

# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 1 Vol. 38

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## New Pilot Vessels

**V**ECTIS, a wooden pilot launch (37 ft. overall, beam 9 ft. 6 in., speed  $13\frac{1}{2}$  knots) on speed trials. She was built by Brooke Marine Ltd., for Trinity House and the Corporation has now ordered two pilot tenders (139 ft. overall, beam 24 ft.) from the same builders. The three vessels are for use in London Pilotage District. One tender will be delivered in 12 and the other in 15 months. They will replace KIHNA at Dover and VIGIA at Harwich.

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

# United Kingdom Pilots' Association



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CAPTAIN SIR PETER MACDONALD, K.B.E.

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H. J. WYNN (London River), 52, Malvina Avenue, Gravesend.

**Trustees :**

C. CATTON                      A. A. HOLLAND                      H. G. PEAD

**Honorary Treasurer :**

H. J. WYNN

**Executive Committee :**

*Date elected:*

1959 J. H. INNES (Clyde), Clyde Pilot Office, 16, Robertson Street, Glasgow, C.2.  
1959 L. R. SLADE (Cardiff), 111, Windsor Road, Penarth.  
1957 D. GRAINGER (Humber), 39, Link Road, Cottingham, E. Yorks.  
1957 S. GREEN (Barrow), 63, Furness Park Road, Barrow-in-Furness.  
1958 F. V. JANES (Southampton) Sunrise, Lakewood Road, Chandlers Ford, Hants.  
1958 R. B. PAGE (Channel), Channel Pilots' Office, Royal Terrace Pier, Gravesend.  
1957 W. C. DUNCAN (Cinque Ports), 23, Waterloo Mansions, Dover.  
1959 R. D. BALMAIN (London, River) 24, Pine Avenue, Gravesend.

**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 :**

C. D. GRIFFITHS, O.B.E., D.F.C., Shannon Court, Corn Street, Bristol 1.

**Editor of "The Pilot" :**

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



**John Hampden Inskip**

KNIGHT COMMANDER OF THE ORDER OF THE BRITISH EMPIRE

Born 16th December, 1879

Died 8th April, 1960

Forty years Solicitor to the United Kingdom Pilots' Association

Twenty-nine years General Secretary

*"One of Bristol's outstanding personalities."*

*"Sir John Inskip's outstanding qualities lay firstly in a strong Christian character. To this was added a trained and razor-keen legal brain, able to judge the essence of any problem and then present it freed from unnecessary complications for others to consider. His life was dedicated to helping us all to decide 'is it right or wrong . . . ?' And well and nobly he did this."*

One of countless tributes paid to Sir John. It came from the leader of the Citizen Party on the City Council, a position Sir John himself held for many years.

\* \* \* \*

When Sandford D. Cole was appointed a Commissioner under the Pilotage Act, 1913 he could no longer act as solicitor to the U.K.P.A. His resignation was accepted by Conference at South Shields in June of that year. Joseph Browne, one of the founders of the Association, was ready with a nominee for the office — John Inskip. Conference unanimously accepted him and so began an association with the pilots which developed through the years into a lasting friendship.

The 1913 Conference is memorable for another change. Captain Harry Langdon, the first secretary of the U.K.P.A. having reached 80 years of age retired. There was nothing about the work of head office which Joe Browne did not know and he was the natural successor, but he was not a young man and in 1924 he asked to be relieved of the secretaryship, although until his death in 1938 he remained a trustee. Conference in London in 1924 combined the positions of secretary and solicitor and invited Mr. Inskip as he was then, to accept the dual position. He did so and the same arrangement continues with Mr. C. D. Griffiths in office.

In 1946 Sir John expressed a wish to relinquish his position with the Association, but two years later "somewhat unexpectedly", as he said, he found himself presenting yet another report. In 1950 Conference appointed Mr. Griffiths assistant secretary and solicitor and that relieved some of the burden. "Now the end really has come" Sir John told Conference in 1953 and it is very interesting to read again the report he then presented dealing with some of the activities of the Association in his time. "The fact that I have remained in this office so long is sufficient evidence" he said, "that I have not wearied or got tired of it." He was made an honorary vice-president.

That is a brief outline of Sir John's connection with the Association but during those years he was building up a career of public service in his native city which made him in the words we have quoted under his portrait, "one of Bristol's outstanding personalities".

From 1915 to 1917 he served in France with the Royal Flying Corps and the Royal Air Force and later was at the Admiralty. He made history by being elected while on active service to Bristol City Council and in 1931-32 was the youngest Lord Mayor in the City's history. He was knighted in 1937 for public and political services in the first list of honours conferred by George VI. With all his civic activities he still found time for a great deal of church, philanthropic and political work. In 1955 he received the Freedom of the City.

Sir John was helped in his career of public work by the constant devotion of Lady Inskip, whom he married in 1923. She was the second daughter of the first Baron Maclay. There are two sons and three daughters.

The first Viscount Caldecot who became Lord Chancellor was Sir John's brother and the late Rev. Dr. T. J. Inskip, former Bishop of Barking was his half brother.

Sir John was buried in the churchyard of the North Somerset village of Abbots Leigh where he lived and later there was a memorial service at St. Mary, Redcliff when a great congregation among them Mr. Griffiths representing the U.K.P.A., paid tribute to his public life and service.

## CONFERENCE ON NOVEMBER 2 & 3, 1960

THE 73rd CONFERENCE of the United Kingdom Pilots' Association will be held by courtesy of the Honourable Company of Master Mariners in the Court Room of H.Q.S. Wellington, in London on the above dates.

Branches are reminded of rule 8 — "No person not being a retiring Member or retiring Vice-President shall be eligible for election to the Executive at any Annual Conference, unless at least six weeks before the Conference he has been nominated as a candidate by notice in writing given to the Secretary and signed by two Ordinary Members of the Association belonging to the same Branch as the Candidate and by the Candidate".

Likewise rule 22 requires any branch or individual members to give six clear weeks' notice of any business they intended to introduce. Nominations and resolutions must therefore be in the hands of the General Secretary by 19th September, 1960.

Messrs. Grainger, Green and Duncan as the three members longest in office retire under rule 11 and are eligible for re-election. The death of Mr. M. M. Marshall (see page 7) creates another vacancy.

This issue of *The Pilot* records the business of the March meeting of the Executive Committee and in some cases the subsequent developments.

## GOOLE AND HUMBER INQUIRIES

THE Humber service was in the forefront of pilotage affairs during July when the Goole and Humber Inquiries were held at the Ministry of Transport in London.

The Goole Inquiry was heard first at the Ministry on 21st July. The application was for the appropriate level of earnings under the Letch agreement for 26 pilots. The Authority had rejected the pilots' claim so the Association made an application under Section 18 of the Pilotage Act. Mr. D. C. Haselgrove of the Ministry was in the chair. The Humber Pilotage Authority was represented by Commander Snowden, chairman of the Pilotage Committee, Captain Sibree, a member of the committee and Mr. Edwards, the secretary. The Chamber of Shipping was represented by Mr. G. Smith, chairman of the Pilotage Committee, Mr. J. B. Greenwood the secretary and a Goole shipowner. For the U.K.P.A. were Messrs. Tate and Griffiths who were accompanied by pilots W. H. Perry and A. Ayre.

On the following day at the Humber Inquiry the representatives of the Ministry and the Authority were the same, but the Hull shipowners had a local representative and Mr. Tate and Mr. Griffiths were accompanied by Messrs. D. Grainger, F. Berry and J. Hardy.

As many matters were common to both Districts the Humber pilots were allowed

to attend the Goole Inquiry although they, of course, took no part. The Humber application was for the Letch mean for 99 pilots and this, too, had been submitted by the Association under Section 18 owing to the refusal of the Authority to accede to their request.

Mr. J. H. Howarth, chairman of the Humber Pilotage Authority, who has been unwell for a long time, travelled to London with his delegates but became ill again and was unable to attend the Inquiry.

The pilots' case included a long indictment against the Authority starting in the days before the stoppage in 1953 and bringing matters right up to date.

The Chairman accepted that only in the light of the Authority's treatment of the pilots could they form a proper opinion as to the views they were advocating on the question of numbers and other points.

The pilots made good use of the opportunity of speaking freely on their case and it was surprising that in face of the most categorical criticism the Authority and shipowners virtually had nothing to say for themselves.

The matter is now *sub judice* and any discussion on the merits of either case would accordingly be out of order.

## UNIFORM AT TRINITY HOUSE

Incidents which Damage Good Relationship  
between Elder Brethren and Pilots

**C**ORRESPONDENCE with Trinity House regarding the wearing of uniform by pilots when attending Trinity House was before the Executive at their meeting in March. Among it was a letter from Mr. T. H. Burleigh, Secretary to Trinity House addressed to "The General Secretary and Solicitor, United Kingdom Pilots' Association" which stated:—

"I have to inform you that the Elder Brethren have given this matter very careful consideration and they have decided as follows:—

- (1) London District pilots will, in future, be ordered or summoned to attend at Trinity House only for disciplinary purposes or investigation of casualties.
- (2) Should the Elder Brethren desire to obtain the views of pilots on matters affecting the pilotage service, the representatives will be invited to come to Trinity House. No named individual pilots will be ordered to attend and, accordingly, uniform need not be worn.
- (3) Should the pilots desire to send a deputation to see the Elder Brethren on any matter, they would be expected to attend in uniform.
- (4) Pilot members of the London Pilotage

Committee will be expected to attend meetings of that Committee in uniform when disciplinary cases are on the agenda."

Unhappily the affair had left a most unfortunate impression on the minds of many pilots. Following the intervention of Sir Peter Macdonald, and his meeting with the Deputy Master, the latter had suggested that another delegation (not necessarily of those comprising the original) might attend Trinity House, this time in uniform. The pilots agreed to accept the proposition out of respect and loyalty to Sir Gerald. The indignation subsequently felt when each member of the *original* delegation received a *summons* issued by the Pilotage Department to attend Trinity House is understandable.

Incidents of this nature tend to do irreparable damage to the good relationship between Trinity House pilots and their Authority which this Association has striven for so long to uphold.

The Corporation of Trinity House desire to announce that Mr. Thomas Huntlywood Burleigh, their Secretary, retires on pension on the 30th September, 1960, and that they have appointed Mr. Robert Samuel McLernon, O.B.E., T.D., to succeed Mr. Burleigh.

## THE PENSION QUESTIONNAIRE

**T**HE EXECUTIVE COMMITTEE had before them a summary of the answers given by pilots to the questionnaire circulated by the General Secretary at the end of January. This document prepared by Mr. Tate was referred to by Mr. Page as the best and clearest he had ever read and to that Mr. Griffiths added, "I don't know where this Association would be without Mr. Tate".

The Chairman said that the summary had given a line for the direction of their inquiries. He would plunge into the matter a bit further and report to another meeting of the Executive.

The subcommittee of the Executive has been keeping in touch with the Union. A meeting took place on 7th July when the Union agreed to use Mr. Tate's questionnaire

to obtain the views of their own pilots, and it was arranged for a further meeting to take place on 3rd August for the purpose of analysing the replies and preparing in broad outline a joint statement setting out what was considered to be the minimum requirements of a suitable pension scheme. It was felt that once the two bodies of pilots had agreed upon the essential framework of such a scheme the joint subcommittee of pilots and Pilotage Authorities could be convened to enable the suggestions to be considered in detail and, if possible agreed, and recommendations made.

The meeting duly took place but no progress could be made as sufficient information from the Union pilots had not come to hand, but it is hoped that when they meet again on 31st August it will be possible to go ahead.

## LETCH REPORT DISCUSSIONS

**T**HE SECRETARY reported at the last meeting of the U.K.P.A. Executive that a number of discussions had taken place with the Union Executive Committee which had in fact revealed a somewhat different approach. The Association's Executive were of course bound by the Conference resolution that the Letch Report should stand, but they did not overlook the fact that a number of important member ports would like to see their position improved. This matter had been thoroughly debated at Conference and in the interests of preserving the structure of Letch those who were not wholly satisfied had loyally refrained from pressing their claims. Everybody was alive to the fact that if three or four dissatisfied ports were to insist upon a review of their level of earnings, upon the ground that they were wrongly assessed in the first place, the result would be a virtual collapse of everything that had been so painstakingly achieved.

The proper interpretation of the Conference decision was that an alteration in basic levels could only be made within the terms of the Letch Agreement itself and under the conditions there set out. On the other hand there was unquestionably an urgent need to reach agreement over certain points of construction and how to act in the variety of circumstances which can and had from time to time arisen in order to give effect to the spirit as well as the letter of the agreement.

### U.K.P.A. Position Made Clear

An exchange of views had taken place with the Union representatives, and the Association's position had been made clear. The Union were undoubtedly under heavy pressure from a number of their ports which were urging a re-assessment of their recommended earnings, not because any change had subsequently come about but because they claimed they were never satisfied in the first place. It had willingly been agreed that further meetings should take place as there was undoubtedly a strong desire to maintain the best possible relations and for the two bodies of pilots to preserve a united front. Mr. Tate had however made it abundantly clear that the Association's policy on this matter was settled, and there was no question of calling for any general

or partial review of the basic figures adopted by the Letch Committee, except in the circumstances envisaged in the Report itself.

### Question of Numbers

A problem which had arisen in practice in a number of cases, and was undoubtedly causing great concern, was the frequent contention on the part of Authorities or shipowners that numbers were in excess of actual requirements. It is becoming all too common, when adjusting rates to give effect to an N.M.B. Award, to find all parties agreed as to what the Letch level should be, but the Authority and shipowners contending that rates should be fixed to produce that figure for less than the actual number of pilots, with the inevitable result that earnings fall far below the agreed figure.

### Work Index at Every Port Advocated

Mr. TATE pointed out that in the London District earnings had been directly related to acts of pilotage long before the Letch Agreement came into existence. He felt it would put an end to this ever recurring dispute as to numbers if the same thing could be applied throughout the country and what he called a "work index" established for every port. Once that could be done on a fair and acceptable basis the problem would largely if not entirely disappear.

The view of the small ports was put forward by Mr. GREEN who said that while the average run of ships in a large port made very little difference to the time factor, in the small port the variation was great.

The CHAIRMAN presumed that in such cases the work index would take account of the conditions.

Mr. DUNCAN asked who was the arbiter on the number of pilots. "We are" promptly replied the Chairman, but the Secretary said that initially it was a matter for the Pilotage Authority which had to hold the balance between the shipowners and the pilots.

### "Steam Rolled"

Mr. DUNCAN said that the Cinque Ports had never agreed their number with their Authority; they had just been "steam-rolled".

The SECRETARY said he would like to get the pilots at each port to consider whether

they had the proper number of pilots and the Executive could then discover who was dissatisfied.

During the discussion an important point arose concerning availability of documents which came before Authorities and the Secretary made it clear that pilot members of those bodies were entitled to have access to the documents.

#### Rate Adjustments

With regard to the implementation of rate adjustments in pursuance of the Letch Report, the Secretary stated that the Chamber had in fact agreed that an N.M.B. Award should be applied forthwith irrespective of actual earnings at the time. It had proved nothing short of exasperating to pilots who had been led to believe that the Letch Agreement would put an end to haggling over rates to find Authorities and shipowners raising a variety of reasons why the agreed percentage increase should not be instantly applied. In some instances genuine practical difficulties had arisen but in others there appeared to have been quite unjustified delays.

It is understood that the Union pilots have experienced the same difficulty and that the matter is being taken up by the two organisations with the Chamber when it is confidently anticipated that there will be a satisfactory outcome.

### DETENTION CHARGES

THE Executive Committee were most anxious to do everything possible to give effect to the real intention behind the resolution of the 1959 Conference which recommended the exclusion of revenue received from detention charges in arriving at the Letch level of earnings. It was recognised that the purpose behind the resolution was not so much to increase income as to prevent unnecessary detention, with the consequent disruption of the Service and wastage of man-power. It was felt that on the important question of agreeing man-power at each district consideration would have to be given to the excessive amount of detention experienced in some districts, and that factor borne in mind when establishing a "work index". If it could be shown that additional pilots were required to cover the extra time involved in detention, it might have some bearing upon the practice.

As a first step it was felt that the Cinque Ports might well apply for an increase in their numbers or a reduction in the number of acts of pilotage fixed by Trinity House on account of the greatly increased detention which their pilots are experiencing.

After the matter was discussed at considerable length it was felt that there was virtually no prospect of getting earnings from detention excluded and that the only effective action lay in two possible courses namely:—

- (1) To increase the number of pilots and
- (2) To get Trinity House, or the other Pilotage Authorities concerned, to authorise a pilot to leave his ship when she had safely reached her destination or was at anchor awaiting berth.

As the difficulty was believed to be confined to the London District the Secretary was instructed to write to the London Pilots Council recommending them to approach Trinity House along these lines. Furthermore, in view of the fact that detention can assume a level sufficiently high to impair the efficiency of the service that the Secretary communicate with all member ports advising them that if difficulties of this nature are being experienced they should apply to their Authority for an increase in numbers.

The Secretary has duly written to all member ports and it is hoped that wastage of available man-power through unnecessary detention will now cease.

#### BY ROAD OR LAUNCH?

Mr. JAMES mentioned at the Executive meeting that Southampton had approached Trinity House regarding a charge being made when a pilot was taken by launch to a ship — usually a tanker — berthed at Fawley. To reach her by road might involve a two hours' journey, but by launch it could be done in half an hour. The Pilotage Department had expressed the opinion that the charge could not be properly made and had insisted upon its discontinuance.

It is understood that Mr. Griffiths strongly challenges this view, but the bye-laws have since been amended to put the matter beyond doubt. He feels that the charge should have continued to be levied until the new rates were operating instead of involving the pilots in a wholly unjustified loss of income to their pilot boat account.

## PILOT LADDERS

YOU are already aware of the excellent work of Mr. PAGE and Mr. FULTON as members of the Ministers' working party which dealt with this particular aspect of the Safety of Life at Sea Convention held in London in May.

At the Executive Meeting in March the Secretary read the following letter dated 15th March from Mr. W. L. HARRISON:

"You will remember that on 22nd July, 1959 I wrote confirming my offer to do whatever was possible to protect the interests of Pilots on Ministry of Transport Working Parties being held prior to this year's International Conference on Safety of Life at Sea. No doubt you will be interested to learn that at a meeting last week I was informally asked by the Ministry Chairman whether I would be prepared to make a special point of being able to talk on pilot ladders when the Conference opens in May, and I naturally assured him that I would. I think most of the major points which have been discussed by your representatives are on record in the Minutes, etc., but I should like you to know that I should be only too pleased to make myself available to meet any of your members who have special points which they would like to raise."

The Committee decided to accept Mr. Harrison's very kind offer and instructed the Secretary to send a suitable reply, which he duly did.

The Chamber of Shipping were also approached to enlist their support for the United Kingdom proposals which were the only ones before the Conference regarding Regulation 17. The Secretary received an assurance that they would be fully supported by the British delegation in the form in which they were drawn.

The Ministry were informed that if need be representatives of the pilots would hold themselves available to attend the session of the Convention when this matter was being discussed, but the Ministry replied that it was already impossible to accommodate all members of delegations who wished to attend. Nevertheless the importance to pilots on this particular matter was fully realised and every effort would be made by the U.K. delegation to secure the adoption of the proposed amendments. They further promised that if any matters arose upon

which it seemed desirable to consult the Association they would if possible do so. This in fact occurred over one point only, namely as regards the size of steps. The width remains as proposed namely 4½ inches but the length was reduced from our proposal of 22 inches to 19 inches.

#### PILOTAGE CERTIFICATES

The Secretary reported on discussions which had taken place between certain important sections of pilots with a view to tightening-up the bye-laws and very appreciable progress had been made. London and Southampton had agreed what amendments would be required and now they wanted him to get them implemented.

He had approached Trinity House following Conference and drawn their attention to the resolution but unfortunately had met with an entirely negative response. He felt this was most unsatisfactory and was accordingly instructed to approach Trinity House again, acquainting them of the way in which it appeared considerable improvements and safeguards could be introduced, making it clear that the fees and contributions payable by certificate holders were matters which the Association would of course leave entirely to them. This has now been done, but despite reminders, no progress has been made although it is believed the matter is still receiving consideration.

#### MR. M. M. MARSHALL

WE very much regret to record the death of Mr. M. M. Marshall at his home in South Shields on 15th August. "Mick" was an outstanding personality at many Conferences but he was not well enough to be with us last year. He served on the Executive for more than twenty years.

The funeral took place on 17th August and a wreath was sent on behalf of the President and members of the U.K.P.A. Mr. Griffiths also wrote a personal letter to Mrs. Marshall who will have the sympathy of all in her loss.

#### LONDON PILOTS COUNCIL

Mr. G. HOLLOWAY (North Channel) has succeeded Mr. C. A. RHODES (Medway) as secretary of the London Pilots Council. Correspondence should be addressed to Mr. Holloway, c/o Trinity House Pilot Office, Harwich, Essex. The telephone number is Harwich 2102.

## DANGEROUS CARGOES

IT WILL be remembered that a resolution at the 1959 Conference called upon tanker owners to create a fund out of which compensation could be paid to a pilot or members of his family in respect of injury or loss of life arising in the event of an accident when piloting a tanker. After the matter had been discussed at some length the Secretary was requested to bring the resolution to the notice of the Chamber of Shipping of the United Kingdom with a view to inviting observations and assistance. This he duly did, and the following reply was received from Mr. J. B. Greenwood, Secretary of the Pilotage Committee.

"As requested, I have made some inquiries about the points you have raised, and the position seems to be as follows.

"Records of casualties to people on tankers or on other ships in collision with tankers do not show that the risk of injury is any greater than it is in the case of dry cargo and passenger ships. This is borne out by the fact that tanker owners do not make any special insurance arrangements to cover possible claims in respect of the death or injury of their crews or persons on board their ships, or in respect of similar claims arising from persons on other vessels with which a tanker may have been involved in collision. The British P. & I. Clubs do not surcharge premium rates for tanker crew insurance; in point of fact, tanker crews are regarded by underwriters as better risks than crews in other types of vessel.

"I think the idea that special provision is made for tanker crews may have arisen because of the bonus payable to navigating and engineer officers of such ships. I understand that in some quarters the bonus is referred to as 'danger money'. In point of fact, this was instituted in 1922 to compensate officers for overtime worked for which they were not, and are still not, eligible for overtime payments as such.

"From what I have said, I think you will agree that there is no case for treating the tanker differently to any other kind of ship so far as the pilots are concerned.

"As pilots are self-employed persons, I wonder whether they would not consider arranging through their two professional Associations any insurance cover they feel they ought to have since, as you know, such

## THE SMALL PORTS

IT WAS REPORTED to the Executive Committee that all the small ports had replied to the Association's request for information about earnings, number of pilots, ownership of cutters, and boarding and landing rates. The Executive adopted the Secretary's suggestion that the Chairman and he should analyse the replies and if necessary get further information from the ports.

A further circular to all small ports included these questions:

"With reference to my letter to all small ports on January 20th last, the answers to the questionnaire have been receiving careful study and, whilst some ports by reason of the pressure at which they are working, appear to be achieving a reasonable level of earnings, others, due to lack of trade, are undoubtedly undergoing difficult times. To this latter problem there obviously is no simple answer but the Executive Committee is anxious to have the most up to date picture so as to be able to decide, in those cases where *practical steps appear to be possible*, the most effective means whereby these can be taken.

"To that end will you please let me have, as soon as possible replies, to the following questions:

- (1) Approximate net earnings per pilot for January - June 1960.
- (2) Are your numbers about right?
- (3) Are you seeking any immediate action as regards earnings, numbers or boat rate at the moment?
- (4) Any other problems calling for attention where practical steps can be taken."

cover can be arranged on advantageous terms if it is done on a communal basis. One has, however, to remember that quite apart from benefits under the National Insurance and Industrial Injuries Act, some existing pilots' benefit schemes provide for pensions on retirement as a result of an accident, or payments to the dependants of a pilot who dies during service.

"I hope I have fully answered your letter of 9th May, if not, please let me know and I will see if I can give you any further assistance in the matter."

## CRICKET WITH "GREAT GOOD HUMOUR"

CRICKET is the general theme of this article, and the UNITED PILOTS CRICKET CLUB in particular. The social side of the club is as important as the playing, so first of all a few notes on the club dinner on 25th April at the Clarendon Royal Hotel, Gravesend when as on other occasions I enjoyed the privilege of being an invited guest with a seat at the top table. From the chair the Deputy Master of Trinity House, Sir Gerald Curteis, K.C.V.O., R.N. who is President of the Club, steered the company on a bright and breezy course.

Other guests were the Deputy Mayor of Gravesend (Councillor R. C. Watkins), the Rector of Gravesend (Canon J. Selwyn-Gummer), Vice Admiral A. D. Read, and the Queen's Harbourmaster (Captain G. V. Parmitter, R.N.). From H.M.S. *Worcester* came the Captain R. Gabbett-Mulhallen and the headmaster Mr. L. R. Robertson, The Port Health Department was represented by Dr. Willoughby, the Thames Navigation Service by Captain Flynn and Messrs. Malley, Newman, Dear and Oliver and the River Police by Mr. G. Crowther. There were also guests from the various cricket clubs with which the pilots have matches, including Mr. Gayner Kingston of Gravesend, who proposed the toast "The United Pilots Cricket Club", to which Mr. H. Lunn, the captain replied, and two master cricketers, Mr. J. Martin of Test rank and Mr. J. Walker of Cobham, both of whom fly the Kent colours.

Harry Lunn said quite a lot about the varying fortunes of the club last season — "not a very good one perhaps because we won only six matches and lost 12 while five were drawn, but all playing members will agree that it was one of our best".

On this note, too, Sir Gerald proposed "The Guests" saying that the pilots played the game with great good humour. He himself looked forward to sitting under the trees watching the game. "It doesn't matter who wins as long as we do our best and enjoy it".

It was announced by Mr. Lunn that Captain H. A. Fraser, the Ruler, had presented a cup to be competed for by pilots and Trinity House and that brings us to the cricket pitch. There are two fixtures between them each season and the winner of the last match will hold the cup. If this

ends in a draw as it did this time, the last winners will hold it.

There was an exciting finish to the opening match of the 1960 season the River pilots failing by one run to equal the Channel pilots' total of 154. For the Channel, S. Coe made 46 and J. Jordan 21; for the River, I. Williams 56 and A. Pow 23. Results of Club matches:—

Pilots. 191. (A. Edwards 63. R. Brook not out 38): Gravesend Police. 88. (M. Taylor. 9 for 42).

H.M. Customs. 145 for 4: Pilots. 91. (H. Lunn 37).

United Banks. 158 for 6. (S. Coe. 3-46): Pilots. 135 for 5. (J. Matthews 47. R. Brook 21).

Pilots. 175. (A. Pow not out 40, T. Pickering 37): H.M.S. *Worcester*. 154 (Martin 86. D. Hunter 4-38. A. Pow 4-38).

Pilots. 222. (S. Lunn 68. T. Pickering 52. R. Brook 41): Trinity House. 161 for 7. (Ilett, 64. J. Jordan 3 for 29).

H.M.S. *Worcester*. 165. (Lacey 37. D. Hunter. 4-38): Pilots. 86 for 9 (Lacey 4-36 Orr 5-33).

Meopham 308: Pilots. 135-8 (T. Pickering 32. M. Taylor 31).

Pilots. 140. (A. Edwards 29. S. Coe 24): Gravesend G.P.O. 129. (J. Jordan 3-21. M. Taylor 3-29).

H.M. Customs. 171 (S. Coe 5-63): Pilots. 145-5 (T. Smith 27. S. Coe 48. J. Matthews not out 27). A.C.

## GOLF TOURNAMENT

An enjoyable day was had by one and all at the spring meeting of the TRINITY HOUSE PILOTS GOLFING SOCIETY held at Thorndon Park Golf Club, Essex on 2nd May. In the party of 28 pilots who played for the Silver Challenge Cup all five stations were represented. Result:—

1—P. Jones, North Channel 80—12=68.  
2—B. Dunham, North Channel 81—10=71.  
3—C. K. Cannon, River 94—16=78.

A foursome for prizes resulted:—  
1—T. Broome & P. Levack 93—11=82.  
2—P. Jones & B. Dey 98—14=84.  
3—J. Trowsdale & C. Anderson 101—15=86.

The presentation of prizes was made by Capt. H. Redfern, North Channel, the senior pilot present.

## LOCAL SECRETARIES



<b>Aberdeen</b> ...	... W. A. Gervaise	... Aberdeen Harbour Pilots, North Pier, Aberdeen.
<b>Ardrossan</b> ...	... A. Caldwell	... 8 Yarborough Place, Ardrossan.
<b>Barrow-in-Furness</b>	... I. R. Hoffmann	... 119 Rampside, Barrow-in-Furness.
<b>Barry</b> ...	... J. Bennett	... Brent Knoll, Port Road East, Barry, Glam.
<b>Belfast</b> ...	... A. G. Starkey	... 6 Rosetta Avenue, Ormeau Road, Belfast.
<b>Boston, Lincs.</b> ..	... A. V. Howard	... 25 Main Ridge, Boston, Lincs.
<b>Bridgewater</b> ...	... P. D. Thomson	... 16 Esplanade, Burnham-on-Sea, Somerset.
<b>Brixham</b> ...	... R. R. Gatzias	... 24 Lower Street, Dartmouth.
<b>Cardiff</b> ...	... H. C. Higgins	... 17 Heol-y-Deri, Rhiwbina, Cardiff.
<b>Clyde :-</b>		
<b>Glasgow</b> ...	... J. H. Innes	... Clyde Pilot Office, 16 Robertson Street, Glasgow, C.2.
<b>Gourock</b> ...	... K. Conway	... 1 Drums Terrace, Greenock, Renfrewshire.
<b>Dartmouth</b> ...	... R. R. Gatzias	... 24 Lower Street, Dartmouth.
<b>Exeter</b> ...	... P. R. Bradford	... 48 Camperdown Terrace, Exmouth, Devon.
<b>Falmouth</b> ...	... E. Carlyon	... Pilot Boat Association, 14 Arwenak Street, Falmouth.
<b>Fowey</b> ...	... W. L. Dunn	... 53 West Street, Polruan, Fowey.
<b>Gloucester</b> ...	... L. C. Taylor	... Pilotage Office, Sharpness, Glos.
<b>Goole</b> ...	... H. Richman	... 71 Woldcarr Road, Anlaby Road, Hull.
<b>Grangemouth</b>	... A. McArthur	... Pilot Office, The Docks, Grangemouth.
<b>Hartlepool</b> ...	... T. Stevenson	... 7 Heugh Chare, Hartlepool.
<b>Hull</b> ...	... D. Grainger	... Humber Pilots' Society, 50 Queen Street, Hull.
<b>Ipswich</b> ...	... W. Steele	... 45 Dereham Avenue, Ipswich.
<b>Isle of Wight (Inw'd)</b> ...	... D. Kernick	... 25 Union Street, Ryde.
<b>Leith</b> ..	... T. R. Wilson	... 12 Beresford Gardens, Trinity, Edinburgh.
<b>London :-</b>		
<b>Cinque Ports</b> ...	... J. D. Sharp	... Naburn, Eythorne Road, Sheperdswell, Kent.
<b>Channel</b> ...	... M. H. Taylor	... 30 Grange Road, Gravesend.
<b>River</b> ...	... E. J. Hobbs	... River Pilots' Office, Royal Terrace Pier, Gravesend.
<b>Medway</b> ...	... C. A. Rhodes	... 19 Glenwood Drive, Minster, Sheppey.
<b>North Channel</b>	... K. C. Davis	... 9 Queen's Road, Dovercourt.
<b>Londonderry</b> ...	... C. M. O'Donnell	... 3 Oakfield Drive, Londonderry.
<b>Middlesbrough</b>	... W. E. Guy	... 25 Wheatley Close, Acklam, Middlesbrough.
<b>Milford Haven</b>	... H. Phillips	... Longleats, Merlins Avenue, Merlins Bridge, Haverfordwest.
<b>Newhaven</b> ...	... W. Cross	... 62 Hill Crest, Newhaven, Sussex.
<b>Par</b> ...	... F. Dunn	... Trinity House Pilots, Doonside, Par, Cornwall.
<b>Plymouth</b> ...	... E. Rogers	... Pilot Office, 2 The Barbican, Plymouth.
<b>Poole</b> ...	... A. W. James	... 15 Harbour Hill Crescent, Poole, Dorset.
<b>Portsmouth</b> ...	... L. K. Mitchell	... Trinity House Pilots, Victoria Pier, Portsmouth.
<b>Port Talbot</b> ..	... E. Hare	... 8 Bath Street, Port Talbot.
<b>Preston</b> ...	... H. Halsall	... Pilotage Office, The Docks, Preston, Lancs.
<b>St. Ives</b> ...	... R. J. Martin	... Trewyn, Higher Ayr, St. Ives.
<b>Shoreham</b> ...	... R. Carruthers	... Cordillera, Croft Avenue, Southwick, Sussex.
<b>Southampton</b>	... K. J. Hutchings	... Pilot Office, 18 Queen's Terrace, Southampton.
<b>South Shields</b> ...	... R. Marshall	... Pilot Office, South Shields.
<b>Sunderland</b> ...	... G. H. Donkin	... 8 Melvyn Gardens, Sunderland.
<b>Taw &amp; Torridge</b>	... V. W. Harris	... Fernlea, Pitt Hill, Appledore, N. Devon.
<b>Teignmouth</b> ...	... J. E. Broom	... 5 Strand, Teignmouth, Devon.
<b>Workington</b> ...	... J. R. Tennant	... Brooklyn, Crow Park, Whitehaven, Cumberland.
<b>(Whitehaven and Maryport)</b>		
<b>Wisbech</b> ..	... E. M. C. Dale	... 90 Edinburgh Drive, Wisbech.
<b>Yarmouth</b> ...	... C. Bewley	... 35 Sussex Road, Gorleston-on-Sea, Yarmouth.