

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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H. B. EAGLE (Southampton), 221, Wilton Road, Southampton.
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M. M. MARSHALL (Tyne), 18, Cauldwell Avenue, South Shields.
L. R. SLADE (Cardiff), 1, Ceiriog Close, Penarth.
W. E. SPENCER (Cinque Ports), The Knoll, Archers Court, Whitfield, near Dover.
J. P. BENNETT (Barry), 341, Barry Road, Barry, Glam.
D. GRAINGER (Humber), 39, Link Road, Cottingham, E. Yorks.
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S. GREEN, 63, Furness Park Road, Barrow-in-Furness.

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Review of Negotiations and the Next Step

SOME explanation of the long interval between the issue of *The Pilot* early this year and the present one is necessary. In the earlier number we reported as far as we were able without a breach of confidence on the discussions which were going on between the interested parties in the endeavour to solve the problem of earnings. "While it is never safe to forecast," we said, "it is understood that a conclusion one way or the other, to the present talks should take place before the next normal meeting of the Executive in March." There was also a warning from Mr. Griffiths against excessive optimism and the folly of ignoring the seriousness of the problems which were likely to be encountered in the near future. Events have shown how timely that warning was.

Before the March meeting both pilots and shipowners had been able to report to the Ministry of Transport that they had reached agreement upon the means for calculating for every port what was to be regarded as a representative ship for the purpose of the National Maritime Board scale.

The next step was to turn to the N.M.B. handbook and add to the published rate for the highest paid officer of such representative ship an agreed percentage increase to arrive at the pilots' earnings. At an earlier meeting, the Chairman (Mr. P. Faulkner, C.B.) had made it clear that having been approached by both pilots and owners he would willingly do what he could to assist them in reaching agreement, but such tentative views as he might express would be subject to whatever representations might subsequently be made by other interested parties, in particular, Pilotage Authorities who in due course would be consulted. Within these limits, he thought that if the pilots abandoned their "master plus" claim and the owners their "somewhere between master and mate" level, earnings in the region of the master of a representative ship seemed to him most likely to result in agreement. In those circumstances, information as to masters' remuneration was sought from every port and the response was satisfactory.

At the June meeting of the Executive Committee there was criticism of the absence of regular information but the Chairman (Mr. D. Tate) explained that the Committee had already been fully informed regarding the order of precedence of ports which had been agreed with the shipowners. The negotiations which had subsequently taken place dealt almost exclusively with earnings, and it had been agreed between the parties that the figures discussed were to be regarded as confidential. In those circumstances, while he appreciated the natural anxiety of all members concerning a matter which affected them so personally, the inability to circularise information was due solely to the necessity of honouring a confidence.

Although there were many meetings with the Union representatives and at the Chamber of Shipping between the two Executive meetings, to consider the level of earnings which had been proposed in the light of the information obtained, no agreement was reached. In their negotiations, the representatives of the Chamber of Shipping of the United Kingdom and the Liverpool Steamship Owners' Association, had submitted initial proposals for all ports which came within the foreign going category, to which they had agreed that the recent increase of 7½% awarded to Merchant Service officers should be added. Unfortunately, with one or two possible exceptions, even with that addition, their proposals were inadequate in amount and entirely inconsistent as between one port and another and did not appear to give effect to any known principle or formula.

One of the main obstacles had arisen from the Chamber's insistence that Liverpool had recently, in a freely negotiated settlement, agreed to accept £1,400 as a satisfactory level of net earnings. As Liverpool came within the top three or four ports,

this resulted in all ports below them in order of precedence inevitably earning a progressively lesser amount. It had a grossly unfair result because, in fact, to the knowledge of the shipowners, the Liverpool pilots were all earning in addition to the net amount provided by their Schedule of Dues a figure of between £200 and £300 for docking. After considerable discussion, the owners had agreed that this amount should be taken into account, but it still failed to produce an acceptable result for the majority of the ports.

A further difficulty was that the shipowners' representatives claimed to have no authority to come to agreement or to advance their opening figures, and although in fact they had made substantial increases by way of examining various possibilities, they insisted upon these figures being entirely unofficial and completely confidential.

Modifications had been made in the pilots' claims to meet their suggestions, and at the last meeting on May 16th and 17th, the shipowners' representatives agreed that they would obtain instructions regarding the final proposals submitted on behalf of the pilots. It was understood that if the owners were prepared to increase their proposals a further meeting would take place with a view to comparing figures. Following that meeting, there were telephone conversations, in which it was suggested that in order to make the pilots' proposals more readily acceptable there was the possibility of adjustments within the agreed toleration margin applicable to each port.

As a further meeting was not called by the Chamber, a joint letter was written on behalf of the pilots, to which a most unsatisfactory reply was received indicating that the owners had reached their limits and that no further discussions were considered necessary unless the pilots had amended proposals to submit.

After a prolonged discussion at the June meeting of the Executive Committee, during which a summary showing the position of every port and the various proposals made, was carefully considered it was resolved that as the shipowners' methods of carrying out negotiations amounted to such transparent bargaining and endeavoured to place the pilots at a complete disadvantage without any likelihood of coming to terms, further negotiations should cease and an application made to the Minister of Transport for a meeting of all parties to be convened at the earliest possible date.

This meeting took place at the Ministry on July 20th and the Chairman (Mr. Faulkner) suggested that both sides should review their position and meet again at the earliest convenient date—not a very gratifying outcome for those who have worked so hard for a solution of the problem or for the members who have waited so patiently for concrete results.

But there is some progress to record. For the purpose of the negotiations and on the assumption that they will lead to eventual settlement, it was confirmed at that meeting that the following matters were agreed by all sides:

1. The order of precedence of the ports throughout the United Kingdom;
2. The "entry point tonnages" into the National Maritime Board scale for each port, and
3. The method of arriving at the representative ship for each port.

The shipowners expressed their willingness to resume discussions and the pilots readily accepted the suggestion on the clear understanding that the owners would be prepared to move from the attitude adopted since the previous meeting.

It is possible, *The Pilot* understands, that a resumption of the meeting may not take place before Conference which will be held on board *H.Q.S. Wellington* on September 26th and 27th, and accordingly applications from individual ports which have long been suspended will have to go forward in the normal way.

The Executive Committee will meet on the afternoon of September 25th and the Association's reception will be held on the evening of the first day of Conference.

DOVER HARBOUR

Ministry Rejects Trinity House Proposal For Separate Class of Pilots

THE Minister of Transport has refused to confirm the bye-laws submitted by Trinity House for the creation of a separate class of pilot for Dover Harbour.

This is a notable victory for the pilots against the united opposition of Trinity House, Dover Harbour Board and the shipowners in once again maintaining the principle that a pilot's licence is not to be interfered with except for some substantial reason.

At the Inquiry on May 23rd the U.K.P.A. opposed the proposals on behalf of the Cinque Ports' pilots who were strongly supported by the attendance of representatives from the remainder of the London District.

It is some years since the subject was first broached and as long ago as October, 1953, at a meeting of the Executive Committee, Mr. Spencer made it clear that the Cinque Port pilots wanted a formal Inquiry so that they could be represented by Counsel and were even prepared to foot the bill themselves. Again at the following meeting he took the same line and said that the Cinque Port pilot regarded the issue as so far-reaching that there must be a formal Inquiry.

The Pilot of March, 1954, recorded that Mr. Griffiths had made application to the Ministry for a formal Inquiry on behalf of the Cinque Ports' pilots, but it had been refused. An informal one was opened on February 23rd, 1954, but adjourned at the suggestion of the Chairman for the other parties to consider a compromise put forward by Mr. Griffiths on behalf of the pilots to meet the requirements of Dover Harbour Board in some measure, which in effect would avoid a separate class of pilots.

In his report to Conference in the following June, Mr. Griffiths dealt at some length with the subject and said that it might not be fully realised that a matter of vital principle to all pilots was at stake. The effect of the draft bye-laws if confirmed, would be to remove Dover from the licence of the Cinque Ports' pilots, who if they could not be said to have carried out pilotage within those waters from time immemorial, had at any rate done so since long before either Trinity House or the Harbour Board came into existence. The Association had always held, and so advised its members, that a pilot's licence was one and indivisible and could not in law be restricted to part of his district.

At the Executive Committee meeting in September, 1954, Mr. Griffiths reported that the compromise suggested by the pilots was not accepted.

After consultation between Trinity House, the Dover Harbour Board and the Chamber of Shipping had taken place, Trinity House circulated to all pilots a ballot paper inviting them to indicate on it which of two schemes they would prefer, but no opportunity was offered them of voting in favour of their own scheme. Naturally the question arose as to how a pilot was to vote if he were not in favour of either scheme, and it is understood that no pilot returned his ballot paper. Direct negotiations were then opened at Trinity House between the pilots and Dover Harbour Board. Unhappily it still proved impossible to find an acceptable compromise and the pilots were left with no alternative. As Trinity House insisted on proceeding with the proposed bye-laws, other than to ask the Minister to re-convene the adjourned Inquiry, which was duly done, with the result noted above.

"IT IS OUR DUTY"

"I AM not happy about the senior vice-president," Mr. Wynn told the Executive in March after Mr. Tate had had to spend 12 days in town on Association business. "Is it fair that he should be out of pocket on these jobs?" Mr. Wynn asked. "We all know what it costs to live in London and I cannot see £3 a day covering him. The time has come when it is our duty to see that he is not out of pocket," and the Executive's concurrence in that sentiment was expressed by a unanimous "Hear, hear."

Several of the members spoke in the same strain and at the suggestion of Mr. Innes, Mr. Tate explained his position and how those of his colleagues who were members of the Association compensated him for the loss of pool earnings by making it up out of their own pockets.

Mr. Spencer said it was not fair that this should fall on one port. "If pilots want things done they should have to pay for it," he added.

Appreciation of what the Middlesbrough pilots had done was expressed by members of the Executive, who, anxious to see that Mr. Tate's expenses were met by the Association, unanimously adopted a suggestion by Mr. Eagle that he should charge extraordinary expenses in addition to the usual £3 a day.

INCREASE FOR BARRY

AT the March meeting of the Executive Committee, Mr. Bennett gave particulars of increases at Barry.

The pilots first decided to apply for a 25% increase on all pilotage charges, but this was amended eventually to 20%. The Pilotage Authority offered 15% increase on all pilotage rates, also a reduction of 4% to the Pilot Fund Account, making the contribution of the pilots 16% instead of 20%. This made an overall increase in pilotage rates to the pilots of approximately 19%.

Also, without application from the Steam Pilot Boat Company, the shipowners on the Authority suggested an increase of 15% to the company which was agreed to by the Authority and Ministry of Transport.

THE SECRETARY'S SALARY

AT the meeting of the Executive Committee in March it was agreed unanimously on the proposition of Mr. Innes, seconded by Mr. Wynn, that the payment to the General Secretary and Solicitor should be increased by £250 a year from July 1st.

WELL DONE HUMBER

The U.K.P.A. membership of the Humber is now 100 per cent.

Earlier in the year the Humber pilots were frantically busy handling a tremendous number of small ships bringing in potatoes!

35 YEARS IN THE SERVICE

Retirement of a well known Port Talbot Pilot

MR. WILLIAM DIAMOND REED after thirty-five years' service as a licensed sea pilot in the Port Talbot district of the Bristol Channel retired early in May. He was well known in the district and to many masters of vessels who have frequented the port and was the last of the line of pilots who served their early training in both sailing cutters and deep sea sailing ships.

Born in Cardiff on May 4th, 1891, Mr. Reed carries his years well. He took up the sea as a career in 1904 when he joined one of the Port Talbot sailing pilot cutters and, after a probationary period, he was indentured as a pilot's apprentice under the Port Talbot Pilotage Board. After completing the period of five years in that position, he joined the three-masted sailing ship *Port Patrick* at Hamburg and, for fifteen months, served on board that vessel as A.B., trading to Australia South America, the Lobos Islands in the Pacific and Charleston, S.C.

Having completed his training in sail, during 1912 Mr. Reed joined the *S.S. Don Hugo* as quarter master and later, for six years, acted as master of the steam pilot cutter which had replaced the sailing ones at Port Talbot. Thereafter, he returned to deep sea work as third and second mate and had the experience of sailing under the British, Canadian and American flags. In 1920 he obtained his licence as a Port Talbot sea pilot.

As a member of the Port Talbot Pilotage Authority he acted as "Ship's Husband" and since 1933 has been an examiner of pilots and apprentices. He represented his colleagues at U.K.P.A. Conferences and was the local secretary; he also served on the Bristol Channel Pilots' Committee.

FIRTH OF FORTH

A decision of considerable interest was given by the Minister relating to the Firth of Forth.

The Authority, with the support of about 50% of the pilots, applied for an increase of about 15% in the Firth rates and 10% in the Bo'ness and Methil Harbour rates, and the Minister confirmed these bye-laws.

The remainder of the pilots made an application under section 18 for far more substantial increases which were refused, but arising out of their application are two points of particular interest. They wanted a 124% surcharge on rates for tankers and a 50% increase in rates for work on Sundays and public holidays.

The Minister refused to consent to either of these claims.

CURRENT MATTERS AT THE PORTS

CURRENT matters reported by the Secretary at the June meeting of the Executive Committee and not dealt with under separate headings in this issue of *The Pilot* included the following:—

Clyde. An application for an increase in rates from the present level of 75% above basic to 135% above basic had been lodged by the Association on behalf of the pilots, in pursuance with Section 18 of the Pilotage Act. The Ministry were now awaiting receipt of the representations in support of the claim, which the Secretary was holding up pending the outcome of the meeting at the Ministry dealing with the national negotiations on levels of earning.

Humber. An application was pending by the Conservancy Board for a further increase in the boarding and landing rates.

The Minister had confirmed a recent application by the Authority for an increase in the Trent pilotage dues.

Mr. Grainger again referred to the procedure adopted by the Authority in collision cases after pilots had submitted a report in conformity with the bye-laws. On many occasions informal inquiries were held, and the pilot was subjected to severe cross-questioning and considerable unfair treatment. The matter had been taken up by Mr. Grainger in an official letter to the Authority and their reply was awaited.

Preston. A meeting had been convened recently at Preston by Trinity House, to which the Chamber of Shipping had sent representatives, but owing to the shortage of notice the Secretary had been unable to be present. Following the meeting, Trinity House intended to promote bye-laws to establish a separate boarding and landing rate and produce net earnings of approximately £1,250 per annum for 13 pilots. The bye-laws had not yet been submitted to the Minister.

The difficult problem arising from the demolition of Lytham Pier remained unsettled and the Secretary was instructed to take the matter up with Trinity House or the Ministry of Transport with a view to suitable arrangements being made to enable the pilots to land in safety.

Portsmouth. Bye-laws for an increase in the boarding and landing rate which would result in an improved level of net earnings for the pilots were now before the Minister and objections were awaited.

Southampton. The Secretary reported that having received a letter from Mr. Eagle stating that there was a feeling of unrest among the Southampton pilots against the policy of the Association, he made the earliest possible arrangements to visit them. The discussion which ensued was of a highly confidential nature and was duly reported to the Executive Committee. The pilots felt considerable anxiety lest in the negotiations on the national level of earnings their

traditional position was being overlooked. There also appeared to be a conflict of interests between themselves and certain other pilots, also members of this Association, which it might prove difficult to reconcile. Cases of this nature placed the Executive Committee in an embarrassing and almost impossible position, but the Secretary was instructed to keep in close touch with the pilots concerned and render whatever assistance he could.

Sunderland. Bye-laws increasing various rates and charges by 25% had been confirmed without modification.

Tees. The Minister's decision was awaited on bye-laws submitted by the Authority estimated to produce £1,400 per pilot.

Whitehaven. The pilots and Sub-Commissioners were co-operating in discussions with a view to the promotion of bye-laws for an early increase in their earnings.

TREASURER'S REPORT

At the June meeting of the Executive Committee, Mr. Webb reported a credit balance of £900.

Various accounts and members' travelling expenses were submitted and payment approved.

Attention was again drawn to the heavy cost to the Association necessitated by the frequent meetings regarding the national negotiations and the great deal of time which the Chairman was devoting to the work, but it was agreed that the whole object of the reserve fund of the Association was that it should be utilised for purposes such as the present.

PENSIONS

AT the Conference last October Mr. Tate moved a resolution regarding pensions and in an amended form to which he agreed it was adopted. (See the January *The Pilot*, pages 15 and 16).

With the Association involved in other pressing business, the Executive have agreed with Mr. Tate's suggestion to let the matter "lie on the table."

WHITE TOP CAPS

TRINITY HOUSE issued a notice in March that the Elder Brethren had decided that all pilots in Trinity House pilotage districts where the wearing of uniform was prescribed should wear white top caps throughout the year as from May 1st.

This change in the established practice was made so that Trinity House pilots would conform with the new Admiralty Regulations.

Pilots who preferred white cap covers to white top caps were permitted to use them.

EXCLUSION OF EXTRA WORK CHARGES FROM AVERAGE NET EARNINGS

THE last issue of *The Pilot* recorded that the resolution of the Isle of Wight (Outward) district passed at Conference:

"That charges for extra work be not considered when assessing pilots' net earnings"

came before the Executive Committee at their December meeting and it was agreed to ask for further information from the district.

Mr. GRIFFITHS in a letter to Mr. F. V. Janes who moved the resolution at Conference, wrote:

"During the discussion at the Executive meeting, it rapidly became clear that the practice regarding extra services and the remuneration derived therefrom varied very greatly between one district and another. I gather that the evil which it is desired to eliminate is the inclusion of revenue from such work in the 'average net earnings per pilot,' although the money is not pooled, thereby giving a false picture and adversely affecting the level at which rates are fixed. For instance, on the Clyde earnings outside the district are shared among all pilots, and at the Cinque Ports the opposite is the case. Considerable doubt was also felt as to the feasibility of getting earnings within the district which arise from scheduled services, treated as special or extra, and therefore to be disregarded."

In his reply, Mr. JAMES said that the situation illustrated once more the endless variety of pilotage arrangements existing in the United Kingdom and how something that was attractive to some ports would cause embarrassment or even harm to others. He continued:

"I have discussed this matter in the light of your letter with my co-delegates, Mr. Hutchings and Mr. Pearce, and whilst an easy way out of the difficulty might be to withdraw the resolution, we are disinclined to do this. Firstly, because we feel this would be out of order; if the Executive are unable to deal with a matter passed by Conference, then it should be referred back to the next Conference for further consideration. Secondly, we still think the principle we endeavoured to establish is justifiable and contains merit. Here are two examples of the kind of thing to which the resolution should be applicable:

"1. For years, pilots in this district have been anchoring ships *by order* without any charge being payable, i.e. only the straight pilotage between two places. Taking Cowes Roads as an example, before the war the ship anchoring was usually the only one there and no special difficulty arose. Nowadays, however, conditions have materially changed and on Christmas Eve there were seven ships anchored there and, moreover, the ships are now of a very different type, mostly tankers, many of them 30,000/40,000 tons of the single screw turbine type. Taking such ships to or from a crowded anchorage (and it always

seems to be at night) is a very tricky job, for which we only get the normal pilotage. It is my personal view that the changed circumstances justify an extra charge which should be extra income also.

"2. The Medway resolution for 25% surcharge on night and Sunday work.

"No doubt many similar instances could be found in other districts, but there is no point that I can see in having special charges for any of the foregoing, unless they are kept apart from the normal pilotage included in the M.O.T. average net earnings. If such charges are to be wrapped up into £x p.a. which a port is allowed to earn, in the long run the pilots cannot gain a penny, and even more delay than already exists might arise when applications are being considered."

Mr. Janes went on to say that the definition of "extra work" suggested by Mr. Griffiths to Conference—"all work outside the district and special or unusual services rendered inside"—cleared it up as nearly as ever it is likely to be.

Replying to an inquiry by Mr. Griffiths as to what action Mr. Janes thought the Association could take, he asked whether it would not be possible to try to establish the principle with the Ministry of Transport, the Authorities and the Chamber first, and see how it would be applied to the ports with varying systems as and when opportunity offered. He added:

"A line of supporting argument could be that, whilst masters may receive bonuses following successful voyages, or officers overtime or payment for Sundays at sea, and both get a percentage increase if on oil tanker, a pilot is tied down to £x p.a. regardless of any change of circumstances in his district or any special service or risk he may be called upon to incur.

"We hope the foregoing will help to tie up more closely the particular type of services which we think should be excluded from 'Average Net Earnings.'"

LEGAL ASSISTANCE

THE case of Mr. Marshall of Preston has been before the Executive Committee at their last three meetings.

At the meeting in June, Mr. Griffiths reminded the Committee that Pilot Marshall had received a bill for £45. 7s. in respect of his representation before the Sub-Commissioners. He had now had an opportunity of studying the shorthand note from which it seemed clear that although Pilot Marshall was in error, there appeared other contributory causes of the unfortunate incident which arose out of his failure to report for duty.

After a careful review of all aspects of the matter, it was decided to contribute the sum of £25 towards his legal expenses.

Obituary

Mr. A. A. HARVEY, *Hon. Vice-President*

MEMBERS will have heard with deep regret of the death on April 11th of an old friend and colleague, Mr. A. A. HARVEY whose 60 years' membership of the U.K.P.A. was fittingly honoured at the 1954 Conference when he was enthusiastically elected an honorary vice-president.

Mr. Harvey was born at Greenwich on August 19th, 1868, became a Trinity House Compulsory River Thames pilot in 1891 and shortly after joined the U.K.P.A. He attended many conferences as a delegate for the London River pilots, going to Hull, Cardiff, the Tyne, Liverpool and other ports.

In all he was a pilot for 44½ years and among the companies he served as a choice man were the Svea Line of Stockholm, Park line of Greenock and Furness, Withy & Co.

He retired in September, 1938, but remained on the River list as a "retired pilot member" Throughout his retirement he kept up the subscriptions for that class of member.

A wreath was sent to the funeral on behalf of the President and members of the U.K.P.A.

Mr. R. C. HOLMES, *Plymouth*

MR. REGINALD CHARLES HOLMES, a Plymouth pilot, fell from a ladder leading from a quay to the pilot cutter and was drowned on February 13th, 1956.

As a young man he served in square-rigged sailing ships and was in the Royal Naval Reserve for many years, holding the rank of lieutenant-commander.

He joined the Plymouth Pilotage Service and the U.K.P.A. about 22 years ago. He was "choice" pilot for the French line for many years in Plymouth.

As a writer, he contributed articles under various *noms de plume* for sailing and yachting journals, writing particularly about the days of the square-rigged sailing ships.

Mr. Holmes was 53 and leaves a widow and a daughter to whom the sympathy of members is extended.

Mr. JOHN McKELLAR, *Clyde*

The Clyde pilots lost a good friend and colleague by the sudden death on January 24th of Mr. John McKellar. He was 59 years of age.

Mr. McKellar's parents hailed from the island of Jura in the Western Hebrides and

some of his family still live there. In 1926 he joined Messrs. H. Hogarth & Sons of Glasgow as a master and was in command of S.S. *Baron Douglas* when appointed a Clyde pilot in 1930.

While serving on the inward station, he was choice pilot for the *Blue Funnel Line* until 1941 when he transferred to the Glasgow staff and acted as outward choice pilot for T. & J. Brocklebank and Wm. Hamilton & Co., shipbuilders.

Throughout his service as a pilot, Mr. McKellar was a member of the U.K.P.A. and was known and respected by many London and Southampton pilots who worked on the Clyde during the war years.

He leaves a widow and family of two.

LOCAL SECRETARIES

THE following changes among the local secretaries of the U.K.P.A. have been notified:—

SHEERNESS	G. H. Taylor, 56, Minster Road, Sheerness.
ABERDEEN	W. A. Gervaise, Aberdeen Harbour Pilots, North Pier, Aberdeen.
LONDONDERRY	C. M. O'Donnell, 3, Oakfield Drive, Londonderry.
WISBECH	E. M. C. Dale, 90, Edinburgh Drive, Wisbech.
HARTLEPOOL	T. Pounder, 16, Gladstone Street, Hartlepool.
PORT TALBOT	E. Hare, 8, Bath Street, Port Talbot.

Mr. Pounder succeeds Mr. J. R. Hastings who died, we regret to hear, in May. Mr. Hastings was well known on the North-East coast and was a delegate at the 1953 Conference.

Mr. G. S. WARD

Mr. G. S. Ward who was a member of the Executive Committee of the U.K.P.A. for some years until 1952 and always a supporter of the Association has retired from active piloting for health reasons and has been appointed cutter master. He has been a licensed pilot for getting on for a quarter of a century. We wish him well in his new job.

UNITED KINGDOM PILOTS' ASSOCIATION

Income and Expenditure Account for the year ended 31st December, 1956

Expenditure				Income			
1954		1955		1954			
£		£ s. d.		£	s. d.	£	s. d.
117	To Printing, Postage, Stationery, etc.	105 9 8		2,137	By Members' Subscriptions due for 1955	2,209	0 0
181	„ Preparing and Printing Magazine <i>The Pilot</i>	170 14 9		494	Less Subscriptions in arrear	259	0 0
289	„ Expenses of Conference and Officers' Travelling	312 16 1		1,643		1,950	0 0
	Expenses attending same			453	„ Subscriptions in arrear since collected	474	0 0
575	„ Expenses of Executive and other Meetings and of	642 9 8		33	„ Entrance and Rejoining Fees	78	15 0
45	President and Officers	53 11 0		—	„ Sale of Badges	2	0 0
	„ Audit and Accountancy			96	„ Interest on Investments (less Tax):		
1,078	„ General Secretary and Solicitor, including all Office	1,078 0 0		8	3½% War Loan	100	7 2
16	Expenses, Rent, Clerks, etc.	17 6 3		4	3% War Loan	8	8 9
—	„ Local Secretaries' Expenses	56 7 3		15	3% British Transport Stock	4	4 9
13	„ Insurance paid on behalf of Members	11 5 2			Post Office Savings Bank	16	8 0
	„ Corporation Duty			123		129	8 8
10	„ Subscription to Honourable Company of Master	10 10 0		6	„ (Income Tax Reserve no longer required)	129	8 8
150	„ Mariners	10 10 0		216	„ (Deficit for the Year)	—	—
	„ Legal Expenses (Port of Hartlepool)	50 0 0					
—	„ „ (Reserve: Port of Preston)	113 5 10					
	„ Surplus for the Year						
£2,474		£2,632 5 8		£2,474		£2,632 5 8	

UNITED KINGDOM PILOTS' ASSOCIATION

Balance Sheet as at 31st December, 1956

INCOME AND EXPENDITURE ACCOUNT:—				INVESTMENTS:—			
1954		1955		1954		1955	
£		£ s. d.		Val.	£	Cost	Valuation at 31.12.1955
	Balance at 31st December, 1954	6,369 7 2		4,351	4,698	£4,986 . 18 . 2d.	3,814 19 8
	Add Amount over-reserved for			504	500	Loan	472 10 0
	Expenses (M.V. <i>Baalbek</i>)	35 0 0				£500 3% War Loan	
	Surplus for the Year	113 5 10		219	275	£251 3% British Transport	184 9 9
		148 5 10				Stock	
6,369		6,517 13 0		£5,074	5,473		5,473 5 3
79	Profit on Sale of Securities	78 19 2				P.O. Savings Bank Account	1,180 12 10
150	Reserve for Legal Expenses	50 0 0				CURRENT ASSETS:—	
	SUNDRY CREDITORS:—					Cash at Bank	174 7 9
29	Subscription prepaid for 1956	34 5 0				Interest Due	14 10 9
158	Sundries	161 19 5					
		196 4 5					
£6,785		£6,842 16 7		£6,785		£6,842 16 7	

AUDITOR'S REPORT

I hereby certify that I have examined the above Accounts with the books and vouchers relating thereto. No account has been taken of subscriptions due but unpaid. Insurance premiums paid on behalf of Members have not been verified by me. The Accounts appear to be properly stated. The securities for the Investments have been produced.

(Signed) J. B. WATLING, F.C.A.

Chartered Accountant.

Approved Auditor under the Friendly Societies Act.

Bristol, 21st March, 1956.

Local Secretaries :

Aberdeen	W. A. Gervaise	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan	A. Knox	Pilot Office, The Harbour, Ardrossan
Barrow-in-Furness	S. Green	63, Furness Park Road, Barrow-in-Furness
Barry	F. W. Llanfear	6, Clement Place, Barry, Glam.
Belfast	G. D. Clelland	Twelve Trees, Galway Park, Dundonald, Co. Down
Berwick-upon-Tweed	T. N. Richardson	Pier House, Berwick-upon-Tweed
Boston, Lincs.	A. V. Howard	25, Main Ridge, Boston, Lincs.
Brixham	E. J. Mardon	Ridley, Berry Head Road, Brixham
Cardiff	S. L. Duggan	Polwithen, Pen-y-Bryn Road, Cyncoed, Cardiff
Clyde (Gourock)	D. M. Main	Ashtower, 22, Victoria Road, Gourock
Cinque Ports	Robert S. Percy	60, Leybourne Road, Dover
Dartmouth	R. R. Gatzias	24, Lower Street, Dartmouth
Falmouth	E. Carlyon	Pilot Boat Association, 14, Arwenak Street, Falmouth
Fleetwood	A. Wright	12, Arthur Street, Fleetwood
Fowey	M. Hingeston-Randolph	Lamorna, Fore Street, Polruan-by-Fowey, Cornwall
Glasgow	J. H. Innes	20, Elie Street, Glasgow, W.2.
Gloucester	L. C. Taylor	Pilotage Office, Sharpness, Glos.
Goole	W. H. Perry	48, Silverdale Road, Hull
Grangemouth	A. McArthur	Pilot Office, The Docks, Grangemouth
Gravesend (Sea)	G. L. Baker	38, Whitehill Lane, Gravesend
Hartlepool	T. Pounder	16, Gladstone Street, Hartlepool.
Harwich	K. C. Davis	9, Queen's Road, Dovercourt
Hull	D. Grainger	Humber Pilots' Society, 50, Queen Street, Hull
Ipswich	W. Steele	45, Dereham Avenue, Ipswich
Isle of Wght (Inw'd)	L. G. Forman	25, Union Street, Ryde
King's Lynn	N. D. Smith	141, Wotton Road, King's Lynn
Leith	G. Duncan	1, Bangholm Villas, Edinburgh
London (River)	J. H. Fife	Saga, 28, Northbridge Road, Gravesend
Londonderry	C. M. O'Donnell	3, Oakfield Drive, Londonderry.
Middlesbrough	W. E. Guy	27, Barker Road, Linthorpe, Middlesbrough
Newhaven	W. Cross	62, Hill Crest, Newhaven, Sussex
Penzance	A. de Rauffignac	Pilots' Lookout, South Pier, Newlyn
Plymouth	E. Rogers	Pilot Office, 2, The Barbican, Plymouth
Poole	A. W. James	15, Harbour Hill Crescent, Poole, Dorset
Portsmouth	W. F. N. Quinton	Trinity House Pilots, Victoria Pier, Portsmouth
Port Talbot	E. Hare	8, Bath Street, Port Talbot.
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	R. J. Martin	Trewyn, Higher Syr, St. Ives
Sheerness	G. H. Taylor	56, Minster Road, Sheerness
Shoreham	A. J. Blaker	Braeside, Old Rectory Gardens, Southwick, Sussex
Southampton	H. B. Eagle	Pilot Office, 18, Queen's Terrace, Southampton
South Shields	R. Marshall	Pilot Office, South Shields
Sunderland	S. Hall	Pilot Office, Old North Pier, Harbour Entrance, Sunderland
Trent	R. Acaster	30, Cranbrook Avenue, Cottingham Road, Hull
Workington	J. R. Tennant	Brooklyn, Crow Park, Whitehaven, Cumberland
(Whitehaven and Maryport)		
Wisbech	E. M. C. Dale	90, Edinburgh Drive, Wisbech
Yarmouth	C. Bewley	35, Sussex Road, Gorleston-on-Sea, Yarmouth