. Russell... ..	10, Grand Parade, Portsmouth.
PORT TALBOT ... ..	G. C. Fairweather ... ..	157, Tan-y-Groes Street.
PRESTON ... ..	H. Halsall ... ..	Pilotage Office, The Docks, Preston.
St. IVES ... ..	W. H. Treloar ... ..	14, Barnoon Terrace, St. Ives.
SANDWICH ... ..	G. Lumbard ... ..	Chilton Farm Cottage, Pegwell Bay, Ramsgate.
SHEERNESS ... ..	P. J. Hannan ... ..	113, Minster Road, Sheerness.
SHOREHAM ... ..	A. J. Blaker ... ..	"Braeside," Old Rectory Gardens, Southwick,
SOUTHAMPTON	J. H. A. Smith ... ..	Pilot Office, 32, Queen's Terrace. [Sussex.
SOUTH SHIELDS	R. Marshall ... ..	12, Green's Place.
SUNDERLAND ... ..	R. Wilkinson ... ..	"Cordova," Park Lea Road, Roker.
SWANSEA ... ..	J. G. Byrne ... ..	Pilot House, West Pier.
TRENT ... ..	Robert Acaster ... ..	30, Cranbrook Avenue, Hull.
WISBECH ... ..	J. P. Burton... ..	35, Custom House St., Sulton Bridge, Wisbech.
YARMOUTH ... ..	C. H. Burton... ..	4, Elm Grove Road, Gorleston.

**SECRETARY AND SOLICITOR:**

Sir JOHN H. INSKIP, K.B.E., 13, Small Street, Bristol