

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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November, 1947

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THE NEW FIRTH OF FORTH ORDER

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to whom all communications are to be addressed

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1947-1948 of the

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NATIONAL INSURANCE SCHEME

AT a recent Conference of Pilotage Authorities held in London since the Executive Committee Meeting in September, matters arising under the National Insurance Acts were discussed, and it was decided by a unanimous vote to inform the Ministry of National Insurance that in the view of the Pilotage Authorities represented at that meeting pilots should be classified as self-employed.

The latest information from Sir John Inskip is that up to the present the ports in membership of this Association, from whom he has heard in reply to his letter, are unanimous in their desire to be self-employed persons. This decision followed a statement at the conference of Pilotage Authorities on behalf of the Chamber of Shipping that if pilots entered the scheme as employed persons, with the ship-owners paying the employer's contribution, it would be possible to deal with the problem of redundant pilots all round the coast by putting a number off on unemployment pay. This development was foreseen by your Executive Committee at the outset, and the 1946 Conference was warned accordingly.

In these circumstances it is somewhat unfortunate that the Transport and General Workers' Union has been actively advising its pilot members to be regarded as employed persons. In fact, the National Secretary of the Union has stated that they had been trying to push this Association to a similar decision. The wisdom of the attitude of your Executive Committee in all the discussions which have taken place at the Ministry of National Insurance and elsewhere is now proved. That attitude was not to commit the pilots one way or the other until we knew precisely upon what terms pilots would fall into the employed category.

For some reason or other, the Union has not concerned itself with the possible consequence of such a decision, and it therefore looks at the moment as if the pilots will be speaking with a divided voice. There are, however, good grounds for thinking that some of the pilots in membership with the Union have already changed their minds. So far as this Association is concerned, at any rate, the final choice has yet to be made and the Executive Committee, which is giving this matter constant attention, is now awaiting reports from all the ports in reply to its circular letter.

At the time of going to press the Secretary had been notified that the pilots of the following ports had decided in favour of being self-employed :—

Isle of Wight (Inward)	Cardiff	North Channel
Isle of Wight (Outward)	Cinque Ports	Swansea
Gourock	King's Lynn	Gravesend River
Barry	Glasgow	Hartlepool
Seaham	Aberdeen	Port Talbot
Shoreham	Tees	Whitehaven

The letter from Sir John, referred to in the above paragraphs accompanied a note prepared by Mr. F. R. E. Goldsmith on the discussion at a meeting at the Ministry of National Insurance on July 22nd, 1947. As the ports are already familiar with the contents of that note it is not included in this issue of *The Pilot*. It was discussed at considerable length at the Executive meeting in September and the Committee decided that it should be circulated to all ports.

IS DEVOLUTION THE SOLUTION?

Scheme for Seven Area Branches suggested as Basis of Discussion

By C. E. MOCK, Swansea

The author of this article wishes to make it clear that the points raised and the views expressed are purely his own and he has not discussed the matter with any other pilot.

THE departure of Sir John Inskip from the Secretaryship of the United Kingdom Pilots' Association after so many years of distinguished service creates for us very great difficulty of finding someone to take his place. The object of this article is to suggest that the way to solve the problem may lie in treating it as an opportunity for carrying out some form of much needed reorganisation.

The optimist has been described as one who sees an opportunity in every difficulty. I write as an optimist. I would like to submit to members for their consideration a proposal that the Association should set up Area Branches financed largely, if not completely by the Association, but with their own officers. These would include part-time paid secretaries who would deal with all matters arising in their areas affecting the pilots leaving only anything of national importance for action by headquarters of the parent body.

As a basis of discussion I suggest that branches be set up in the following districts:—

- (1) LONDON, the Wash to the Foreland.
- (2) SOUTHAMPTON, Foreland to Land's End, including Isle of Wight.
- (3) BRISTOL CHANNEL and WELSH COAST to Pwllheli.
- (4) MERSEY, Pwllheli to the Scottish Border.
- (5) SCOTLAND. One or two Branches.
- (6) NORTH-EAST COAST, from the Border to the Wash.
- (7) NORTHERN IRELAND.

If some such measure of devolution were carried out the work of headquarters would be comparatively small though still important, and it would not be difficult to find someone to carry out the duties of General Secretary—perhaps even on a part-time basis—at a reasonable remuneration.

The conditions and customs vary so much in different parts of the country that it will be almost impossible to get a man who will have any sort of chance of giving satisfaction to the Association at the present time, which, no doubt, is one of the most critical periods in its history. If, however, a man is found in each Branch Area who is fairly well acquainted with the conditions prevailing in his own area, these Branch Secretaries, assisted by their local committees, could probably deal with all matters arising in those areas. They could meet periodically in London—very much as the Executive Committee meets now—and compare notes, for their mutual help and guidance under the General Secretary of the Association.

The work of the branches could be efficiently and expeditiously carried out under this scheme, and matters transcending the interests of a branch could be passed on to the General Secretary to be dealt with by the Association. The Annual Conferences could be held in each branch area in turn.

Anyone who has attended the Conferences of the Association or read *The Pilot* regularly, year in and year out, will realise how dependent the organisation has been on the ability and personality of its Secretary, and will realise too, that now he is leaving us, some rebuilding will have to be done and on a different foundation.

Will pilots think about this suggestion and make their criticisms or comments, or their alternative suggestions, and see that they reach all pilots either through the medium of *The Pilot* or in any other suitable way.

U.K.P.A. GOES TO HELP OF WISBECH

Refusal to Handle Ship Brings Troubles to a Head

Wisbech pilotage has been in a troubled state for some time. The Pilotage Authority is the Wisbech Town Council and no one seems to know how often the Authority meets or exactly how pilotage there is administered. There is no Pilotage Committee as one would expect so that when the Authority has to meet to discuss pilotage business they have to summon the whole of the Town Council, which is a most unusual and impossible way of conducting matters. There is no pilot boat, but the pilots own a boat which they use. The pilotage bye-laws are silent on a number of points which one would expect to find dealt with in any code of bye-laws, and it is hardly surprising to find that things have not been working smoothly, largely as an outcome of the way in which the pilotage service is administered at Wisbech.

The pilots decided to bring matters to a head by refusing to take their boat out for the fourth or fifth time to meet an expected vessel coming over from Germany. There was a meeting of the whole of the Wisbech Town Council to consider the matter and they decided to revoke Pilot Barron's licence and to suspend the licence of one of his colleagues for one month. The suspended licence was returned to the pilot almost at once by the Chairman of the Wisbech Port Authority and a special meeting of the Wisbech Town Council was called later to confirm his action. Apparently the port found itself without a pilot.

As an appeal is pending, the merits of the case had better be dealt with in a subsequent issue, and this will be done because it is a matter of great importance and interest to every pilot. The circumstances were so unusual and matters at Wisbech so obviously wanted clearing up that the U.K.P.A. did not hesitate for one moment before going to the help of the pilots, and in particular the pilot who has been deprived of his licence. How greatly this has been appreciated at Wisbech is evident from the following letter to Sir John Inskip:—

WISBECH PILOTS,
WISBECH AND SUTTON BRIDGE,
37, Clarkson Avenue,
Wisbech.

October 30th, 1947.

Dear Sir John,

Words cannot express my gratitude and appreciation for your tremendous efforts on my behalf, and I can assure you that I was deeply moved to learn from my solicitors that you had phoned so as to insure that your advice and experience should reach us in time. My solicitors also join me in this gratitude and thanks.

I trust you will find space in your next issue of *The Pilot* to insert this letter, so that the whole pilotage service can appreciate the great work you have done and are still doing for pilots at small ports as well as the large.

Again thanking you,

I am, Dear Sir,

Yours faithfully,

JAS. BARRON.

NEW FORTH ORDER Byelaws Code is Thorny Problem for Authority

The Forth Pilotage Order, 1947, dated September 5th, came into force eight weeks after that date and it now remains for the Authority to tackle the thorny problem of a new code of bye-laws which will have to be made.

Rumour has it that some difficulty has been experienced already in the framing of these new bye-laws and this would seem to be confirmed by a clause in the Pilotage Order providing that until new bye-laws are made the existing bye-laws for the respective pilotage districts will remain in force. It is a little difficult to see how the present bye-laws can operate satisfactorily, if at all, under a new combined district, so before long we can expect to hear something about the new code.

The experience of the U.K.P.A. in the Firth of Forth over a number of years suggests that there is still plenty of trouble ahead.

Mr. G. N. RICHARDSON NOW PILOT COMMODORE

Congratulations and good wishes to Mr. George N. Richardson, O.B.E., a former vice-president of the U.K.P.A. on his appointment as Pilot Commadore at Hull in succession to the late John M. Holland.

As master of the pilot cutter *J. H. Fisher*, Mr. Richardson is succeeded by Mr. G. A. Todd and Mr. E. L. Burn has been appointed master of the cutter *W. A. Massey*.

RADIO TELEPHONES

At the King's Dock entrance, Swansea, the G.W.R. Company have installed a radio telephone operating on a frequency of 67.675 megacycles with a power of 25 watts and an effective range of 25 to 30 miles, which will permit of two-way communication with the pilot cutter *Roger Beck*, similarly equipped by the Swansea Pilotage Authority. The dockmaster's staff will now be in direct touch with the pilot cutter on stations in the Mumbles roadstead during tide time, and when visibility is limited owing to fog or rain.

EXECUTIVE COMMITTEE MEETING

The Executive Committee met at the Holborn Restaurant, London, on September 11th, 1947. There were present: Messrs. A. A. Love (in the Chair), F. R. E. Goldsmith, N. A. Line, J. H. Innes, H. B. Eagle, D. H. Tate, C. E. Mock, J. J. Jones, G. S. Ward, M. M. Marshall, S. J. Ayre, B. C. Webb (hon. treasurer) and Sir John H. Inskip (secretary and solicitor).

INCREASED MEMBERSHIP

The Secretary reported that the membership had increased since the Conference, some of the smaller ports having joined the Association and there had been no secessions.

Mr. JONES'S POSITION

Mr. Jones said that he had been placed on the reserve list of pilots at Cardiff but he retained his licence.

He remains on the Executive until the next Conference.

A WIDOW'S PENSION

The Executive agreed, on the proposition of Mr. Ward, to obtain Counsel's opinion regarding a claim for duty on the pension payable to the widow of a Cinque Ports pilot, Mr. T. H. Hood.

There had been correspondence on the subject between the solicitors acting for Mrs. Hood and Sir John who felt that there was at any rate something in the point justifying obtaining Counsel's opinion.

The question had arisen at other ports, and as Mr. Line pointed out, it affected all pilots.

CONFERENCE DECISIONS

The resolutions and matters arising out of Conference were considered by the Executive.

On the Falmouth resolution regarding notice of a ship's sailing time being given well in advance to the pilot, Sir John said that he was taking this matter up with the local pilots to see if they had any practical suggestions to offer. He added that no other port had communicated on the subject.

With regard to the suggested sickness insurance scheme run by the Association, Mr. Tate said that 100% of his members were in favour of the 10/- rate.

The Chairman said that other applications might be received and deferred the matter.

SEAHAM RATES

Mr. Ayre asked for information about the rates at Seaham Harbour and expressed some anxiety about a suggestion that the Chamber of Shipping wanted a cut in the rates to counteract a boarding and landing rate which the pilots were getting for the first time.

Sir John dismissed any suggestion that the Seaham pilots were being side-tracked, and

said that the matter was going forward in a perfectly normal way. The pilots had a good case for an increase and the only question was how much.

A TEES EXEMPTION

The exemption from pilotage under 900 tons gross which was imposed on the Tees about 1850—nobody appears to know why—was mentioned by Mr. Tate. The Tees pilots were anxious to get rid of it, and if they should succeed this would mean a gross increase in their income of 22%.

The Secretary undertook to advise the Tees pilots on the matter.

THE PRESIDENCY

It was mentioned that there had been no developments regarding the Presidency. The Chairman said it was desirable that the position should be filled as soon as possible.

THE SECRETARYSHIP

During the meeting the Executive interviewed a number of applicants for the position of Secretary to the Association but no appointment was made, and it was agreed to give further consideration to some of the other candidates.

NEXT MEETING

The next meeting of the Executive Committee was arranged for Thursday, December 11th at 10 o'clock.

FIRST PILOT OF THE "QUEENS"

Death of Captain Duncan Cameron

The death occurred at Glasgow in August of Captain Duncan Cameron, retired senior Clyde pilot, who was in charge of the liners *Queen Mary* and *Queen Elizabeth* when they were launched and took both of them down river from their fitting-out basin at Clydebank. He was one of the outstanding personalities of a service noted for its high standards.

Captain Cameron who was 67 had his first experience of seamanship with his father who owned and sailed the ferry between Kilchoan and Tobermory.

He spent some years in sail, then joined the Anchor Line and entered the pilotage service in 1915. He was choice pilot of the Cunard White Star Anchor Line and associated companies on the Clyde for many years.

Many of the warships built on the Clyde during the war were under his charge when launched and during their trials. He travelled across the Atlantic in the *Queen Elizabeth* on her first secret voyage during the war.

FIRST OF THE SEVEN POINTS WOULD SIMPLIFY CHAOTIC SYSTEM

During a discussion on the Seven Points Policy, the Executive Committee, at the meeting on September 11th, emphatically turned down the idea of the pilot's status being between that of master and mate.

The 1936/38 formula inevitably came into the discussion and when Sir John reported that he was actively dealing with applications for increased rates at a considerable number of ports the Chairman asked if all of them were below the formula.

Sir John replied that they were not, and this prompted the comment from Mr. Love that the Ministry did not appear to be sustaining the formula. He went on to explain that when the schedules were fixed after the last war most ports had the basic pilotage rates reviewed. They were then fixed to give £x upon their shipping. Now the position was changed, and it appeared that the pilots wanted to be piece workers in an upward direction but not in a downward one. From that the present position had developed and they were trying to devise something which was impossible—a formula applicable to every port. He cited the case of Goole where with 17 pilots they had £573 before the war, and now with 13 pilots £638. Goole were still entitled to an increase, and they wanted to go back to the pre-war number of pilots, but the shipowners said that would be too many. In some ports the pilots wanted reduced numbers, others wanted more. He had told the Ministry of Transport and the Chamber of Shipping, and they both agreed, that it was impossible to get a formula applicable to all. He did not want to hold up the formula question, but he wished the Association to realise that the present system was chaotic. It would be simplified by adopting the first of the seven points:—

That every ship entering or leaving a port and having the right to demand the services of a pilot shall be required to make a contribution to a fund to cover the administration expenses of the pilotage service and towards the cost of maintenance and upkeep of the cutter service.

Sir John stressed that this would rope in every shipowner. It was not compulsory pilotage but compulsory payment and the net result would be that the British shipowner would be relieved to the extent that every ship coming to this country would have to make a contribution towards the maintenance of the pilotage service.

Mr. Tate returned to the question of the formula and asked whether it was possible to waive it completely so that each port could be treated individually.

Mr. Mock agreed that every case ought to be judged on its merits and maintained that any increase should have some relation to the

increases of the merchant marine since 1939. Further, pilotage, like every other industry, was entitled to improved conditions and that should be the guiding principle in considering each case separately. That was how the case should be put to the Ministry and a conference should be asked for. For some time the Association had felt that the formula was inadequate and unwieldy.

The Executive agreed to adopt this course and it was also decided to appoint the Parliamentary Committee (the two vice-presidents and Messrs. Ayre, Line and Mock) as a sub-committee to function in the matter when Sir John decided that developments justified it.

DEATH OF VISCOUNT CALDECOTE Honorary Vice-President of the U.K.P.A. for nearly 30 years.

The members of the Association will have read with regret of the bereavement Sir John Inskip has suffered by the death of his brother Viscount Caldecote. In a life devoted to the service of the nation Lord Caldecote held high legal and ministerial appointments including those of Attorney-General, Lord Chancellor and Lord Chief Justice.

Lord Caldecote had been an honorary vice-president of the U.K.P.A. for nearly 30 years having been elected at the Victory Conference at Hull in 1919. Early in that year the officers of the Association had decided to approach a number of Members of Parliament to try to get them to form a Pilots Committee in the House of Commons of M.P.'s friendly to the interests of the pilots. The first one approached was Mr. T. W. H. Inskip, as Lord Caldecote then was, and it is recorded that he received the deputation very kindly and promised to take an active interest in the formation of such a committee.

The following year he attended the Conference dinner in London and proposed the toast of the Association. He was also a guest at the Jubilee Conference dinner in 1934 and 1937 when as Minister for the Co-ordination of Defence he was the guest of honour. In a memorable speech much of it in lighter vein, he gave a prophetic hint that an emergency might mean diverted pilots as well as ships. Its fulfilment came in the recent war.

Mr. A. E. HODD, North Channel

The Harwich pilots have lost an esteemed and popular colleague by the death, in Colchester Hospital on August 30, following an operation, of Mr. A. E. Hodd. He served his apprenticeship in the Glen Line and later saw service in sail and with the General Steam Navigation Co. He joined the North Channel pilot service in 1935. Mr. Hodd was 44.

CLYDE APPOINTMENTS

Captain M. S. Stuart, deputy pilot master of the Clyde Pilotage Authority at Gourrock, is the new pilot master at Glasgow in succession to Captain J. A. Chalmers. A native of Hunter's Quay, Mr. Stuart began his seafaring career in the cadet training ship *Conway*. He served with the Henderson Line before joining the Clyde Pilotage Authority in 1930. Ten years later he was appointed deputy pilot master at Gourrock.

His successor at Gourrock is Captain George J. C. Law who joined the service in 1940 although he was accepted as a candidate seven years earlier. His sea career started in 1923 as a cadet in the Holt liner *Pyrrhus* and he qualified as master in 1931. He served in 13 ships—in five as chief officer. When war broke out he was chief officer of Hogarth's *Baron Maclay* and was commissioned lieutenant-commander in the R.N.R. From 1943 till 1946 he acted as special pilot for the Admiralty floating dock anchored at the entrance to the Gareloch.

475 FRANCS TO THE POUND

Pilotage dues in the Gironde have been increased by 300 to 400 per cent according to tonnage, as from 1st September, and are now about 20 times higher than in 1939. Thus the liner *Colombie*, the charge for which was 15,436 francs eight years ago and 74,532 fr. last August, now pays 283,784 fr. for pilotage up to Bordeaux, while the dues for a "Liberty" ship have been raised from 56,022 fr. prior to 1st September, to 192,156 fr. The Bordeaux Chamber of Commerce is very upset about it!

APPRENTICES FOR GOOLE?

At a recent meeting of the Humber Conservancy Board it was reported that there was great concern at the difficulties facing the Goole pilotage service with regard to recruitment of pilots.

The possibility of inaugurating a form of recruitment, such as an apprentice system, was suggested. The matter was referred to a sub-committee for consideration and report.

WORTHY SON OF OLD FATHER THAMES

Mr. W. G. Kelley an interesting figure in the London service who recently retired has the good wishes not only of his pilot colleagues but many others familiar with the great waterway.

He went to sea when only 12½ as a deck boy in the London passenger service and at 14 was apprenticed to the river at Waterman's Hall, his father being his master. After seven years' apprenticeship he obtained the freedom of the river as his father, grandfather and great-grandfather had all done before him and his own sons have done since. He is still a freeman of the City of London.

Many summer seasons he spent in the London passenger service and in the winter months went away deep sea. Later while in the coasting trade he held a pilotage certificate for the river and subsequently became master of one of the Belle pleasure steamers. When war broke out in 1914 he served as a Channel pilot and was torpedoed three times.

After the war he went back to the passenger service as master of the *Royal Sovereign*. He remained with the company until he joined the river pilotage service in 1929 and now at three score years and ten has retired under the age limit.

One of Mr. Kelley's sons has for some years been a master with the General Steam Navigation Company.

CAPTAIN W. R. CHAPLIN

Capt. W. R. Chaplin, an Elder Brother of Trinity House, and former Chairman of the Pilotage Committee, has been appointed a Warden of Trinity House. His successor as Chairman of the Pilotage Committee is Capt. T. L. Owen, O.B.E., R.D., R.N.R. (Retired).

NEW SECRETARIES

There is not room in this issue for the full list of local secretaries and their addresses but since the Conference issue in which the list was published the following changes have been notified:—

Barrow-in-Furness—S. Green, 54, East Mount, Barrow-in-Furness.

Hull—E. Holmes, Humber Pilot Office, Queen Street, Hull.