

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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Head Office of the Association :

SHANNON COURT, CORN STREET, BRISTOL
—————

C. D. GRIFFITHS, O.B.E., D.F.C., General Secretary and Solicitor
to whom all communications are to be addressed

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Date elected :

- 1956 J. H. INNES (Clyde), 16, Belhaven Terrace, Glasgow, W.2.
 1955 M. M. MARSHALL (Tyne), 8, Vespasian Street, South Shields.
 1956 L. R. SLADE (Cardiff), 111, Windsor Road, Penarth.
 1957 D. GRAINGER (Humber), 39, Link Road, Cottingham, E. Yorks.
 1957 D. MAIN (Gourock), Ashtower, 22, Victoria Road, Gourock.
 1957 S. GREEN (Barrow), 63, Furness Park Road, Barrow-in-Furness.
 1956 F. V. JANES (Southampton), Sunrise, Lakewood Road, Chandlers Ford, Hants.
 1956 R. B. PAGE (Channel), Channel Pilots' Office, Royal Terrace Pier, Gravesend.
 1957 W. C. DUNCAN (Cinque Ports), 23, Waterloo Mansions, Dover.

Finance Committee :

THE TWO VICE-PRESIDENTS AND L. R. SLADE

Auditor :

J. B. WATLING, F.C.A. (MESSRS. WATLING AND PARTNERS, Bristol).

General Secretary and Solicitor :

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ALFRED CURTHOYS, 79, Gloucester Road, S.W.7 (FREMANTLE 0500)

NATIONAL PENSION SCHEME

AN extremely satisfactory response has been made to the questionnaire in connection with the proposed national pension scheme for pilots. The information has been examined by a sub-committee of the Executive, Messrs. Tate and Page, who will report at the next meeting of the Executive. (April 1st).

It will be remembered that at last year's Conference this resolution was adopted :—

That the formation of a national pension policy for pilots is a matter of urgency and that the Executive Committee be instructed to formulate plans for its creation.

The first step was to obtain information from the ports by means of the questionnaire which was prepared by Mr. Griffiths who received considerable assistance from Mr. Page. Information was sought on these points :—

1. Port.
2. Pilotage Authority and address.
3. No. of Pilots.
4. Year Benefit Fund established (if none, state none).
5. Capital value of Fund on 31.12.57.
6. Balance of Pilot Fund account on 31.12.57.
7. Sources of income of Fund.
8. Average annual income in past 5 years.
9. Pension benefits :
 - (1) (a) for retired pilots (max.)
 - (b) at what age or after what service.
 - (c) earlier benefit in the event of ill health or retirement, etc.
 - (d) Sickness benefit (if any).
- (2) For widows.
- (3) For dependants.

MR. TATE told the Executive at the January meeting that the intention was

that sufficient information should be extracted from the replies to aid the Executive in coming to a decision on policy.

At the same meeting MR. GRIFFITHS said that he had spoken to the Ministry of Transport and Civil Aviation on the subject. They had expressed interest and hoped that all concerned might be able to agree on the principles upon which to base a much needed improvement. Mr. Griffiths felt that standardisation as regards bye-laws and the amount of pension was desirable and suggested that they should aim at a pilot having a pension at least equal to half his earnings. If they worked along those lines and let the Ministry know the result of their research, taking a dozen or fifteen of the major ports, he felt the Ministry might use their good offices to assist in bringing about an improvement in pensions throughout the country after consultation with Authorities and shipowners.

THE QUEEN HONOURS

Mr. TATE

ON March 21st Mr. Daniel H. Tate went to Buckingham Palace to receive the decoration of M.B.E. conferred on him as Vice-president of the United Kingdom Pilots' Association in the Queen's New Year Honours List. He had as his guests at the ceremony his wife and his mother.

Her Majesty who always shows a personal interest in the people she honours on these occasions asked Mr. Tate how long he had been a pilot.

Afterwards outside the Palace Mr. Tate was joined by his son and two daughters. It is at this stage that the newly honoured have to face the battery of press cameras and the Tate family with father in a uniform not often seen in that neighbourhood found themselves lined up before the

Palace railings to be shot! As this issue of *The Pilot* was just going to press there was no time to reproduce a picture but we hope to have the pick of them in the next. Fortunately the conditions were good for photography and the photographed: a bright sunny day but with an edge on the breeze.

The Queen's inquiry about Mr. Tate's service makes it opportune for us to give a few biographical details with which many pilots are not familiar although they realise what a live and forceful figure he is now and appreciate the tremendous amount of work he has done in their interests.

Born at Seaton Carew, Co. Durham fifty-two years ago Mr. Tate got what he calls "a safe and respectable job with good prospects" and comments "How many lives have been ruined in the interests of 'good prospects'! On his boss's recommendation he left and worked for two years with one of the first firms of efficiency experts. That may explain a lot in his present make-up.

Then in 1924 came the opportunity of becoming a pilot. He served his apprenticeship to the Tees Pilotage Authority and went to sea. In 1935 he received his licence as a Tees pilot, came to his first U.K.P.A. Conference in 1937, and we are glad to say has kept it up. For some years he was local secretary for the U.K.P.A. and for ten years was on the Tees Pilotage Authority.

When the Executive Committee met on January 16th one of the early items on the agenda was the honour conferred on Mr. TATE

"I know I am speaking not only on behalf of the members of the Executive but of the whole of the members of the Association in congratulating Mr. TATE on this award." Mr. WYNN said to the accompaniment of a cordial "hear, hear." "He and I came on the Executive together and I know how much he has done in these years. Without him we should not have achieved what has been done as regards the remuneration of pilots, and I propose we place on the minutes a record of the appreciation and thanks of the Executive Committee."

Mr. GREEN seconded and the proposal was carried amid applause.

"Whatever personal satisfaction and gratification arises from this matter," Mr. TATE said in reply, "I leave to your imagination but one thing which gives me intense satisfaction is the fact that this honour has come to the U.K.P.A. Nevertheless, I thank you for the good wishes and the many who have sent letters."

There were references to the good relations which have been established with the Ministry Trinity House and the Chamber of Shipping.

"For years we were playing Blind Man's Buff," said Mr. JANES. "Now we have got down to talking to people direct. This has been due to the Chairman's persistence in making these contacts. I am still perturbed at the amount of time he has to spend going about the country attending meetings and I hope he is losing nothing personally. I hope that side is being properly looked after."

"It is indeed," said Mr. Tate, and Mr. GRIFFITHS commented "Everybody endorses those well spoken words of Mr. Janes. I have had a large number of letters expressing in most sincere terms congratulations on this extremely well deserved honour; they have come from all quarters of the country and, I am glad to say, Ireland too."

There was general agreement with a remark by Mr. Tate that the Association enjoyed a great honour in being able to use *Wellington* as headquarters.

RECEPTION AND DINNER AT THE HOUSE OF COMMONS

The occasion was suitably celebrated by the Executive Committee at an informal dinner party at the House of Commons on the evening of the Executive meeting.

Before the dinner the President received Sir Robert Letch and representatives of the Ministry of Transport, the Chamber of Shipping, Trinity House, and the Transport and General Workers' Union in honour of Mr. Tate.

Mr. T. O'Leary stayed to dinner with the Executive.

The guests at the reception were:—
Sir Robert Letch.

Ministry of Transport and Civil Aviation:
Mr. P. Faulkner, C.B., Mrs. Denny, O.B.E.,
Mr. A. Broadley, O.B.E., Mr. D. S. R. Nobes and Miss P. R. Creeth.

Trinity House: Messrs. S. Rawlings Smith, O.B.E., M.Inst.T., E. Babbs.

Chamber of Shipping of the United Kingdom:
Messrs. H. E. Gorick, C.B.E., L. J. H. Horner, J. B. Greenword, R. C. Oades.

Transport and General Workers' Union:
Mr. T. O'Leary.

Mrs. Denny who was well known to the pilots as Miss Churchard received many congratulations on her marriage. Mr. R. W. N. B. Gillin of the Ministry of Transport

was abroad and unable to attend. Mr. Gifford Gordon of the Liverpool Steam Ship Owners' Association and Capt. John Clement were prevented from attending by illness.

After dinner:—

THE PRESIDENT said that he was on holiday and when he was on holiday he did not try to make speeches but this was a special occasion because it served the dual purpose of enabling them to meet their friends outside the organisation and also of paying tribute and honour to one of their colleagues who had been honoured by Her Majesty in the last Honours List.

"We are here to pay tribute to our great friend and colleague. We all owe him a great debt of gratitude for all he has done. Also, we have the pleasure of welcoming the rival organisation here—(laughter)—and we could not have had a rival more helpful than Tim O'Leary has been during the negotiations which have been going on. For about 20 years the struggle had gone on with sweat and tears to get the rate for the job for the pilots, and you have reached something nearer to agreement among the pilots than ever before. It was all due to the hard work and tenacity of your negotiating team that you have got so far. I hope you will go further; there are other interests you have to look after—the small ports and a pension scheme which will be helpful and acceptable to all your members. Let us drink to the health of Dan."

There was a cordial response to the bidding and then DAN replied. He admitted that the honour had given him a great deal of personal satisfaction, so had his association with so many good shipmates. Mr. Griffiths and he had been in intimate association with the Transport and General Workers' Union and they had nothing but praise for Brother Timothy O'Leary and Jack Clement whose absence from that function he regretted—"not such a bad chap, very intelligent and constructive, if we could strip him of his Welsh."

There was a pause, it seemed that all had been said. Not a bit of it.

MR. GRAINGER, after referring to himself as the baby of the Executive Committee exercised what he called his privilege to interrupt. "I feel that Mr. Tate will excuse me as he has sometimes not been prepared to do," he added "but I must join in the congratulations to him." Mr. Grainger went on to say that during the short time he had been associated with the Executive he had learned the value of co-operation among themselves; regardless of whom they represented and their own ideas, presenting the common front. He thanked Sir Peter for arranging for this auspicious occasion to take place in the House—the heart of the country.

Then Mr. O'LEARY spoke of the privilege of being there and how he welcomed the opportunity of calling Mr. Tate, "Dan." He took up the reference to the organisation he represented as a rival to the U.K.P.A.; "complementary" more aptly described it, he said. They were doing a job for their fellow men and whatever their approach, if their intentions were right they could not fail to achieve something. Every movement that was worthwhile produced somebody to lead it and Dan was one of them. John Clement was unfortunately in bed with 'flu but had asked him to congratulate Dan on his behalf.

"In the short time I have known both of them and Mr. Griffiths," Mr. O'Leary continued, "I have always felt that there never was a time when I did not know them. That is the mark of knowing people well. My association with Dan has been one of the most interesting and fruitful experiences I have had, and I have been an official of the organisation for 22 years. Dan and Mr. Griffiths are two men I would like to keep in personal contact. We have not achieved finality but we have established a basis from which you need not look back.

"My first feeling is that pilots ought not to be divided; they should be one body whether it was in the Union or in the U.K.P.A. does not worry me at all. All I am concerned with is that the association and friendship now built up should be developed. It would not worry me unduly if the pilots in the Union decided to go to the Association: my concern is the greatest good for the greatest number."

MR. INNES followed up this point with these words. "If we could in any way unite the pilots we should have reached and achieved our final home."

Next came Mr. WYNN who returned to the central figure of the evening. "It has been my very great pleasure to be associated with Dan Tate ever since I was elected to the Executive Committee," he said. "We have had many good sessions together inside and outside the Executive. We know the sterling worth of this Association. We owe a debt of gratitude to Middlesbrough for allowing him to leave the station and for supporting him during the time he gives to this work."

After entertaining the company with the true story of the "Roger Bevan, labourer," affair which had a sequel at Bow Street, Mr. PAGE, speaking on behalf of the biggest port in the country, said they very much admired Mr. Tate and were very pleased that he had received an award. The London Pilots' Council at their last meeting asked him to inform Mr. Tate that they would like to welcome him as one of themselves.

From a few by the way R.A.F. recollections Mr. GRIFFITHS went on to say that the

Continued on page 7.

EARNINGS at MANY PORTS RAISED to LETCH FIGURES

Considerable time was devoted by the Executive Committee to a review of the position at the ports as a result of the recommendations in the Letch Report.

MR. GRIFFITHS reported in detail the developments which had taken place at the following ports:—

Barrow. An increase of 22½ per cent in June but the further increase from £1,050 to £1,130 had not yet come into force.

Certain Authorities had been quick to implement the Letch Report but had shown reluctance to apply the 7½ per cent increase of the National Maritime Board award, which had followed so soon after. Londonderry was in a somewhat similar position and he was taking the matter up.

Barrow, Barry, Belfast, Cardiff, Clyde, Hartlepool, Plymouth, Tees and Tyne had all obtained suitable rate adjustments.

Bye-laws for Ipswich were about to be submitted.

Port Talbot were for the moment getting the recommended level without raising the rates due to a peak period of trade and this position in all fairness would soon call for attention.

At Goole and Hull the increase had come into force, after considerable difficulty. The vital point was that the increased exemption limit had been confined to the lower Humber.

The case of Falmouth led to considerable discussion. MR. GRIFFITHS reported that nothing at all had been done there and the pilots were indignant that their earnings had dropped to £1,300, and they sought the assistance of the Association to make application under Section 18 of the Pilotage Act to implement the Letch recommendation of £1,500, (plus 7½%). When he and Mr. Tate were recently at Trinity House regarding ports not included in the Letch Report they had taken the opportunity of mentioning how perturbed they were at the delay regarding Falmouth. The trouble appeared to be in part due to the attitude of the sub-commissioners who feared that the implementation of the recommendations might have serious repercussions elsewhere in the port, and they were accordingly hesitant about adopting them.

MR. TATE referred to the attitude of the sub-commissioners at Falmouth as delaying tactics suggested that the Association had been very patient, and there were two courses open to them, either to persist in turring the other cheek or to go ahead with an application on behalf of Falmouth under Section 18.

The latter course was agreed on the proposition of MR. PAGE, seconded by MR. GRAINGER.

MR. MARSHALL got the Executive to pay considerable attention to the Tyne. He said the Letch Report had been implemented but

the pilots were dissatisfied with the grading and so were the Authority.

Pressed on that point, Mr. Marshall grouped the Tees, Humber and Tyne and said that the Tyne should never have been below the others.

MR. TATE asked Mr. Marshall to accept his view that he had always disliked the figure for the Tyne. It was a travesty bearing in mind the size of ships handled there. At the same time he pointed out that the Tyne earnings had gone from £860 to £1,200—a very big increase—and if in the negotiations they had pressed for £1,500 they would never have achieved it. Nothing further could be done at the moment but there would be a complete review of the position in 1959.

The position at the small ports was also discussed.

MR. TATE said that he and MR. GRIFFITHS had been to Yarmouth and found that the pilots there would at least like their level of earnings raised by 7½ per cent.

At King's Lynn they found that the pilots wanted more men. They were involved in some complicated bye-laws but would be satisfied with a 7½ per cent increase on their earnings.

At Boston, as at Yarmouth and King's Lynn, a great deal of important work was going on. Boston had a good case for an additional pilot; it was a busy port and they were doing a difficult job: their numbers were considerably down on pre-war. They wanted to maintain their present earnings of at least £1,100 and have an extra man.

From information which MR. JAMES gave the Executive it appeared that Portsmouth were unhappy at not being included in the recommendations. Their earnings had dropped from £1,150 to £1,000 owing to loss of trade, but Mr. Griffiths said he had hoped that Trinity House would agree to £1,200 as the appropriate figure for them.

The important port of Workington claimed a far higher figure than it seemed possible to obtain, MR. GRIFFITHS reported. They had asked for £1,400 but Mr. Tate and he had suggested a compromise at £1,290. They had encountered difficulties and been met with arguments that it was an easy and short pilotage; also that it was a purely tidal port and now that a fourth pilot had been appointed they were not overworked. The earnings of Barrow where conditions were very different, had been quoted against them.

MR. GREEN informed the Executive that Workington had had an improvement in trade and the pilots' earnings were now over £1,100.

There was no export trade but the pilots handled fairly large ore ships. Barrow had a much longer pilotage and the pilots had to make many runs for ships which were not there!

It was agreed to press again with Trinity House the case of Workington whose importance did not seem to be properly understood.

MR. GRIFFITHS reported that in view of their current level of earnings it had been decided to take no action at this stage in the case of Poole and Shoreham.

Preston constituted a particularly difficult problem. Earnings were above the Letch figure, but there were only 12 pilots instead of 13. The Trinity House attitude was that it was not the appropriate time for making a move. MR. GRIFFITHS was anxious to know if there was anything the Association could do about it.

From the foregoing progress report the Executive went on to consider this item on the agenda—"Method of computing rates to give effect to Letch recommendations"

MR. GRIFFITHS explained that this related particularly to the Clyde, and that the Tees had also experienced trouble.

Mr. TATE ENTERTAINED

Continued from page 5.

U.K.P.A. was extremely lucky and were conscious of the honour of having Sir Peter Macdonald as President. "I say that," he said to the amusement of everybody, "in spite of the fact that he represents the Conservative Party in Parliament!" He continued "The effort to solve the problem of earnings has been going on for more years than I have been connected with pilotage, and as Sir Peter and Mr. O'Leary have stated, but for the tenacity of Mr. Tate, they would have given up what appeared to be a hopeless struggle. Many a time they felt they had reached the limit, and there was nothing further they could do to achieve the aim they had in view and should throw in their hand. Mr. Tate was the one who always said it could be done, and it was his indomitable courage and patience which inspired us to carry on. We must also thank that great man, Sir Robert Letch, who stepped in and quite literally helped us all out of our problems. We, in our Association, could never alone have achieved what we hope is a satisfactory result, but for the tremendous assistance we received from one guest we are entertaining, and his colleague, John Clement. I am tremendously pleased to welcome him. Dan Tate has been honoured by the Monarch for the outstanding and distinguished services he has rendered to pilotage, and we associate this occasion with the representative of the Transport and General Workers' Union for whom we have formed a great affection."

MR. MAIN went into some detail on the subject. The Clyde applied for a new rate to produce the Letch figures. This was submitted to the Ministry and would have given 136 per cent over pre-war. The Chamber of Shipping objected the day before it was to be published and the pilots were notified of a 5 per cent cut which the pilots estimated would leave them 132 per cent. In point of fact, however, it was the rate itself which had been cut leaving them only 125 per cent above pre-war. All they could discover was that this 125 per cent was based on the maximum earnings of a full tonnage pilot for 1956. The pilots' reading of the Letch Report was that the total earnings should be divided by the number of pilots. Making allowance for sickness, etc. they reckoned there were 52 pilots on the staff and dividing the total earnings by that number the increase should have been 132 per cent over pre-war. As it turned out they were just above the Letch figure, but some of the men at Gourock felt that they had had a raw deal. With 132 per cent they would have had a little extra but would still have been within the limits of the 10 per cent margin.

MR. GRAINGER commented that fundamentally the Ministry had supported the minimum.

MR. GREEN thought of something nobody else had mentioned—the good fortune of the U.K.P.A. in having Mr. Griffiths as secretary.

In a surge of eloquence which we have slightly modified for publication, MR. MARSHALL—"as the senior member of the Executive"—20 years, joined in the tribute and recalled early recollections of the clever young man from Middlesbrough who had climbed over him. Hailing from one of the ports which had not come out of it all too well—they were a burnt offering—he, nevertheless, realised the good that Dan Tate had done for pilots in general. Mr. Marshall also spoke with pleasure of the co-operation which existed between the two bodies; if they had not been together they would have fallen.

MR. SLADE joined in the congratulations to Mr. Tate, but after that what seemed to have impressed him most was that the function was being held in the Palace of Westminster, and when he got back to Cardiff they would want to know all about it.

SIR PETER MACDONALD explained that the room looked on the terrace and was one of the oldest parts of the House. The curtains were drawn aside revealing the Thames at high tide, Westminster Bridge, and on the far bank St. Thomas's Hospital. Sir Peter mentioned that he had spent 33 years of his life at the House, threw out an invitation—"any time you are in London I should be pleased to show you both Houses."

Finally, "as one of the youngest members of the Executive," MR. MAIN, at the special request of his colleagues on the Clyde, said how much they appreciated Mr. Tate's work.

CONFIRMATION OF BYE-LAWS

Ministry's Approval of Efforts to Expedite Procedure

THE Executive Committee spent some time at their meeting in January considering the resolutions adopted at Conference last October.

One of them relating to the speeding-up of bye-laws was as follows:—

That the Executive Committee support the suggestions (a) and (c) advanced by the Pilotage Department of the Trinity House to speed up the machinery for confirming bye-laws but that the time limit of 14 days in proposal (b) be extended to 21 days, and that if objections are substantiated within that time, the promoters be given 14 days within which to make their comments upon the objections.

The Trinity House suggestions referred to were:—

- (a) that the period of advertisement should be reduced from fourteen to seven days;
- (b) that where formal objection is lodged, the objector should be required—within fourteen days of giving notice of his objection—either to substantiate or withdraw the objection and that, failing this the Ministry should proceed to deal with the application and waive the need for the promoters to submit observations on the objection;
- (c) that when giving authority to the promoters for the public advertisement of the bye-law, the Minister should indicate that, if no objection has been received the promoters may, at the same time as forwarding a copy of the newspaper in which the advertisement has appeared, also submit for confirmation duplicate copies of the bye-law.

MR. GRIFFITHS reported that he duly wrote to the Ministry saying that the Association welcomed the Trinity House proposals. This was the text of his letter:—

U.K.P.A.

13th January, 1958.

Dear MR. BROADLEY,

I beg to refer to MR. RAWLINGS SMITH'S letter to you of 28th August last containing proposals for expediting the procedure for the

confirmation of bye-laws for adjusting pilotage rates. The Executive Committee of this Association strongly supports these proposals in broad principle which they appreciate are designed primarily to assist pilots and to ensure within reasonable limits that those concerned, whilst having sufficient time to present their views, are under an obligation to comply with a time-table which should enable a decision to be come to without the delays which have sometimes occurred in the past.

My Association accordingly endorses those proposals, but desires to add a modification that objectors should be given a period of 21 days from the expiration of the time for lodging objections within which to submit their reasons in support, and that the promoters should be allowed a further period of 14 days from the receipt of the objector's case to enable them to make their observations thereon.

We would also like to suggest that when the Ministry gives instructions for the publication of bye-laws, Authorities should be asked to dispatch to the organisations representing the shipowners and the pilots (where they are known) a copy of the bye-laws concerned. We recently had a case where we found that the Chamber of Shipping had lodged a formal notice of objection because although they had written to the Authority for a copy of the draft bye-laws a month earlier they had received no reply.

I am sending a copy of this letter to Mr. Rawlings Smith but I believe I would be right in saying that we are both leaving it to you to take the matter up with the Chamber.

Yours sincerely,

C. D. GRIFFITHS.

A. BROADLEY, ESQ., O.B.E.

Ministry of Transport and Civil Aviation.

MR. PAGE: The position is that the Ministry is likely to be sympathetic and providing the Chamber accept, it will probably come into being.

The Executive confirmed the action taken by the Secretary.

Since the Executive meeting, Mr. Broadley has written to Mr. Rawlings Smith on the subject and a copy of his letter was sent to Mr. Griffiths. This letter and one from Mr.

Griffiths to Mr. Broadley commenting on it are as follows:—

MINISTRY OF TRANSPORT AND CIVIL AVIATION

25th February, 1958.

Dear SMITH,

You wrote to me on 28th August and made certain suggestions for the simplification and speeding-up the procedure for the confirmation of bye-laws.

I now enclose copies of the observations of the Transport and General Workers' Union and the Chamber of Shipping on your suggestions. I understand that Mr. Griffiths has already sent you a copy of his letter of 13th January containing the comments of the United Kingdom Pilots' Association.

There appears to be general agreement on all but one of your suggestions, i.e. that when formal objections are lodged they should be substantiated or withdrawn within fourteen days. On the other hand, the U.K.P.A. have suggested that objectors should be allowed twenty-one days from the expiration of the prescribed period (which it is now agreed should be seven days) and the promoters of the bye-laws allowed fourteen days to reply to objections.

We appreciate that, on occasion, the time taken by objectors to substantiate formal objections, and by promoters to reply to objections, is considerable but we do not think that it would be possible to enforce any arbitrary time limit on the lines suggested. In some of the recent more difficult and complicated cases which have been submitted, the strict application of such a procedure would have been impracticable. We trust, however, that the parties will continue to do their best to ensure that all cases are dealt with as quickly as possible.

All the other suggestions which have been made might well be adopted and I should be glad if you would let me know whether you see any objection to any of the following points, so far as the Trinity House are concerned:—

1. the period of advertisement should be reduced from 14 to 7 days;
2. signed and sealed copies (in duplicate) of the bye-laws may be forwarded, if the Pilotage Authority so desires, before the Minister has intimated that he is prepared to confirm the bye-laws;
3. the period between the date of confirmation and the coming into operation of the bye-laws should be as short as practicable;
4. any additional information, for which the Ministry may ask when giving instructions for publication, may be sent as soon as it is ready and not held back until objections are received; and

5. the Ministry, when giving instructions for advertisement will ask the Pilotage Authority to send to the Chamber of Shipping, the United Kingdom Pilots' Association and the Transport and General Workers' Union, copies of the bye-laws proposed.

I am sending a copy of this letter to Mr. Greenwood, Mr. Griffiths and Mr. O'Leary, who may wish to comment on the proposals contained in the previous paragraph.

Yours sincerely,

A. BROADLEY.

S. RAWLINGS SMITH, ESQ., O.B.E.

London, E.C.3.

U.K.P.A.,

27th February, 1958.

Dear MR. BROADLEY,

Thank you for your letter of February 25th with enclosed copy correspondence. I think your last letter to Mr. Rawlings Smith sums up the situation as far as we have been able to get and if adhered to could obviously speed things up. Both the Chamber of Shipping and this Association seem to share the view that, commendable as Mr. Rawlings Smith's proposals are for avoiding delay, once notice of objection has been given both the objectors and the promoters must have proper time in which to prepare their case and I agree with Mr. Greenwood that it is sometimes difficult to obtain the information needed. I think, therefore, that the pilots must accept your view that even the extended time limit which this Association proposed could not in practice be enforced. As long as everybody acts in the spirit of these proposals and does everything possible to see that no avoidable delay occurs, I think most people will be satisfied. I therefore have no further comments to offer, other than to express my appreciation of the initiative of Mr. Rawlings Smith in having this question ventilated.

I am sending a copy of my letter to the other persons concerned and as I referred to Mr. Rawlings Smith's proposals in the course of my annual report to my Association, I hope that neither you nor the others will have any objection if in the next issue of *The Pilot* we publish my letter to you of January 13th, your reply of February 25th, and this letter. I will assume that I may do so unless I hear to the contrary.

Yours sincerely,

C. D. GRIFFITHS.

A. BROADLEY, ESQ., O.B.E.,

Ministry of Transport and Civil Aviation.

MASTERS AND PILOTAGE

The Executive also considered the Conference resolution regarding masters of exempt vessels doing their own pilotage. The terms of the resolution which was moved by MR. D. PERRY (London River) and carried unanimously, were:—

That this Association expresses concern at the increasing number of masters of exempt vessels and in particular those belonging to nationalised undertakings doing their own pilotage at the expense of pilots in general the result of which can only eventually add to the expenses of the owners of the vessels which are subject to compulsory pilotage.

MR. GRIFFITHS told the Executive of conversations he had had with Mr. O'Leary on the subject—obviously it was a matter common to Union ports as well as their own. The practice had been experienced at Seaham where the pilots complained that they were taken only one way. His proposal was that they should endeavour to obtain the co-operation of the Chamber of Shipping to see that the practice was reduced to a minimum.

EXECUTIVE NOTES

THE meeting of the Executive Committee on January 16th was attended by Messrs. D. H. Tate (in the chair), H. J. Wynn, M. M. Marshall, J. H. Innes, D. Grainger, F. V. James, L. R. Slade, D. Main, R. B. Page, S. Green and C. D. Griffiths.

Mr. Duncan was unhappily not able to attend owing to very distressing circumstances. His mother and sister were involved in a car accident on the previous Saturday night when his mother, who was 93 years of age, was killed and her daughter seriously injured.

The Committee directed that a letter of sympathy should be sent to Mr. Duncan on their behalf.

FINANCE

MR. WYNN presented the financial report showing that when outstanding charges had been met there would be £500 in the current account. The report was adopted on the motion of Mr. Innes.

AN APPRENTICE'S MISFORTUNE

MR. MARSHALL mentioned the case of a 17 year old Tyne apprentice, Chambers, who was injured when making the cutter fast, necessitating the amputation of a foot. The lad is the son of a pilot who, with his two brothers, are members of the Association.

It was agreed that a letter of sympathy should be sent to his father, and Mr. Griffiths

It might be desirable to ascertain the extent to which it was in operation at the various member ports.

THE CHAIRMAN (Mr. TATE) said that the problem was where and how to come to grips with it. The answer was that if the master was going to do the pilotage he should get the full pilotage—that would make them take pilots!

MR. MARSHALL mentioned that on the Tyne there were five colliers which did not employ pilots but used two tugs.

MR. PAGE said the London Pilots' Council made the suggestion that the Association should consider the possibility of an approach to the Navigating Officers' Union with a view to discouraging the practice.

MR. GRIFFITHS, however, did not favour this course and repeated his proposal to approach the Chamber of Shipping without whose assistance little effective action would result.

This course was agreed "as a preliminary step," on the proposition of MR. MARSHALL, seconded by MR. INNES.

advised Mr. Marshall regarding legal aid for the injured lad.

SAFETY MEASURES

Arising from a reference to a strain which the late Channel pilot, F. J. C. Marshall, suffered in leaving a ship, there was a general discussion on safety measures for boarding and landing from large modern vessels. The importance of spreaders, man ropes and adequate lighting were mentioned, but it was suggested that the Safety of Life at Sea Convention did not make it a specific requirement that spreaders should be fitted.

MR. WYNN, on the other hand, said that a good many masters were under the impression that spreaders were compulsory.

MR. JAMES pointed out that a trailing ladder was worse than one without spreaders.

MR. PAGE said that with the modern trend of building in the bigger ships there was no place to rig a ladder amidships. There was a tendency to solid shelter and bridge decks but some ships were fitted with ladders. A ladder hanging over from the fore deck was extremely dangerous. The latter was one the Association should give thought to.

Various suggestions were made. One was that a letter should be sent to Royal Mail Lines Ltd., the owners of the *Loch Gowan*, which was concerned in the case of the late Mr. Marshall, but in the end it was agreed to write to the Ministry of Transport and Civil Aviation.

THREE NOTABLE RETIREMENTS

Mr. J. H. Fife, *Gravesend River*

WE had every intention of joining the Thames compulsory pilots at the Old Prince of Orange Hotel, Gravesend, on January 31st when they presented Mr. J. H. FIFE with his portrait, in water colours and charcoal, on his retirement from the service. A foggy morning upset that intention, not only for us but for many of his colleagues who were at anchor on board vessels in the river. Then, before the presentation was made, the fog lifted and some who had "rolled up" had to leave in a hurry for the Royal Terrace Pier.

So we turn to the *Gravesend and Dartford Reporter* to take up the story and incidentally we are grateful to the paper for the loan of the block which accompanies these notes.

"The celebration was arranged by the Compulsory River Thames Pilots' Committee, to the constant embarrassment of Captain Fife, whose modesty was at all times equal to the praise and congratulations that were lavished upon him by everyone.

A large table groaned beneath the weight of the food it carried, but no one had time to eat—there was much too much to talk about.

But although he was in constant demand among the guests for lively exchanges of reminiscences, Captain Fife was reluctant to talk to the Press. He did not want a fuss. He did not want publicity, he said.

He did say, however, that he was aged 70, was born at Lambeth in London and had spent his entire working life at Gravesend.

Speeches on Friday were short and to the point.

Captain Fife said he did not think he had done anything exceptional, but had been fortunate in the assistance of his friend, Captain Edmund Stone, when he had started his long career.

A tribute to Captain Fife was paid by Captain Norrman, master of the Swedish Lloyd mail steamer *Succia*, which Captain Fife piloted for the last time the previous Monday.

'You have been a member of the crew; not a pilot, but a friend,' he said. 'We will miss you very much.'

Captain Stone spoke of Captain Fife as 'Honest John' and said he hoped he would find time to continue with the Pilots' Committee in his retirement.

Captain David Perry presented a portrait painting of Captain Fife in uniform to the retiring pilot. Then, formalities over, the gathering returned to private discussion and the wishing of good luck, health and happiness to one of Gravesend's most respected and popular men of the River."

A few additional notes on his career were extracted from Mr. Fife for *The Pilot*.

He was called up for the Thames pilotage in 1915 but owing to war commitments in the R.N.R. he was not licensed until March 17th, 1920. In 1924 he was appointed choice pilot for the Swedish Lloyd Line, also the Svea Line and Johnson Line.

During the war there were no choice pilots and he took his turn on the rosta but since then he has been exclusively engaged by the Swedish-Lloyd Line.

Before the last war he was appointed local secretary of the U.K.P.A. he says he can't remember when, and was also assistant secretary of our general purposes committee. Since 1942 he has carried out the duties of Honorary Secretary, as we know with distinction.

Mr. P. S. Smith, *Southampton*

At the end of January, Mr. Smith who was senior pilot at Southampton retired after a sea career of nearly 54 years. He was choice pilot for the Royal Rotterdam Lloyd and Nederland Lines.

When the *Willem Ruys* called at Southampton on January 31st, Mr. Smith (who piloted her in) and Mrs. Smith were entertained to dinner on board.

On behalf of Rotterdam Lloyd, Capt. F. De Jonge, master of the liner, presented Mr. Smith with a pipe and ashtray and a painting of the ship signed by the master and senior officers. The ashtray was in the form of a circular dish marked with four points of the compass, and with a compass set in the centre.

Mrs. Smith was presented with a dressing set by Capt. De Jonge.

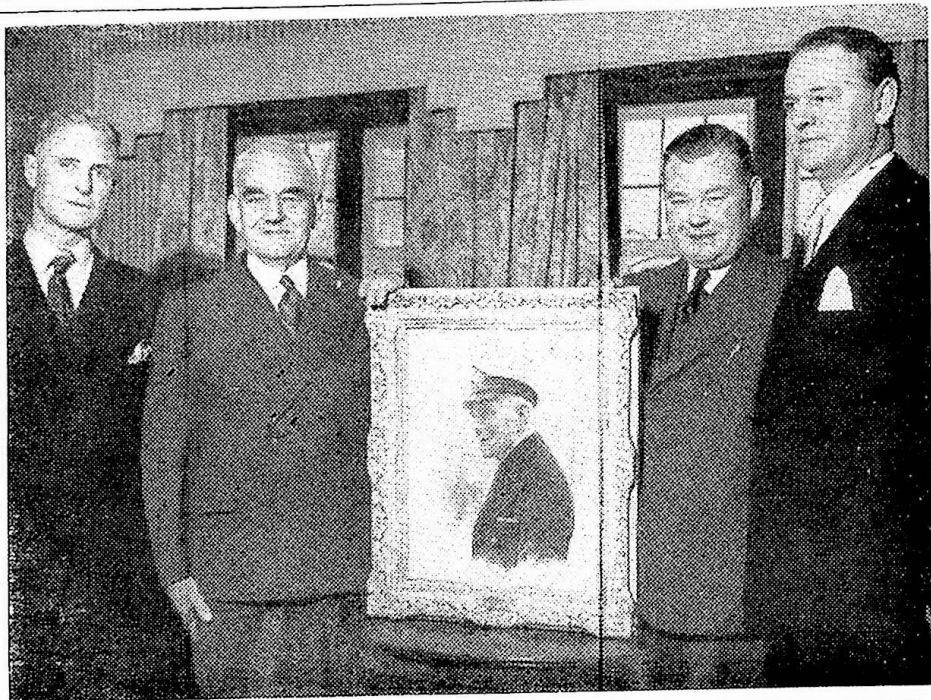
The liner sailed at 11.30 that night but Mr. Smith could not take her out—his licence expired at midnight!

When the Nederland liner *Oranje* was last at Southampton before his retirement, Mr. Smith was entertained at lunch and presented with an inscribed silver salver from the company.

Mr. Smith is a Southampton man and went to sea in 1904, when he was 16, in the full rigged sailing ship *Wasdale*. Later he had two years in the four-masted barque *Kelbrum*.

He obtained his second mate's certificate in 1908 and two years later his mate's certificate. Then he joined Union-Castle as third officer of the *Susquehanna* and made one voyage from New York, to the Cape in the ship, which was afterwards stationed on the South African coast. Returning home in 1912, he obtained his master's certificate the following year.

As an R.N.R. officer during the first world war he served in the Union-Castle Line's old *Edinburgh Castle* (then an armed merchant



Left to right: Mr. E. Stone, Mr. J. H. Fife, Mr. D. Perry and the master of the Swedish-Lloyd mail steamer Suecia, Captain "Bob" Norrman.

the cruiser H.M.S. *Essex*, "O" ships, and in H.M.S. *Bellona* with the Grand Fleet. In 1916 he was torpedoed in the Mediterranean in the "QI."

After the war he served in the *Glengorm Castle*, a hospital ship, and then in the *Durham Castle* and *Kenilworth Castle*.

In 1921 he joined the inward pilot service in the Southampton district and for six years was North German Lloyd choice pilot. He was transferred to the outward service in 1936 and became second choice pilot for North German Lloyd.

During the first part of the second war, he and six other local pilots volunteered for service at Glasgow, where he stayed for three-and-a-half years. He returned to Southampton shortly before D-Day, and in 1948 was appointed choice pilot for the Rotterdam-Lloyd and Nederland Lines.

He became senior pilot a year ago and is succeeded by Mr. R. Lashmar.

Mr. Smith has many shore activities at Southampton including the Master Mariners' Club of which he has been a committee member for many years, Freemasonry, the British Legion and bowling. The local paper the *Southern Daily Echo*, reporting his retirement said that after a lifetime at sea, he wants to be as near to it as possible during his retirement and plans to move to the Hamble area

so that he can see ships going up and down Southampton Water. He is also hoping to get a boat of about 18ft. in which to do some sailing.

Mr. and Mrs. Smith first met on board a hospital ship in which she was serving as a nurse. They have a son in Southern Rhodesia, two married daughters, one in British Guiana and the other in Uganda.

Mr. F. W. Humphreys, Gravesend Channel

A family channel pilot tradition going back well over 80 years came to an end with the retirement early in February of Mr. Frederick William Humphreys. His father came into the service in 1874 and since then an uncle, a brother and two cousins have all been channel pilots.

Mr. Humphreys who is now aged 70, was born at Gravesend and went to sea when he was 15. After six years in "square-rigged" he joined the New Zealand Shipping Company and later was with the old Allan Line. He had his master's certificate in 1911 when he was 23 years of age and four years later entered the pilot service.

In his young days he was in the four-masted barque *The Crown of Germany* when she was 220 days on a voyage from New York

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"PILOT MUST BE IN CHARGE OF CUTTER"

Barrow Men refuse to comply with Sub-Commissioner's Order

UNDER "any other business," at the January Executive meeting, MR. GREEN referred to a critical position at Barrow following a fatal accident to a cutter hand. The chairman of the sub-commissioners (the Town Clerk) gave instructions, he said, that a pilot must always be in charge of the cutter when going on duty and had threatened to refuse to renew their licences if the order were disobeyed. It was a physical impossibility for the pilots to do it; five more pilots would be needed.

Mr. Green explained that the cutter was run by a committee of two sub-commissioners and two pilots. Formerly the pilots paid the cutter crew out of gross pilotage but when boarding and landing fees were instituted, the

cutter expenses became a charge to that fund; the question of crew was no longer in hands of the body of pilots but they naturally kept an eye on things. There were two men in charge of the cutter which was 40ft. long with a beam of 12ft. He also mentioned that Trinity House supported the view of the chairman of the sub-commissioners, but the pilots were unanimous in their refusal to comply with such a manifestly illegal order and indignant at the threat to withhold their licences which expired at the end of the month.

The Executive fully supported the Barrow pilots and regarded the whole handling of the matter by the Authority as so unsatisfactory as to call for the strongest protest. Mr. Griffiths was instructed to take the matter up accordingly.

Obituary

Mr. G. DUNCAN, Leith.

Mr. Duncan who died last September was the local secretary of the U.K.P.A.. He joined Trinity House, Leith, as a Master Member in June, 1942.

"He was a loyal and faithful member," Mr. J. R. K. Taylor, Master, wrote to *The Pilot* and served the House with great distinction. His knowledge of pilotage affairs was much appreciated by the House and his early passing is a great loss."

Mr. WALTER STORROW

West Hartlepool

Mr. Storrow who died in hospital on December 13th was a member of a very old pilot family. He was 72 years of age.

The unusual circumstances of his death were reported in the national press. By a mistake he was given an anti-coagulant drug after that treatment had been stopped and died 13½ hours later. At the inquest the Coroner said there was no question of gross negligence, there had been failure of the human element and a measure of carelessness, but it could be put no higher than that. The frankness of the nurse in admitting the mistake and her subsequent action was commended.

Mr. Storrow entered the service in 1901 as an apprentice and obtained his acting order in 1907. He retired in 1947. Throughout his career as a pilot he was a member of the U.K.P.A.

He served in sail and steam and on his first voyage under the latter was wrecked off the coast of Newfoundland. During the first world war he went to sea as second mate of the s.s. *Longerty* and later as mate and master of the s.s. *Bow*. His son, Mr. John Storrow, is a West Hartlepool pilot.

Mr. Walter Storrow's brother was drowned from one of the cobbles in heavy weather in 1909.

Mr. T. Pounder, the Hartlepool secretary who was a great friend of Mr. Storrow's, says he was very respected and all the up and coming pilots held him in great esteem.

The loss was mentioned at the January meeting of the U.K.P.A. Executive and the Secretary was asked to convey their condolences to the family.

Retirements

Continued from page 12.

to Shanghai—one of the longest recorded voyages in sail.

During both wars he served as a channel pilot. He was in the Ellerman liner *City of Paris* when she struck a magnetic mine but she remained afloat and later he had just left the *Fort Perrot* off Dungeness when she was torpedoed.

Mr. and Mrs. Humphreys who were married in 1915 have the good wishes of the service for a happy retirement. They have one son and one daughter.

Local Secretaries :

Aberdeen	.....	W. A. Gervaise	.....	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan	.....	R. N. 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	.....	A. G. Starkey	.....	6, Rosetta Avenue, Ormoau Road, Belfast
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
Fowey	.....	M. Hingeston-Randolph	.....	Lamorna, Fore Street, Polruan-by-Fowey, Cornwall
Glasgow	.....	J. H. Innes	.....	16, Belhaven Terrace, Glasgow, W 2
Gloucester	.....	L. C. Taylor	.....	Pilotage Office, Sharpness, Glos.
Goole	.....	H. Richman	.....	Concord, Thorn Road, Hedon, 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 Wight (Inw'd)	.....	K. E. Powell	.....	25, Union Street, Ryde
King's Lynn	.....	N. D. Smith	.....	141, Wotton Road, King's Lynn
Leith	.....	T. R. Wilson	.....	7, Beresford Gardens, Trinity, Edinburgh.
London (River)	.....	J. H. Fife	.....	Saga, 28, Northridge 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 Ayr, St. Ives
Sheerness	.....	G. H. Taylor	.....	56, Minster Road, Sheerness
Shoreham	.....	A. J. Blaker	.....	26, Glebe Close, Southwick, Sussex.
Southampton	.....	K. J. Hutchings	.....	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 (Whitehaven and Maryport)	.....	J. R. Tennant	.....	Brooklyn, Crow Park, Whitehaven, Cumberland
Wisbech	E. M. C. Dale	90, Edinburgh Drive, Wisbech
Yarmouth	C. Bewley	35, Sussex Road, Gorleston-on-Sea, Yarmouth

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