



The Pilot

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Assistant Secretary and Solicitor Appointed

MR. C. D. GRIFFITHS, a Bristol solicitor, has been appointed Assistant Secretary and Solicitor to the U.K.P.A.

He and three other candidates were interviewed by the Executive Committee in London on October 4th and after carefully weighing the merits of each it was decided on the proposal of Mr. Ward seconded by Mr. Mock to offer the position to Mr. Griffiths. To avoid any suggestion that the Committee were not absolutely free to make the choice which they considered in the best interests of the Association, Sir John and Mr. Webb were asked to withdraw during the discussion.

Mr. Griffiths who is in his early forties qualified as a solicitor in 1928. His first appointment was in the Legal Dept. of the London County Council which gave him considerable experience of court work. In 1933 he went to Bristol as a prosecuting solicitor to the Corporation and police, and was appointed a deputy clerk to the magistrates, a position in which he served for some years.

Distinguished War Service

During the war he was an active pilot in the R.A.F.; won the D.F.C. and received the honour of O.B.E. At the interview with the Executive Mr. Mock recognised him as the Wing Commander who was in charge of Swansea Aerodrome where he was highly respected as a man of outstanding character. Soon after the war he accepted an invitation to join Messrs. Lawrence, Williams & Co. (whose senior partner, Sir Seymour Williams, had died during the war) and is still with them. This firm has acted for the Bristol pilots for many years.

Sir John Inskip has, of course, known Mr. Griffiths since he came to Bristol in 1933, and has had many and varied opportunities of watching his work. Quite recently events led to Sir John approaching Mr. Griffiths with a proposal which has led up to this appoint-

ment. It is the hope of Sir John, who, subject to the approval of Conference will continue in office in the meantime, that Mr. Griffiths will be appointed to succeed him not later than the 1951 Conference. In the meantime while he is gradually picking up the reins and serving under Sir John a commencing salary at the rate of £250 a year plus expenses was suggested until next Conference when this will be reviewed by Conference in the light of the experience then gained of this arrangement.

Unanimous Recommendation

It was a matter of satisfaction to the Executive that after the efforts of the past few years they were able to act without further delay by making this unanimous recommendation. The appointment, which, of course, is subject to confirmation by Conference is in keeping with the original recommendation approved by Conference that the offices of secretary and solicitor should be combined as in the past.

The implementing of the further recommendation that the headquarters of the Association should be in London, which was also accepted by Conference, must of course be postponed until at any rate Mr. Griffiths is ready to take over completely from Sir John, but all along it has been recognised that this arrangement was desirable and various candidates were sounded on their willingness to live in Bristol for a time. It will be put to Conference that there are outstanding benefits in Sir John having Mr. Griffiths so close at hand in Bristol every day which will facilitate the closest contact between the two and enable Mr. Griffiths more readily to become familiar with the many subjects dealt with at Head Office.

Visits to Districts Suggested

It was suggested by Mr. Ward when he moved his proposal that it would do a lot of good if during his "apprenticeship" Mr. Griffiths visited the pilotage areas. He will certainly attend all Executive and other meetings in London during this period, and it was left for Sir John to arrange with Mr. Griffiths to commence as soon as possible and certainly before the next Executive Committee on December 15th.

EXECUTIVE NOTES

THE Executive Committee met at the Bonnington Hotel, Southampton Row, London, on October 4th under the Chairmanship of Mr. Alex. A. Love and there were also present: Messrs. F. R. E. Goldsmith, H. B. Eagle, J. H. Innes, M. M. Marshall, C. E. Mock, D. H. Tate, G. S. Ward, J. T. Watson, H. J. Wynn, J. H. Barron, Bernard C. Webb (Hon. Treasurer) and Sir John H. Inskip (Secretary and Solicitor).

Some of the matters discussed appear under separate headings in this issue, and the remainder of the business is dealt with in the following notes.

THE PRESIDENT

The Chairman mentioned that he had received a letter from Sir Peter Macdonald expressing appreciation of the honour done to him by his election as President, and asking to be told when there was anything calling for Parliamentary action so that he could call his committee together.

SECRETARY'S REPORT

Sir John Inskip reported on various pending matters. These, with the Executive's decision where it was necessary were as follows:

National Insurance—A Swansea pilot had cause to claim a sickness benefit under the National Insurance scheme, but in doing so omitted a claim for his wife which he made later, and found himself out of time for this claim. He appealed to the tribunal who have decided against him. The Executive Committee felt on hearing the facts of the case that the tribunal had adopted an unsympathetic attitude and that the rigid adherence to the rule in this particular case meant a hardship. It was decided to lodge an appeal.

A Widow's Pension—There have been negotiations with the Estate Duty Office in connection with the estate of a Cinque Ports pilot, who died some time back, in reference to a claim for duty in respect of the pension payable to his widow. It has since transpired that the amount involved in this particular case is very small, being less than £3, and that the principle involved did not affect any living pilot owing to a later Act. The Executive Committee therefore decided not to proceed further with the matter. The position is that in the case of any pilot dying subsequent to April 10th, 1946, the estate of the widow is treated as an estate by itself, and the amount of any annuity payable out of a Pilots' Benefit Fund will always be very far below the amount which would attract estate duty.

Poundage on Salvage—The Secretary reported to the Committee with regard to the claim of Trinity House for poundage on salvage awards at Falmouth. This matter has been under discussion with Trinity House for a considerable time, and neither the Elder Brethren nor this Association are willing to depart from the position which they have always taken up. Trinity House, however, relies upon a by-law which they contend empowers them to claim poundage on any service rendered by any of their pilots in or out of their pilotage district. The legality of this by-law has been questioned and remains in dispute, but in the particular cases under discussion a compromise has been reached without prejudice. Sooner or later means will have to be found of getting a decision from the court.

Objection to a Humber Certificate—The objection lodged on behalf of the Humber pilots to a certificate granted to a master at their port is still under consideration by the Ministry, and the Secretary advised the Committee that if the objection was not upheld, then it would follow necessarily and logically that an applicant for a certificate could be regarded as the *bona fide* master of a vessel although he had never set foot on her up to the date of the application or since, and he further advised that in his opinion this state of affairs would make nonsense of the words *bona fide*.

Executive Ready to Help—There was some discussion with regard to the proposed employment of the berthing staff at Goole, and the alleged illegal employment of dock pilots at Hartlepool. The Executive Committee expressed their desire to assist the pilots at both these ports in resisting any illegality or infringement of their rights.

Rates Applications—Several ports making or about to make applications for increases in their rates were mentioned and discussed.

Gloucester Trade—The position at Gloucester was reported on and the Secretary mentioned steps which this Association had taken to bring about improvement in the trade at Gloucester.

THE TYNE APPLICATION

The Tyne's application for an increase in rates was referred to by Mr. Marshall. He said they applied for a 60 per cent increase and the Authority agreed although one shipowner who supported an increase did not approve of that amount. The application was put forward by the Authority but turned down.

Sir John said that he found difficulty in adopting a suggestion—made by Mr. Marshall—that he should take the matter up at this stage, the application having been made by the Authority. It was for the Authority

(Continued at foot of next page.)

NO POWER UNDER THE ACT TO APPOINT PROVISIONAL PILOTS

Ministry Confirms U.K.P.A. View and Rules Trinity House By-Law Out of Order

THERE is no power under the Pilotage Act to appoint provisional pilots. That important decision of the Ministry of Transport, which confirms the view the Association has held for some time, was announced by the Secretary at the October meeting of the Executive Committee.

Sir John was reporting the result of an application by Trinity House for by-laws providing powers for the creation of provisional pilots. The idea he said was rather inspired by the position at Barrow where there was an influx of work and too few pilots to do it. Trinity House had no such power so far as the larger ports were concerned—those with more than six pilots. He circularised all the ports on the subject. One or two did not seem to know quite what they wanted and some of the smaller ports did not in fact know that Trinity House already had such powers as far as they were concerned, although he believed that power had never or hardly ever been exercised. There was strenuous opposition from Southampton, and in view of the attitude of the great majority of the pilots who replied to his communication, he felt he was in a position to take a more definite line with the Ministry of Transport. He had always questioned the legality of the by-law which had crept into the Trinity House Act for by-laws. The Ministry had now decided that there was no power under the Pilotage Act to appoint provisional pilots, and this had really been the view of the Association for some time. That now raised the question regarding the smaller ports because clearly they were in no different position from the larger ports. It seemed that

in future no provisional pilots could be appointed.

Mr. Eagle: Did Trinity House give in or the Ministry object?

Sir John: The Ministry ruled the by-law out of order.

Mr. Tate mentioned that the Tees submitted a by-law with regard to pilot apprentices in which the term temporary was used, but the Chamber of Shipping insisted that it should be altered to provisional. It now seemed that that by-law was a waste of time.

Sir John: The Ministry has been advised that they cannot confirm a by-law of this nature.

Mr. Eagle thought every port should have been advised by telegram of the decision and suggested a good opportunity for propaganda had been lost.

Sir John replied that he wrote to Mr. Eagle, whose district had been the principal objector, but Mr. Watson claimed that Falmouth objected first.

The Executive agreed with Mr. Wynn that this ruling would not apply in a national emergency, but even so special powers would have to be granted.

EXECUTIVE NOTES (Continued from page 2.)

whose application it was, to do that. Sir John added that it was a matter the President might get to work on.

Mr. Watson mentioned that Falmouth had a case where the Ministry said the parties were in negotiation and what they decided the Ministry would accept.

THE ADVISORY COMMITTEE

Questions were asked about the proposal to set up an Advisory Committee within the framework of the Pilotage Act and Trinity House's proposal to the Minister of Transport that he should convene a meeting of representatives of the Chamber of Shipping, the U.K.P.A., the Transport and General

Workers' Union and the principal Pilotage Authority with a view to solving the problem of the formula. (Both subjects were before Conference—see *The Pilot*, July, 1949).

The Chairman said that the Secretary had no information on either point and Sir John added that since Conference there had been the holiday period and other circumstances outside the Association, which tended to hold up matters. The time had come for him to send another circular letter to the ports to see what the position was regarding earnings; he must have something to go on.

Mr. Eagle, who raised the matter, urged that they should do something to break down the existing ceiling.

PENALTY REDUCED

Association's Fight for Pilot whose Licence was Revoked

In his financial report at the October Executive Meeting, Mr. Webb mentioned the professional charges of £50 : 7 : 6d. in the case of Pilot Chamberlain of Colchester.

The Secretary explained that the pilot got into trouble over what Trinity House alleged were false returns of ships piloted and money received. Trinity House revoked his licence, upon which the Association came to his aid, fought the case and took it to court. It was a very involved case and the hearing lasted six hours. The judge decided that the punishment was too severe for the offence proved and cut it down to suspension of the licence for one month from the date of the hearing.

The Executive discussed the matter at some length and eventually agreed to make a grant for the full amount of the legal charges.

NEXT EXECUTIVE MEETING

The next meeting of the Executive Committee will be held on Thursday, December 15th, at 10 o'clock and it has been agreed that the President should be invited to attend.

The Executive are also in favour of a meeting of the Committee of Members of Parliament before the 1950 Conference.

Mr. PEAD'S PROGRESS

We are pleased to report that Mr. H. G. Pead, the well known and popular Cardiff pilot and member of the Executive Committee who has been ill for some months, is making satisfactory progress.

He was unable to attend the October meeting of the Executive where he was greatly missed, but he was well enough to attend a recent meeting of the Cardiff Pilotage Authority and received a very warm and cordial welcome.

It is hoped that with continued good progress he will be able to resume his pilotage duties in a few months' time.

ONE VOYAGE CHARTER

Thames River Pilots' Problem; Executive Attitude

The subject of selected pilots and chartered vessels has been brought before the Executive by Mr. Wynn, who quoted as follows from a letter he had received from Trinity House:

"I am directed to acquaint you for the information of the Compulsory River Thames pilots that their request for Selected Pilots By-law No. 7 to be reviewed in so far as it relates to chartered ships has been carefully considered by the London Pilotage Committee.

"The Committee desires me to point out that the Pilotage Authority's original proposals restricted the use of selected pilots to ships owned by an applicant but, following strong representations from the shipping industry, the Minister of Transport decided that a shipowner should be allowed to employ a selected pilot in respect of ships owned, managed or chartered by him.

"The pilots will appreciate that any variation of By-law No. 7 can only be made by promoting a new by-law and the London Pilotage Committee is not prepared at the present time to promote a by-law on the subject.

S. RAWLINGS SMITH,
Principal, Pilotage Dept."

Mr. Wynn added that when the by-laws were being framed, the Association was kept in full knowledge of them, but was not asked to appear and Sir John did not think any useful purpose could be served by his being present. The time to do something was surely during the drafting of the by-laws.

Sir John said that when a vessel was on charter for one voyage only she came into London with a selected pilot, but on going out with the charter ended was not entitled to a selected pilot and took a pilot on turn. This seemed unfair to one section of the pilots. The important point was that Mr. Fife, the London River Secretary, in a letter to him said that the pilots who were members of the Association were split on this subject. That being so it was very difficult for the Association to take a line in support of one section against another. All the Association could do was to put itself at the disposal of both sections of its members and help them on any point they put forward.

Finally, the Executive resolved: "That if a definite request is made by any of the River Thames pilots the matter shall be further reported to the Executive with a view to the necessary action being taken or advice given."

Capt. D. E. RANKIN

Death at 93 of our Oldest Honorary Vice-President

WE regret to announce the death at Penzance of Captain Daniel E. Rankin, the oldest Honorary Vice-President of the Association. In recent years he has corresponded with the Editor of *The Pilot* who supplied him with copies of the magazine in which he took a keen interest, and always wrote in most cordial terms concerning pilots. At our request Mr. Bernard Webb who knew him, has prepared the following obituary.

The name Captain Daniel Rankin has appeared among our Honorary Vice-Presidents for well over fifty years. I do not suppose many, if any, of the present members of our Association ever met him, or even knew who he was.

Wind-Jammer Days

Born in 1856 he knocked about a bit in the coasting trade and then joined the barque *Woodburn* in 1874 at Birkenhead, and in later years in one of his letters to me he wrote, "*Woodburn* was a fast vessel. While I was in her we did a 72 day run from London to Calcutta; 72 days Liverpool to Sydney and 14 days New York to Liverpool. She suffered some very hard driving one passage running the Easting down, when we overhauled and passed both *Sam Mendel* and *Samuel Plimsoll*."

How long he stayed in sail or what rank he held I do not know, but in the August number of *The Pilot*, 1946 appeared an interesting article by him entitled "Memories of the 80's" or "The dapper little pilot who always wore a silk hat." At the time he was Third Officer of the barque-rigged New York steamer, *Victoria*, one of five ships running a weekly service between London and New York. The pilot was a man named Hyslop, the company's special pilot for London River.

Rescued Bristol Channel Pilots

On leaving this company he returned to the coasting trade and while in command he picked up off Land's End a boat that had been blown out to sea with a couple of very exhausted Bristol Channel pilots in her, and for this life-saving episode he was made Hon. Vice-President of the United Kingdom Pilots' Association. On several occasions I tried to get some particulars from the old gentleman of this adventure, but he was very reticent on the subject.

I have no knowledge of how long he remained in the coasting trade, but he must have made another change to deep sea again

as in 1906, (when I had become a Clyde pilot) I met him for the first time and he was then the local superintendent in Glasgow for the Lamport and Holt Line. He held that position until about 1935 when he retired and went to live at Penzance. There he remained until he died at the ripe old age of 93—another link with the old sailing ship days gone.

A favourite quotation of his was: "The soul is quality and the quality of qualities is loyalty and the last end of all our thoughts about it is 'loyalty to ourselves.' Always, if once, your friend."

His favourite sport was golf.

He was a great Churchman. The Rector of St. Mary's, the Rev. A. C. Williams who officiated at the funeral at Penzance, in a letter to me wrote, "We all had a great admiration for Captain Rankin, a grand old seafaring man—devout and good."

An article in the local paper *Cornishman*, referred to him in these words—"A seafaring man of the old wind-jammer days, Captain Rankin was a well-known figure in the town where his charm of manner allied to a quiet forthrightness, and a real sense of humour made him a most interesting companion."
B.C.W.

The Executive Committee at their October meeting paid tribute to the memory of Captain Rankin.

TRINITY HOUSE PILOTAGE SERVICE TIE

To the Editor of THE PILOT,

SIR,—You may be interested to know that a tie has been designed to be known as "The Trinity House Pilotage Service Tie," for the use of pilots under the authority of the Trinity House of Deptford Strond, and Officers and Officials of the Trinity House and retired Trinity House pilots.

The design of the tie is in two colours:

1. A gold lion on a blue background which can be worn by serving pilots.
2. A red lion on a similar background which can be worn by Officers and Officials of the Trinity House and retired pilots of Trinity House.

The design of the tie has been approved by Trinity House and duly registered.

The price of the tie will not exceed 12s. 6d. and Gieves Ltd. are the sole agents.

Yours etc.,

69, Castle Avenue,
Dover.

N. A. LINE.

OFFICERS FOR United Kingdom 1949-1950 of the Pilots' Association

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