

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 1. Vol. 25

January, 1946

IN THIS ISSUE

NATIONALISATION ?

Government Announcement Discussed
by Executive

Sir John Inskip's Views

Conference Likely to Meet in Early
Summer

■ ■ ■

ROLL OF HONOUR

Pilots who Gave Their Lives in the War

■ ■ ■

THE PRESIDENCY

■ ■ ■

OFFICE REORGANISATION

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

OFFICERS FOR
1945-1946 of the

United Kingdom Pilots' Association

Honorary Vice-Presidents :

VISCOUNT CALDECOTE	LORD STRABOLGI
LORD DULVERTON	SIR IRVING ALBERY
LADY APSLEY	MAJOR JAMES BURNIE
HARRY DAVIS, ESQ.	CAPTAIN DANIEL E. RANKIN
JOHN LEWIS, ESQ. (Swansea)	CAPTAIN J. S. LEARMONT
W. T. SMALL, ESQ.	BERNARD C. WEBB, ESQ.

Vice-Presidents :

MR. J. H. A. SMITH (Isle of Wight Outward)
MR. ALEXANDER A. LOVE (Glasgow)

Trustees :

MR. T. STOODLEY (Cardiff) MR. W. T. SMALL (Liverpool)
MR. GEORGE N. RICHARDSON, O.B.E. (Humber)

Honorary Treasurer :

MR. BERNARD C. WEBB

Executive Committee :

MR. J. STANLEY AYRE (Tyne)	MR. H. B. EAGLE (Isle of Wight Outward)
MR. J. J. JONES (Cardiff)	MR. G. W. WINDASS (London River)
MR. M. M. MARSHALL (Tyne)	MR. F. R. E. GOLDSMITH (Gravesend Channel)
MR. C. E. MOCK (Swansea)	MR. G. S. WARD (Humber)

MR. J. H. INNES (Gourock)

Auditors :

MESSRS. WATLING, PARKER AND CO. (Bristol)

General Secretary and Solicitor :

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

Editor of "The Pilot" :

ALFRED CURTHOYS
70, High Holborn, London, W.C.1

THE PILOT

No. 1 Vol. 25

January, 1946

"NATIONALISATION"

BY SIR JOHN H. INSKIP

THE many informal discussions which have taken place over the last two or three years in reference to post-war re-organisation have not envisaged nationalisation, which has now come to the forefront following a statement in the House of Commons that among the ancillary services of a Port Authority to be considered as coming within the nationalisation programme of the Government, pilotage was included. This has been confirmed by a letter from the Minister of War Transport to a Pilotage Authority stating that he is now considering the nationalisation of the pilotage service of the United Kingdom. The pilots are, therefore, faced by a crisis not less serious than the one through which the Association steered them in the years immediately preceding the passing of the Pilotage Act.

END OF THE PILOTAGE ACT

During the discussions referred to, centralisation has been much in the foreground, but that is something quite different and distinct from nationalisation. Nothing is to be gained by discussing the various forms which nationalisation may take. One thing is certain, and that is that any conceivable form of nationalisation will alter very materially, and for the worse, the position of a pilot. It would most certainly mean the end of the Pilotage Act, which, notwithstanding some of the weaknesses revealed during the 32 years of its existence, still remains what it has always been, the Pilots' Charter. The professional status of a pilot could hardly survive so drastic a change. He would become the servant of the nationalised Port Authority, and would no longer, I surmise be the proud possessor of a pilot's licence protected by all the force and authority of an Act of Parliament.

Nationalisation would almost certainly mean the inter-changeability of pilots so that they may be transferred as circumstances require from one district to another. With all these disturbing factors their remuneration must become very vulnerable and even those pilots, and there are a few of them, who may be prepared to lose the status, rights and privileges at present enjoyed provided their remuneration is adequate, will be hard pressed to find any grounds for thinking that their scale of remuneration and working conditions will be as favourable as, let alone more favourable, than in present circumstances.

FOR CONFERENCE APPROVAL

The Executive Committee were prepared for this development and have wisely decided that it would be a fatal policy to allow themselves and those they represent to be drawn nearer the precipice than can be avoided, and when Conference meets they will submit their decision, as reported in this number of *The Pilot*, for approval of the members. What, if any, step the Transport and General Workers' Union has taken on behalf of the few ports which it represents, I do not know. One would expect it to give a lead to its members on so important a matter and we can only await developments. It is hardly likely that the pilots who have allied themselves with the Transport and General Workers' Union will differ in their outlook from the general body of pilots represented by this Association, and if such is the case, the sooner the Union declares its attitude on this important question the better it will be for all concerned, and then the pilots can go forward together as a united body in protection of their interests.

EXECUTIVE COMMITTEE MEETING IN LONDON, November 28th, 1945

A meeting of the Executive Committee was held at the Holborn Restaurant on November 28th, 1945 and was attended by Messrs. J. H. A. Smith, senior vice-president, in the chair, Alex. A. Love, vice-president, Bernard C. Webb, hon. treasurer, J. Stanley Ayre, M. M. Marshall, C. E. Mock, G. W. Windass, G. S. Ward, J. H. Innes, J. J. Jones, F. R. E. Goldsmith and Sir John H. Inskip, secretary and solicitor.

AGENDA

1. Minutes of the last Meeting.
2. Application of Pilot Raddings, Humber, relative to Board of Trade Inquiry.*
3. Letter from Colchester re Trinity House Outport Pension.
4. Pilotage Rates—Letter from Isle of Wight Inward Pilots.
5. Office Re-Organisation.*
6. President.*
7. Parliamentary Committee.*
8. Circular letter from Secretary of the Liverpool and Manchester Pilots.
9. Report on Post-War Pilotage.*
10. Barry—Compulsory Pilotage.
11. Choice Pilotage.

(* These items are dealt with in separate articles in other pages).

TREASURER'S REPORT

Mr. Webb reported on the financial position of the Association and added that the membership had not decreased.

PENSION BASIS

The letter from Colchester dealt with the case of a pilot who was not satisfied with the amount of his pension and wished the Association to endeavour to obtain better pensions for the outports. It was pointed out, however, that the pensions were calculated on an actuarial basis, and notwithstanding the increased cost of living that basis cannot be altered.

The Chairman mentioned that the Trinity House pilots had their own committee and were doing what they could, but at present the pilot in the Colchester case was getting a pension on the scale laid down in the bye-laws and until there was an alteration in the scale he could not get more.

" IN THE AIR "

The letter from the Isle of Wight, the Chairman explained, was a preliminary one because a reduction of rates was in the air. The matter had not yet reached the stage when there were any concrete facts to put forward but the pilots of the district assumed that they would get the usual assistance from the Association in dealing with the matter, which of course they would.

NO SHORT CUT

The Barry pilots were turned down by their Pilotage Authority when they sought support for compulsory pilotage and they wanted to know what their next step should be.

The Secretary said that there was not the slightest hope at the moment of amending the Pilotage Act in order to establish general compulsory pilotage. If one Authority could put up a really strong case there might be some hope of getting it for an individual district but that was a very different matter from general compulsory pilotage.

Mr. Love thought it should be made clear that there was no short cut to general compulsory pilotage.

It was agreed that Barry should be advised that at the moment with nationalisation in the air and the Government apparently committed to it no useful purpose could be served by asking for new Pilotage Orders or amendments of the Pilotage Act.

LIVERPOOL LETTER

Reference was made to the letter signed by Mr. Arthur Evans, secretary of the Liverpool and Manchester Pilots' Associations and addressed to local secretaries of the U.K.P.A. The Executive discussed the matter for some time.

ABERDEEN'S THANKS

Mr. Love said he had been asked by Mr. Wyness, secretary of the Aberdeen branch to say how much they appreciated the help Sir John had given them in connection with their cutter.

NEXT MEETING

It was agreed that the Executive should meet again on February 6th, 1946.

CONFERENCE

In view of the nationalisation question the 1946 Conference may well be one of the most important in the long history of the Association. The date will be arranged at the February meeting of the Executive Committee and it will probably be in June or early July at the latest. This will give the ports an opportunity of carefully considering the implications of the Government's intention. Any developments in the situation will be dealt with in the next issue of *The Pilot*, which contain the Conference arrangements and should be in the hands of members some weeks before the assembly.

Mr. J. S. AYRE on TYNE COMMISSION

Mr. J. Stanley Ayre has the distinction of being the first pilot to serve on the Tyne Improvement Commission. He is a member of the Town Councillor of South Shields and was elected to serve on the Commission as one of its representatives.

PILOTS' AS STATE SERVANTS?

Nationalisation is being considered by the Government
Executive advises U.K.P.A. Members to Oppose It

AN announcement of the greatest importance to pilots was made in the House of Commons on November 26th, 1945.

Mr. A. C. M. Spearman, Unionist Member for Scarborough and Whitby, asked the Minister of War Transport, in connection with the nationalisation proposals for transport, if it was intended that the assets of the dock and harbour undertakings would be required by the State, or whether the existing ownerships were to be continued; and what were the appropriate ancillary activities he had in mind in connection with his proposals.

Mr. A. J. Barnes, the Minister of War Transport, said that in reply to the first part of the question he was unable at present to add anything to the statement recently made by Mr. Herbert Morrison, Lord President of the Council. As to the second part, among the ancillary activities he had in mind as requiring examination were functions in regard to navigation and pilotage.

This statement was made almost on the eve of the meeting of the Executive Committee of the Association. It had an important bearing on three of the items on the agenda for the meeting which was already in the hands of the Executive—the report on post-war pilotage, the presidency of the Association, and the formation of a Committee of Members of Parliament. These three items are, therefore, treated together in this survey.

UNION ACTIVITY EXPLAINED

In Sir John Inskip's opinion the announcement helps to explain the activity of the Transport and General Workers' Union which for some time has been very active in their efforts to let pilots into the Union. What should be the proper course in the circumstances? The pilots are faced with becoming a State service unless a strong enough opposition is produced. Nationalisation means that they would be employed at a salary and be part and parcel of the service provided by the dock authority which will presumably be the State. Nationalisation is very different from centralisation which involves carrying on under a Pilotage Act with local bye-laws, but instead of district boards and the Ministry of War Transport there would be a Central Board to co-ordinate things, cut out a lot of red tape and settle questions which at present necessitate constant reference to the Ministry. Moreover the pilots would preserve their status and licences.

"I should be very surprised" said Sir John, "if any pilot would want to give up all that has been fought for all these years and become the servant of the port authority

without any of the protection and privileges which he enjoys to-day as a licensed pilot under the Pilotage Act."

"I am perfectly satisfied that the pilots would prefer centralisation" was the Chairman's comment, and Mr. Goldsmith said that while London was not whole-heartedly in favour of centralisation he could not imagine the London pilots wanted to be the servants of the Port of London Authority.

The effect of the Government's announcement is that the alternatives are no longer the retention of the *status quo* or an agreed scheme but reorganisation or nationalisation. Sir John authorised the Executive members to tell the ports that the discussions on post-war organisation which had been taking place had been suddenly stopped in view of the Government's pronouncement and the position now had to be considered in the new light of that pronouncement.

LINE OF RE-ORGANISATION

The Chamber of Shipping had a meeting early in December when the matter was discussed and Sir John told the Executive that arising from that discussion he might have something more definite to tell the Executive at their next meeting. He did, however, give some indication of the lines along which the Executive Committee were thinking. The main principle of re-organisation would be the scrapping of all local Authorities as we now know them, the amalgamation of certain districts—The Firth of Forth ports for example—the simplification of schedules of rates, the drafting of a code of bye-laws for all districts varying only where some special bye-law was required to meet the particular needs of an individual port, the establishment of a national pension fund, and the working out of a method of stabilising earnings so as to avoid the present anomalies. All these matters would be under the control of a Central Board with small district boards of two or three members on which the pilots would serve for dealing with day to day matters. How the pilots would receive their remuneration—by salary or the present method—had not been discussed at all. Either method could be adopted. No port would suffer in remuneration by having the Central Board in place of local boards, and ports like the Humber, where remuneration had never compared favourably with other ports, would benefit.

After a lengthy discussion the following resolution was adopted unanimously:

"That this Executive Committee has learned with very grave concern the announcement in Parliament on

(Continued on next page)

COST OF OFFICE RE-ORGANISATION

Conference to be Asked to Increase Subscription to 5/- a Month

The re-organisation of the office of the U.K.P.A. was further discussed at the Executive meeting in November.

Sir John Inskip announced that with the end of the war the position had been eased for him, but he did not mention this in order to suggest that they should carry on as they were. He was concerned about the upheaval which threatened them in pilotage matters and he did not want to see the Association suffer in any way by his giving up at an awkward moment. Whatever plans they made it was vitally important for the Association to set up an office of its own.

"In London?" asked the Chairman.

"That is for you to decide," Sir John replied.

Mr. Webb who has given a lot of thought to the subject put before the meeting his own estimate for a scheme of re-organisation. If the position of Secretary and Solicitor were divided and an office established in London he calculated that the Association would require an additional income of £1,500 a year. His estimate took into account these items over and above Secretary and staff—expenses of President, Solicitor, offices and additional work.

The balance sheet for 1944 showed a sum of £227 in hand, but as Mr. Webb pointed out, in a normal year there would have been two more meetings of the Executive and with a Conference they would have been lucky to finish the year without a deficit. He referred his estimate to the sub-committee appointed at the Executive meeting in Bristol in November, 1944 for consideration.

The extra cost of any re-organisation which he estimated at £1,000 over and above Secretary and staff will have to be met by an increase in the subscription and the Executive agreed to recommend Conference to raise the monthly contribution from three shillings to five shillings, at a convenient date, after the Conference.

This increase to £3 a year if accepted will add £1,000 to the Association's income.

42 YEARS A TYNE PILOT

Since last Conference the death has occurred of Mr. William Mould Young a well-known Tyne pilot who retired three years ago after 42 years in the service. Mr. Young who was 72 years of age went to sea when he was 12.

"THE HOUSE OF WEBB"

In this article in *The Pilot* for November last year an incorrect figure introduced a note of inconsistency. We mentioned that Mr. Bernard Webb joined the Clyde pilotage service in 1906 and as he retired in 1944 his service was 38 years, not 28 as stated.

(Continued from page 5)

November 26th, that the Government is contemplating the nationalisation of the service and is resolved to advise the members of the Association to resist any such proposal to the utmost of their power."

It was suggested that Sir John Inskip should contribute an article to the next issue of *The Pilot* explaining what nationalisation involves.

THE PRESIDENCY

Regarding the Presidency, it will be recalled that at the 1945 Conference the ports were invited to send in any names they wished to be considered. No suggestions had been received for Sir John to put before the Executive except from one member.

The position is a difficult one for the Association. It was very fortunate in the selection of Lord Apsley, who in Mr. Smith's words was "a good mixer and stood well with all parties," but it has always claimed to be non-political and not associated with any particular party.

The name of a National Liberal was put forward by Mr. Webb and one of the Independents in the House of Commons was also mentioned. Mr. Mock, however, suggested that the President should be sought from among those more in sympathy with the trend of political feeling, but Mr. Jones doubted whether any prominent Labour man would take on the job.

The first consideration, as Mr. Goldsmith pointed out, is whether the pilots are for or against nationalisation. If they are against they should choose as President one whose views are against nationalisation.

Mr. Love suggested that if they were to be nationalised they need not bother about electing a President or a Committee in the House!

The choice of a President to submit to Conference was not carried any further at this meeting but it will be kept well in mind by the Executive and the invitation to the ports to suggest suitable names for consideration remains open.

The intention of the Ministry has since been confirmed by a letter to a Pilotage Authority stating "that nationalisation was engaging the attention of the Minister."

HOME AGAIN

In the late summer the Cinque Ports pilots returned to Dover. Their old office has gone and from the new one at 5, Maison Dieu Road, they "look out" on a church instead of the English Channel. Mr. R. E. Clare of Woodend, Whitfield Hill, Dover has succeeded Mr. E. T. Day as local secretary of the U.K.P.A.

The Roll of Honour

Pilots Who Gave Their Lives in the Second Great War

In response to the request for particulars of war casualties the following details have been supplied by the ports:—

CINQUE PORTS

E. M. SMITH

On November 18th, 1930, off Longsand Head buoy, while piloting the steamer *Black Hill* from the Downs to Gravesend. He was 60 years of age and joined the Service in 1909.

F. O. ENSOR

On February 15th, 1940, in the North Sea, while piloting the steamer *Georgio Ohlsen* from the Downs to the Tyne. Aged 52 years. Entered the Service in 1920.

D. MACDONALD

On April 24th, 1940, in South Edinburgh Channel, while piloting the steamer *Stocksby* from the Downs to Gravesend. He was 40 years of age and had been a pilot since 1927.

W. H. HOPKINS

On December 21st, 1940, off the Nore, while piloting the motor vessel *Irania* from the Downs to Thameshaven. Aged 67 years. A pilot since 1904.

W. E. PEVERLEY

On November 3rd, 1943, in the English Channel, while piloting the steamer *Storaa*. He was 50 years of age and had been in the Service since 1926.

GRAVESEND CHANNEL

F. K. MANLY

December, 1939, in H.M. Submarine.

H. WARD

In an explosion which destroyed the tanker *Lucillus* which he was piloting to a berth at Thameshaven.

W. BRUCE

Piloting in the steamer *Inver*, sunk by mine in the Thames Estuary.

Captain Y. McL. CLEEVES, R.N.E.

Among the pilots with an outstanding war record is Captain Y. McL. Cleeves, of Swansea. Except for one brief period at the Admiralty he was in command of ships engaged in anti-submarine and convoy work as senior officer of escort. In 1942 he was loaned to the U.S. Navy and became a Task Unit Commander when the American convoy system was started.

A. S. WITHERDEN

Killed by machine gun fire from Nazi aircraft which attacked the pilot cutter on station in the Barrow Deep.

S. I. BUCK

In the steamer *Norhaug*, sunk by mine in the Barrow Deep.

A. J. W. PRYKE

Torpedoed by "E" boats off Dungeness in the Dutch tug *Roode Zee* with Mulberry unit in tow.

HUMBER

J. W. K. STONE

In an explosion while on pilotage duties, February 16th, 1941.

A. JOHNSTON

Blown up in a minesweeper, September 6th, 1941.

TEES

THOMAS HUNTER

In an explosion in the French corvette *La Bastaise*, while undergoing trials in Tees Bay, on June 22nd, 1940. Aged 57. Pilot since 1905. Attended Newcastle Conference, 1939.

PORT TALBOT

GEORGE FAIRWEATHER

Lost his life when piloting the steamer *Madjo* on November 4th, 1941. The vessel struck a mine when leaving Port Talbot and all aboard were lost. Mr. Fairweather was a representative of the pilots on the Pilotage Authority.

In reporting the names for the foregoing Roll of Honour some of the ports recorded other incidents which should be mentioned.

The Tees pilots, for instance, lost one of their number, Mr. William Wishart Young who died on December 16th, 1941, after being knocked down by a motor bus during the black-out. He was 52 years of age and had held a pilots' licence for over 30 years.

At Port Talbot when the steamer *Stalheim* struck a mine and sank within two minutes five of the crew lost their lives and Mr. H. A. Gunn, the pilot, was seriously injured.

His commands were *Warwickshire* (trawler), *Clematis* (corvette), *Warwick* (destroyer), *Erne* (sloop) and *Rother* (frigate). In these ships he served in the North Sea, Norway, North and South Atlantic, the Caribbean and Western Mediterranean.

He was promoted Captain, R.N.R., at the end of 1944.

SIGN A BOND AND INSURE IT

Moral of a Humber Case in which a Pilot was Fined £50

It is hoped that the Humber pilots will accept the advice of the Executive Committee and take out bonds limiting their liability and insure them under the U.K.P.A. scheme.

That was the suggestion made to Mr. Ward at the November meeting of the Executive when the case of Pilot Raddings was discussed. The Board of Trade Inquiry held that the pilot was to blame for an accident and fined him £50. On instructions from Sir John Inskip an eminent firm of solicitors in Hull acted for the pilot and after studying the evidence and the findings, Sir John decided that the chances of a successful appeal against the verdict were very remote.

There was a strong feeling among the Executive that the Association had done all that could be expected. Although repeated appeals had been made to pilots to take out bonds limiting their liability which could be covered by a premium of about six shillings a year per man, the Humber pilots had not exercised their right, and the Executive considered that it would be a dangerous precedent to accept responsibility in this case.

The compromise suggested by Sir John was that if the Humber pilots took out bonds and insured their liability for transfer and also paid to the Association the sum of 7s. per pilot the Association might assume that they were covered up to the date of the incident in which Pilot Raddings was involved. The suggestion was unanimously endorsed by the Executive.

In some districts there is an arrangement by which every new entrant signs a bond when he receives his licence.

It was pointed out that the Association had already saddled the whole of the pilots' legal cost.

GOOLE PILOTS' WAR RECORD

The pilots of the comparatively small port of Goole have a war record of which they may well be proud. There are 13 pilots at the port and all served in the forces, most of them throughout the war.

Captain H. Richman, R.D., R.N.R., was Naval Officer-in-Charge since the early days of the re-occupation of that port.

Commander A. Ayre, D.S.O., R.D., R.N.R., was awarded the D.S.O. while in command of *H.M.S. Lagan*.

Lieut.-Commander E. Smith, R.N.R. and Lieut. A. E. Blackburn, R.N.R., were awarded the D.S.C. for mine-sweeping operations.

LOCAL SECRETARY SINCE 1909

Retirement of Mr. J. R. Davidson of Methil

Mr. J. R. Davidson, a well-known Methil pilot who has been a local secretary of the U.K.P.A. since 1909 has retired from active service and has the best wishes of his many friends in the Association.

He belongs to a very old and well-known seafaring family of shipmasters from Banffshire. Born in 1876 in the village of Portgordon on the shores of the Moray Firth, Mr. Davidson, like most of the boys from that part of the coast, began his seafaring career in the fine fast clipper schooners in the Baltic and Newfoundland trades. After two years in the *Konigsberg* he shipped before the mast in the full-rigged ship *Kinross* of Liverpool and finished his time before going to school in the *Philomene* belonging to H. Fernie of Liverpool. In 1896 he passed for second mate and joined the *Grandholm* of Aberdeen in the foreign trade. After four years with that company as second and first mate he obtained his master's certificate and was appointed master of their steamer *Goval* and subsequently of the *Garthdu* and *Greyfriars*. When the last named vessel which was on charter to the Cunard Line in their Mediterranean trade, was sold in 1907 he joined the pilot service at Burntisland and in May, 1913, transferred to Methil.

THE LIVERPOOL LETTER

(To the Editor of "The Pilot")

Sir,

As senior vice-president of the U.K.P.A. at the time I want to reply to a particular passage in the letter sent to our local secretaries by Mr. Arthur Evans. On page 2 he refers to our Executive not having met for more than two years prior to March, 1942, and in the next paragraph says—"Parliament continued to meet—Government Departments managed to carry on—business executives were not rendered dormant and even Trade Unions contrived to continue their activities."

No one knows better than Mr. Evans that the Vice-Presidents and the Executive Committee of the U.K.P.A. is composed of operative pilots who under pressure at their local districts could not attend meetings and that whenever a quorum could be obtained meetings were held. On the other hand all the bodies he mentions consist of paid professional men who were only carrying out their usual daily duties.

Yours, etc.,

BERNARD C. WEBB,

Senior Vice-President until Dec., 1944.