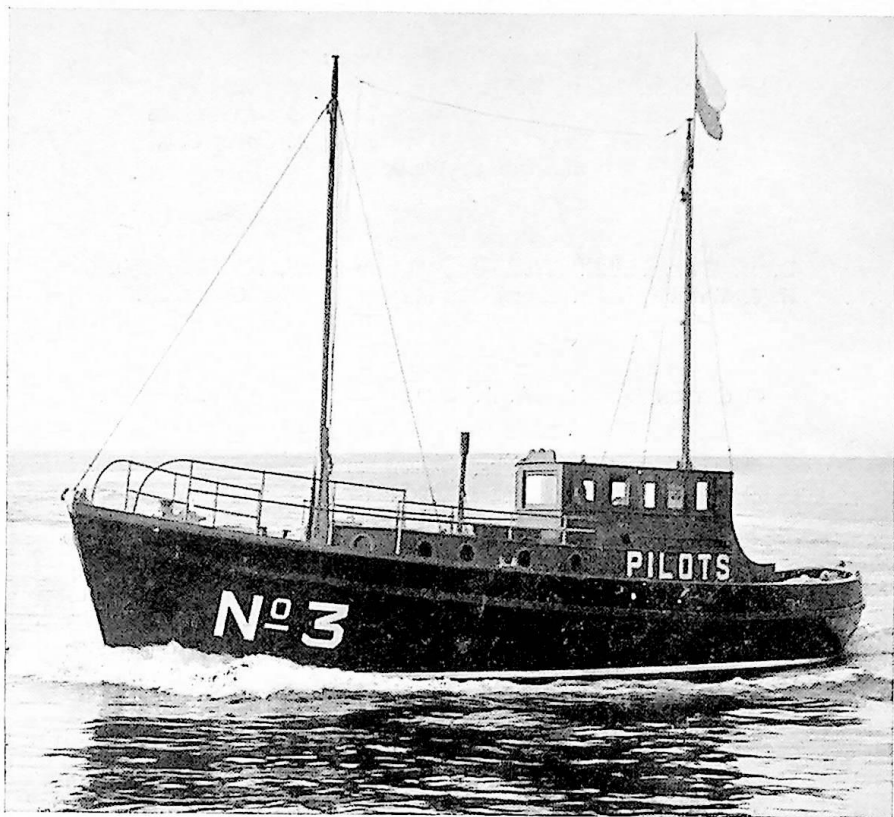


The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 1 Vol. 38

September, 1959



Barrow Pilot Boat "Albicare"

THE boats of the Trinity House pilots of the Barrow and Heysham District have frequently been mentioned in The Pilot. Above is a picture of the Albicare. Built in 1951 by J. Miller & Sons of St. Monance, Fife, she is 50 ft. long, 14 ft. 9 in. beam and 5 ft. 9 in. draught. The engines are Kelvin diesel of 88 h.p. with electric starting and her speed nine knots. Coastal radio telephone is installed.

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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Executive Committee :

Date elected:

1956 J. H. INNES (Clyde), Clyde Pilot Office, 16, Robertson Street, Glasgow, C.2.
1958 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.
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.

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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Editor of "The Pilot" :

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

SOME explanation is called for of the unprecedentedly long interval between this issue of The Pilot and the previous one which bore the date of January of this year. It was intended to publish again soon after the meeting of the Executive Committee at the end of April and while waiting for more definite news on various subjects we were overtaken by the dispute in the printing industry which delayed our appearance until now. Several important subjects are now dealt with and first we print the text of a recent communication from the General Secretary to all local Secretaries to ensure that it comes to the notice of every member. It is as follows:—

CONFERENCE ON 18th & 19th OCTOBER

This year's Annual Conference of the Association will be held on board H.Q.S. *Wellington* on Wednesday and Thursday 18th and 19th November with the pre-Conference Executive meeting at 2.30 p.m. on Tuesday, 17th November. These dates are rather later than usual, but the Executive Committee were determined to do everything possible before summoning Conference to make tangible progress on the question of pensions, and it is only recently that it has been possible to convene the inaugural meeting of representatives of Pilotage Authorities to examine this question. Arrangements have at last been made for the meeting to take place on board the *Wellington* on 22nd October next, and it is greatly hoped that when the delegates assemble at Conference it will be possible to present a report showing the broad nature of the proposals which your Executive have in mind and the steps whereby they can be achieved. This particular subject will accordingly form one of the most vital matters for discussion and, in addition, your Executive looks forward to receiving a clear mandate as to the future of the Letch Report. It is therefore hoped that all ports will do everything possible to send the maximum number of delegates fully prepared to take part in these discussions which will so vitally affect the future status and well-being of the pilotage profession as a whole.

The three members of the Executive Committee who retire under the rules are Messrs. J. H. INNES (Clyde), L. R. SLADE (Cardiff) and by ballot, D. M. MAIN* (Clyde) and each has indicated his willingness to stand for re-election and are eligible without nomination. Ports wishing to nominate other candidates should do so in writing, signed by the candidate and two ordinary members of his branch, to reach this office, (Shannon Court, Corn Street, Bristol 1), by 6th October next.

Resolutions for debate at Conference, which may be submitted in writing by any branch or an individual member, must also reach me by the same date.

In conclusion to enable me to make proper arrangements for catering I would much appreciate being informed at least 14 days before Conference the number of delegates attending from each port and, if possible, their names.

The usual reception will be held on board the *Wellington* on the evening of Wednesday, 18th November and members of delegates' families will be particularly welcome.

* *Mr. Main has since decided not to stand again.*

THE LETCH REPORT

Mr. Griffiths had more to say about the Letch Report in a letter, dated 29th August sent to all local secretaries and its importance justifies reproduction here:—

"Most pilots will be aware that the standstill period under the Letch agreement expires at the end of the year, after which it will be open to either side to request a general review. This does not mean that its recommendations will automatically cease, but that both shipowners and pilots will be free to call for such additions and amendments as they think fit.

"On the whole the Report has been an unqualified success and has conferred

upon pilots advantages never before enjoyed. In a small minority of cases difficulties have been experienced because of the reluctance of Authorities to give effect to its recommendations, and in one or two instances on account of their deliberately obstructive tactics. Delays have also occurred at some ports in giving effect to N.M.B. awards, or rate adjustments on other grounds, because situations have existed about which there was room for more than one honest opinion. By and large, however, it is felt that pilots will want to see the general principles of the Report continued for a further reasonable length of time — say at least five years.

“It is only to be expected, however, that a first attempt to tackle a problem of such magnitude will require amendment and improvement in the light of practical experience, and it is the intention of your Association, with their Union colleagues, to hold informal discussions with the shipowners at an early date upon a number of difficulties which are known to exist. To assist in these talks I have been asked by the Executive to invite the comments of your port, and in particular any suggestions for additions or alterations which you desire to have incorporated. Will you please let me have your considered reply by not later than the end of September.”

PILOTAGE AUTHORITIES AND PILOTS TO DISCUSS PENSIONS

THE following letter dated 4th September regarding the meeting on the question of retirement pensions and benefit schemes to be held next month was sent by Mr. Griffiths to the Pilotage Authorities of Barry, Blyth, Boston, Gloucester, Port Talbot, Sunderland, Swansea, Tees and Tyne.

“I beg to refer to this Association’s letter of 18th December last year addressed to all Pilotage Authorities in which enquiry was made as to the possibility of your sending representatives to take part in discussions on the above matter if a meeting of all Authorities could be arranged. Since that time this Association and the Transport and General Workers Union, who are jointly concerned in the problem, have had a number of meetings and I am glad to say that the Pilotage Sub-Committee of the Dock and Harbour Authorities’ Association recently received representatives from the two pilots organisations as a result of which they have now indicated their willingness to take part in the joint discussions proposed. As is known the Trinity House have long ago intimated their agreement to do so, and arrangements have accordingly been made, with the kind permission of the Honourable Company of Master Mariners, for the inaugural meeting to be held on board H.Q.S. *Wellington*, Temple Stairs, Victoria Embankment, London, W.C.2 at 10.30 a.m. on Thursday, 22nd October next. At the meeting above referred to it was agreed that this Association should undertake the prelimin-

ary secretarial duties in connection with the convening of the first meeting and other preliminary requirements.

“You were good enough to let me know that your Authority was interested, and I now write to express the hope that the date and time of the meeting will be convenient and to request that you be good enough to send me the names of the representatives who will be attending on your behalf.

“The Dock and Harbour Authorities’ Association have obtained certain statistical information from their member Authorities, a copy of which I am asked to enclose. It is hoped that information along similar lines will be made available by the Trinity House as to the London and Out-ports Pension Schemes, and I am asked to enquire whether your Authority would be good enough to prepare and let me have identical statistics as regards your own Benefit Fund.

“It is intended, as soon as possible after the receipt of this information, that it should be tabulated and distributed in a form similar to that enclosed to ensure as far as possible that all concerned have before them in good time before the meeting a suitable record of the existing position at all ports throughout the country.”

Copies of the letter were also sent for information to the Ministry of Transport, Trinity House, the Dock & Harbour Authorities’ Assoc., the Chamber of Shipping of the United Kingdom, and the Transport and General Workers Union.

LETCH REPORT GAVE THE LEAD

BEFORE detailing the steps which have led to the meeting in October it is well to recall the words of the Letch Report.

That Pilotage Authorities should review the adequacy of the arrangements for the provision of pensions or other benefits to pilots.

The U.K.P.A. advocates that a pilot’s pension on retirement should be not less than 50 per cent of his current level of earnings as recommended by the Letch Report. It does not overlook the necessity of bringing this about wherever possible without any substantial increase in pilotage rates except in those districts where the percentage contribution from gross earnings is unaccountably considerably smaller than the general practice.

Now let us go back to the meeting of the U.K.P.A. Executive Committee on 29th April. Mr. Griffiths then reported that progress was remarkably slow, but that was no fault of the Association. He reminded the Executive that he had written to all Authorities in the country explaining the importance of the problem and inquiring whether they would be prepared to send representatives to a meeting in London if such a meeting could be arranged. Trinity House had already indicated their interest in the Association’s proposals and their sympathy with them; they had also most generously offered the use of their library for the inaugural meeting.

Ninety per cent of Authorities, apart from Trinity House, were members of the Dock and Harbour Authorities Association and he had ultimately received an invitation from that body to meet them to discuss the matter. Mr. Tate and he attended and had been extremely well received. The subject was gone into in some detail and the D. & H. A. A. said they would arrange a fact finding commission of their own and obtain from their members information on certain agreed basic facts. When this had been received they promised to get in touch with the U.K.P.A. again. The D. & H.A.A. inquired what form of questionnaire the Association had in mind, and this was prepared by Mr. Tate who again burnt the midnight oil to the advantage of pilots generally. The

suggested pro forma was sent to Mr. T. McLaughlan, secretary of the D. & H.A.A. who circulated it and it was hoped that the replies would have been received by the time of that Executive meeting. There had also been a meeting with the Transport Union Pilotage Executive where it was found that they viewed our investigations with some apprehension, but ultimately it was agreed that as soon as a reply was received from the D. & H.A.A. the Union committee and the U.K.P.A. sub-committee would meet to discuss the situation again. Thereafter there would be another meeting with the D. & H.A.A., after which it was hoped that that organisation would agree to send delegates to represent their members.

The Chairman said that they had got to impress the Minister that the Authorities and the pilots were of one mind. He mentioned, however, that there was a great deal of opposition from some ports in the Union.

Mr. Innes said it was a case of plodding steadily on and never taking no for an answer. It was something to be borne in mind when they discussed the renewal of the Letch Report and dealt with the need for improved conditions.

Mr. Page welcomed the appointment of a small Union sub-committee to work with them. He thought they could get rid of some of the suspicions and fears which existed.

Mr. Innes: Never mind the capital sums let us get more pension.

On 24th July there was a joint meeting between the two bodies of pilots and the D. & H.A.A. under the chairmanship of Mr. Retford, Chairman of the Manchester Pilotage Authority. The meeting was called for the purpose of an exchange of views and neither side was committed to the recommendation of any particular policy.

In the meantime the D. & H.A.A. had received replies to the questionnaire mentioned above and had prepared valuable statistical information from them.

After a full discussion as to the most suitable venue for the inaugural meeting it was decided to approach the Honourable Company of Master Mariners with a view to it being held on board H.Q.S. *Wellington*. It was very gratifying that the Honourable Company assented and as stated the meeting will be held on 22nd October.

TWENTY-EIGHT DAYS ANNUAL LEAVE

Conference Resolution on Pilots' Holidays Implemented

THE resolution at last year's Conference regarding annual leave for pilots was brought to the attention of Pilotage Authorities by the following letter from Mr. Griffiths:—

"The question of reasonable annual leave for pilots and the effect of providing for suitable holidays and rest periods upon the manning requirements at a port are matters which this Association has from time to time been called upon to consider particularly in view of the exacting nature, both physical and mental, of the duties which a pilot is called upon to perform in the ordinary course of his every day work. That a very high standard of mental and physical fitness is essential for the proper discharge of these responsibilities is no doubt well recognised, but investigation shows that leave and roster arrangements nevertheless vary very widely in the amount of time allowed both for annual holiday and for reasonable relaxation between periods of duty.

"Whilst this Association fully accepts that these are essentially matters for local arrangement, I am asked to request that you be good enough to bring to the notice of your Authority for their sympathetic consideration, the following resolution adopted at the last Annual Conference of this Association:—

'That in deciding the proper number of pilots in each district, Pilotage Authorities should recognise that pilots should be entitled to a minimum of 28 days leave per annum, in addition to normal rest periods equivalent to the periods enjoyed over

week-ends and bank holidays in other walks of life.'

In addition to the Pilotage Authorities, the Ministry of Transport and Civil Aviation, the Chamber of Shipping and the Dock & Harbour Authorities Association received copies of the letter.

Mr. Griffiths read the letter to the Executive Committee at their meeting in April and at their suggestion it is now published in *The Pilot*.

The Chairman (Mr. Tate) said they could not add a great deal more until they knew the response of the Authorities to the letter.

Mr. Green pointed out that Trinity House did not send a copy of the letter to the sub-commissioners at the outports, but Mr. Griffiths said he felt it only courteous to Trinity House to write to the Principal of the Pilotage Department on such matters and not communicate direct with the sub-commissioners.

Mr. Tate said the resolution at the Conference had been implemented and suggested that the next step was to write to the local secretaries for the views of the districts.

In June Mr. Griffiths wrote to the local secretaries inquiring how many days annual leave the pilots had at their ports or station and the number of days off in lieu of week-ends, etc. He pointed out that time on call at home was not time off.

From the information given it appeared that there was no consistency, but he invites all those who have any complaints either as to annual leave or time off "in lieu of" to write to him at once.

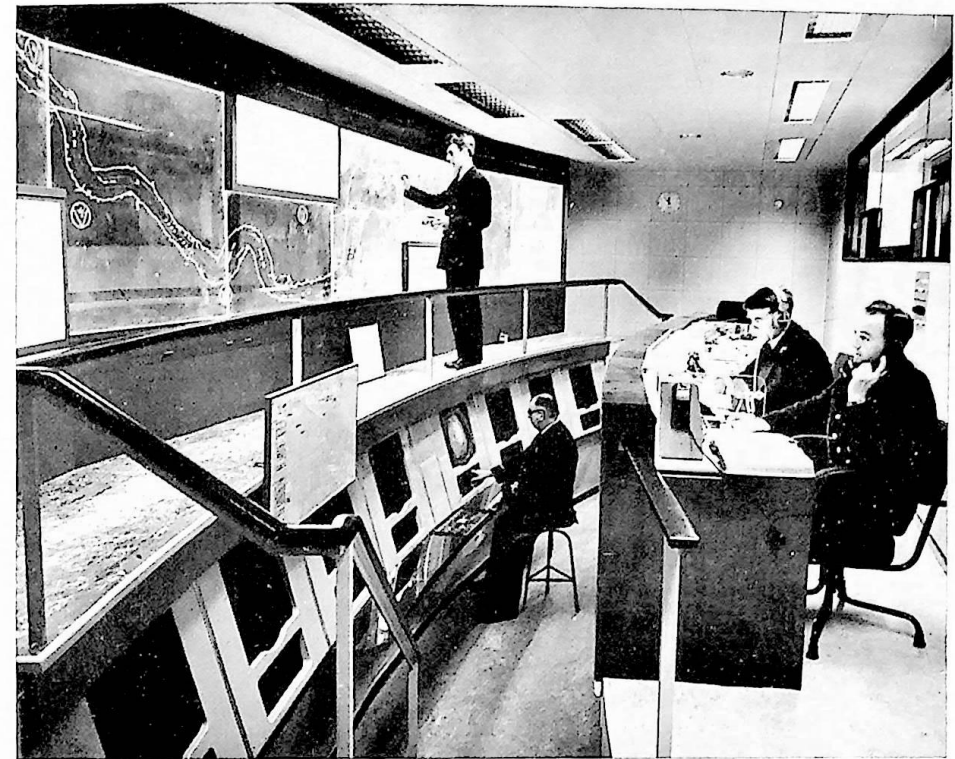
PILOT LADDERS

MR. ROGER PAGE representing the U.K.P.A. has attended three meetings under the auspices of the Ministry of Transport of the Safety of Navigation working committee. He was accompanied by Mr. D. S. Fulton, a Liverpool pilot, who represented the Transport and General Workers' Union.

The deliberations of the committee at this stage are confidential but it may be said that various proposals for increasing the safety of

pilot ladders, including proper supervision of their rigging which has long been advocated by the U.K.P.A., were considered by the committee with a view to their adoption at the next convention.

The committee will report to a senior committee which will decide what parts shall go forward as the views of the United Kingdom delegation to the Safety of Life at Sea Convention to be held next year.



THAMES NAVIGATION SERVICE

THE Thames Navigation service set up by the Port of London Authority came into operation in May. The service has its nerve centre in a new building adjoining the Royal Terrace Pier, Gravesend. This building surmounted by a radar scanner and VHF aerials and connected to auxiliary W/T receiving stations at All Hallows and Shooters Hill contains the operations room which occupies two floors. It is equipped with a large scale panoramic plan of the river from the seaward limit to London Bridge. On this are recorded and maintained the positions of vessels lying at buoys and anchorages, the position of wrecks and the degree of visibility at all points.

There is a viewing gallery at the rear through which pilots can see the state of the river in all its aspects.

The floor below the operations room is filled with a vast array of complicated electrical equipment. In the basement oil fired boilers are installed with the necessary air conditioning equipment required to keep the radar and shortwave radio sets cool.

The service is based upon the International Radio Regulations and International Maritime V.H.F. Agreement reached at the Hague conference (1957) using V.H.F./Frequency Modulated equipment.

A large number of pilots, together with officers of the other river services, were entertained by the Port of London Officers' Association on 16th March, 1959, when a talk was given by Commander G. V. Parmiter, R.N.(Retd) in the cinema room of the Port of London Authority's building to introduce the new service.

We are pleased to announce that the Exmouth and Teignmouth pilots have joined the U.K.P.A.

HUMBER AND GOOLE APPLICATIONS UNDER SECTION 18

APPLICATION has been made under section 18 of the Pilotage Act for increased pilotage dues for the Humber and Goole. The following letters which Mr. Griffiths sent to the Secretary of the Ministry of Transport with the applications put the cases very strongly and will be read with interest and no doubt approval by all our members.

THE HUMBER CASE

"I beg to enclose on behalf of the Humber pilots an application under section 18 of the Pilotage Act 1913 for such increase in their pilotage dues (other than boarding and landing rate) as will produce for 99 pilots the current Letch figure of £1,580.

"On 10th June, 1959 the pilots submitted an application to their Authority for a review in their numbers and set out the reasons upon which they claimed the present increase. A copy of that letter is attached hereto.

"Their request was considered at a meeting of the Authority on 23rd June when, I understand, it was deferred until the next meeting to enable enquiries to be made of other Authorities as to pilots' annual leave and time off in lieu of weekends, bank holidays etc. When the matter next came before the Committee on 28th July a decision was taken to defer consideration of the application until the end of the current year.

"The pilots do not feel satisfied that an application involving such serious issues should be put aside in this manner. It is recognised that after this year those subscribing to the Letch Report can if they wish request a general review, but it is improbable that any such review, even if it were to take place, would attempt to deal with what the original Report carefully left out, namely the question of numbers. Although it is accepted that the levels of earnings recommended were on the basis that the number of pilots was in fact the proper number, the Letch Committee did not attempt to fix what that number should be, as it is generally considered to be a matter requiring such intimate local knowledge as to be exclusively within the province of the Authority and the pilots, at any

rate in the first instance. The deferment of such an important matter therefore until next year is in effect doing no more than putting off a difficult problem which this Association on behalf of the Pilots respectfully considers merits far more urgent attention.

"If it were necessary to quote a precedent the Minister has recently confirmed by-laws in the Isle of Wight District (where an increase in the number of pilots became necessary) to adjust rates to provide for the additional number average net earnings at the current level recommended.

"A copy of this letter has been sent to the Humber Conservancy Board and the Chamber of Shipping of the United Kingdom."

THE GOOLE CASE

"On behalf of the Goole pilots I beg to enclose an application under section 18 of the Pilotage Act, 1913, for an increase in their pilotage dues, other than the boarding and landing rates.

"Goole is one of the ports in respect of which a specific recommendation on earnings was made by the committee under the Chairmanship of Sir Robert Letch and their current level is £1,467. Actual net earnings for 1958 fell to £1,088 due primarily to a decline in the number of ships using the port of Goole consequent upon the substantial drop in the coal trade.

"The Minister will be aware that the Letch Committee recommended (in paragraph 5 of their report) that in the event of earnings for any calendar year falling outside the suggested tolerance of 10% 'rates should be brought under review in order to consider what adjustments having regard to all the circumstances should be made'.

"It is the pilots' contention that in present circumstances the appropriate adjustment should be such variation as would produce for their proper number average net earnings equivalent to the current Letch figure, less 10% namely £1,320, and in June last they duly requested their Authority to review their position. The Pilotage Committee, after first deferring consideration for a month, at their meeting in July declined to

take any action at all. This Association is accordingly left with no alternative other than to place the matter before the Minister with an urgent request, having regard to the heavy financial losses suffered by the pilots, that the Authority be directed to afford the application the priority which matters of such importance are usually accorded in other walks of life.

"A copy of this letter has been sent to the Humber Conservancy Board and the Chamber of Shipping of the United Kingdom.

"I am to point out that two signatures are missing from the enclosed representation due to the absence of the pilots concerned on leave."

At the Executive Committee meeting in April, Mr. Griffiths referred to the Humber as "the ugly duckling" of our organisation. It seemed to him that the Authority had carefully studied means whereby they could achieve two principal ends; first to depress the level of earnings of the pilots in order to bring about a reduction in pilotage rates, and secondly to effect further economies by the employment of inexperienced crews in the pilot cutters and the laying-up of one of the boats during the greater part of the time. The latter step was being taken to the serious discomfort and inconvenience of the

pilots who were frequently obliged to go down river crowded together on other craft without suitable accommodation or facilities. It was completely outrageous and the pilots were justifiably indignant. Furthermore, a detailed scheme for the reorganisation of the watch-keeping system and daily working roster had been worked out without consulting the pilots or referring the matter to them for comment or criticism. This plan had not yet been approved by the Authority or put into operation and the pilots on his recommendation had prepared their considered views on the proposals. They had made a written report indicating where the system was not practicable.

Mr. Griffiths added that he had assured Mr. Grainger that he and his colleagues would have the complete support of the Executive and furthermore if the situation became at all serious a special meeting of the Executive would be called to assist them.

The Chairman said the basic trouble on the Humber was the Humber Authority. After fixing rates to give the Letch figure on the basis of 22,000 ships — the 1956 all-time record — they then said that as trade had fallen fewer pilots were needed.

On the proposition of Mr. Innes, seconded by Mr. Page, the Executive decided to give full support to the Humber pilots.

PROGRESS REPORT FROM THE PORTS

Londonderry. An application under Section 18 of the Act was approved by the Minister despite powerful opposition and the new level of earnings is in operation. The Londonderry Authority in their opposition compared the earnings applied for with those of the Eire ports but omitted any reference to the position at Belfast!

Whitehaven. There was difficulty in agreeing a level of earnings, the port being outside the Letch Report, but the Association compromised and are supporting Trinity House in an application for £1,250. The Chamber of Shipping lodged an objection and claim that £1,160 is sufficient. Every effort is being made to induce the Chamber to withdraw.

Barrow. The current level of earnings for this port is £1,411. There are nine pilots but in view of the decline in trade Trinity House took the view that rates should be adjusted to provide the agreed figure for

eight pilots which they consider to be the proper number. The pilots accepted this as a compromise but the Chamber of Shipping insist that seven pilots are sufficient. The argument continues.

Preston. The current level of earnings at this port is £1,355. As earnings are a little above the toleration margin Trinity House take the view that the pilots are entitled only to such increase as would produce the agreed mean, being an increase of 2½ per cent only. On behalf of the pilots this Association contend that they are entitled to a straightforward 5 per cent. increase in view of the operation of the toleration margin, and the Chamber of Shipping agreed. The position therefore is that the pilots and the shipowners are joining together in application for a rate increase which is being opposed by Trinity House, and the Minister's decision is awaited with interest.

Port Talbot. The 5 per cent. increase came into operation last April and the pilots have written expressing their appreciation of the services of the Association.

Cardiff. Position now satisfactory after considerable early difficulty.

Falmouth. Trinity House submitted bye-laws to provide £1,693 for eight instead of nine men. Trade was coming back and the pilots were pleased with what the Association had done for them. The new bye-laws are now in operation.

Plymouth. Bye-laws submitted by Trinity House for increasing rates by five per cent. with which the pilots were in agreement have now been confirmed by the Minister.

Isle of Wight District. Trinity House agreed that the numbers of pilots both in the Inward Service and at Southampton should be increased although not to the extent which the pilots thought was justified. Application was made for an adjustment in rates to produce for the new numbers the current Letch figure and an objection was filed by the Chamber of Shipping upon somewhat technical grounds arising out of the true construction of the Letch Report in the rather special circumstances. The bye-laws have now been confirmed in the form in which they were submitted, but the pilots are dis-satisfied with the position and still contend that they are seriously undermanned. The matter is under constant review, and they are pressing Trinity House

A GOOD WICKET AT THE CLARENDON

“AS long as you enjoy yourselves and do your best it does not matter much which side wins”. So said Captain Sir Gerald Curteis, K.C.V.O., R.N., Deputy Master of Trinity House, in his capacity as President of the United Pilots' Cricket Club. He was proposing the toast of “Our Guests” at the annual dinner of the club at the Clarendon Royal Hotel, Gravesend, on Easter Tuesday. Now with football pools again in full swing that dinner party seems a long way off but, as was the case last year when I was a guest of the club for the first time, it left me with some very pleasant memories. The spirit of the evening was in tune with Sir Gerald's sporting words.

for the licensing of additional men in both the Inward and Outward services.

London. Bye-laws for adjusting rates throughout the district to give effect to the latest award were held up because the Medway pilots had lodged an objection on the grounds that, due to changes in the nature of their traffic, their acts of pilotage should be reduced from 200 to 170 thereby necessitating the licensing of additional pilots. If the bye-laws had been confirmed as submitted the effect upon their station would have been to reduce pilotage rates because of the high level of their current earnings but there was clearly a case for a review of their particular position. The bye-laws have now been confirmed by the Minister in the form in which they were submitted and the Association is assisting the Medway pilots in negotiating an adjustment in their numbers with a consequential review of their rates if this is approved.

Yarmouth. Trinity House have agreed to increase the number of pilots from three to four and to submit bye-laws to the Minister calculated to produce net earnings of £1,050. The pilots are dissatisfied and require a level of earnings of £1,150. Negotiations are proceeding.

Boston. Bye-law to provide £1,155 for seven pilots approved.

Hartlepool and Sunderland. N.M.B. five per cent has come into operation.

Aberdeen. Bye-law to give effect to the five per cent. increase duly approved.

As Mr. H. G. Eve, captain of the Gravesend Cricket Club said in proposing the toast of the United Pilots C.C., the pilots played the game in the right spirit and since the war the club had gone from strength to strength. “The social side of cricket is part and parcel of the game” he said and we all agreed.

Mr. H. F. Lunn, the U.P. club captain, played a good innings in the speech making match. Last season's games gave him some scoring strokes. He opened with a neat one concerning the police. Last season the pilots played a tie with the “C” Division Police. “It is not the policy of the pilots to beat up the police” he said. Then there was a subtle

one about Trinity House. Pilots had to attend Trinity House for various reasons but whatever they had to talk about then, he wanted to say how decent it was of them to have the pilgrimage in the reverse direction by their coming to the dinner function and cricket matches. “They will always be welcome at the Bat and Ball ground” he said. “They play the game in the same spirit as we do”. Boundary hits concerned Tom Pickering and the scorer and the resemblance of the twin brothers Lunn (H. F. and S. W. the club secretary) which led to a woman congratulating him on the birth of his brother's son.

“The Game of Cricket” proposed by Mr. Ridley Bruce was replied to by Mr. F. W. Betts, B.Sc., headmaster of Collier Road School, Northfleet, who said his only qualification to make the response was that he was a Yorkshireman. However, he made a very sporting effort.

At the top table I was honoured with a place next to the Rector of Gravesend, Canon J. Selwyn-Gummer and believe it or not we found many topics of mutual interest to talk about. He said a very old Grace I had not heard before. It was:

*O God, hang out Thy golden scales
And weigh out for us on the one hand
Food for the body which is mortal and
shall pass away,
And on the other, food for the Spirit
which is immortal
And shall live for ever.*

On the same location were the Mayor of Gravesend, (Alderman L. W. Kempster), Vice-Admiral A. D. Read, Captain G. C. H. Noakes, Captain G. McGrath, Captain R. Gabbett-Mulhally (H.M.S. *Worcester*), Commander A. H. Coleman, O.B.E., D.S.C., R.N. (retiring River Superintendent and Chief Harbour Master, P.L.A.), Captain G. V. Parmiter, R.N. (who has succeeded Commander Coleman), Mr. S. Rawlings Smith and Mr. H. F. Lunn. Other guests included Mr. J. Martin, (ex-England and Kent cricketer) and representatives from the following cricket clubs — Gravesend, Meopham, Gravesend Police, Imperial Paper Mills, Metropolitan River Police, Gravesend United Banks, H.M. Customs, Trinity House and Stephenson & Clarke Ltd.

* * *

As a tail piece I must add with regret that the pilots have not had such a successful season as in 1958, but I am sure the right spirit has prevailed. The opening match of the season between the River pilots and the Sea pilots was won convincingly by the former although their side was weakened through the Trinity House Pilots' Golf Trophy contest falling on the same date. The Sea pilots batted first and were dismissed for 165, M. Taylor being top scorer with 37 and J. Matthews hitting 29. A. R. Edwards took 4 for 44. The River men did not look too well placed with their score at 99 for 7, but with Harry Lunn striking a defiant not out 43 they went on without further loss to win by three wickets. Edwards hit 26, T. Pickering 31 and S. Lunn 25. Rex Brook was the losers' most successful bowler with 3 for 35.

I hope to give details of the other fixtures in the next issue of *The Pilot*.

FROM CRICKET TO GOLF

Here are some notes contributed by Mr. Tom Broome on the meeting of the Trinity House Pilots' Golfing Society held on the same day as the River and Sea cricket match.

A party of 21 London pilots (four Cinque Ports, three Channel, nine River, four North Channel and one Medway), played golf all day at Rochester & Cobham Golf Course on 4th May.

The morning round was played for a silver challenge cup and prizes, and the afternoon as a foursome for prizes.

Results:

Morning

1. B. Q. Dunham (North Channel) 86-11=75
2. T. L. Broome (River) ... 81-5=76
3. J. P. Young (River) ... 91-14=77

Afternoon

1. W. D. Smith & T. L. Broome 93-11=82
2. P. M. Jones & G. L. Campell 99-13=86

The prizes were presented at the end of the day by Capt. J. Griffin the senior pilot present.

A most enjoyable day was had by all, it is hoped to make this an annual spring event with a possible autumn meeting if it can be arranged.

NAVIGATORS OF ANTIQUITY

AMONG the earliest known navigators were the Phoenicians whose period of ascendancy was 600-200 B.C. Reputedly, they circumnavigated Africa in two or three years. Each spring, the crews drew up their craft, sowed crops and, after harvesting, continued their voyage with replenished stores. It is also reasonably certain the Phoenicians were engaged in the tin trade from Cornwall to the Continent.

More than a thousand years before this, an astonishing feat of transportation, almost certainly by water, occurred during the construction of Stonehenge. The stones there are of two kinds. The largest, weighing from 20 to 50 tons are of Sarsen and were man hauled on rollers some 20 miles from the Marlborough Downs, this being the nearest source of supply. For many years no trace could be found of the source of the smaller stones of three to six tons weight, called Bluestones, either near at hand or further afield and their origin was a mystery. About thirty years ago, geologists finally pinpointed the Prescelly Mountains, about 12 miles north of Milford Haven, as being the only place in Britain where this particular kind of rock exists.

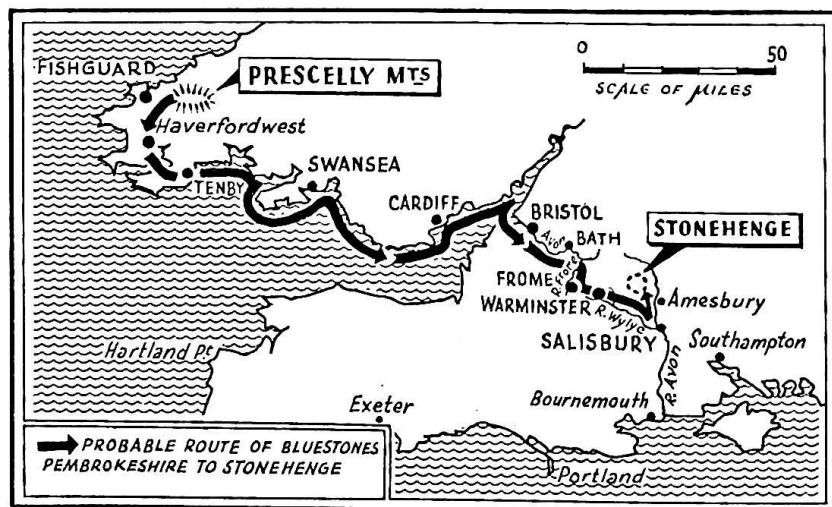
We do not know why the primitive people of about 1700 B.C. carried some 80 heavy stones such a distance. It is 140 miles as the crow flies, but by a long and careful examination of the possibilities, a good working conclusion has been evolved con-

cerning the means and route by which they were transported.

Land carriage can be ruled out on account of the difficult terrain of South Wales and lack of facilities or trackways. Except for a few comparatively short land hauls, transport by water must have been used and chiefly rafts the buoyancy medium. The inhabitants of those times had only stone implements and at best, could not do much more than split wood and lash it with strips of hide.

The route thought most likely to have been taken from Prescelly was land haulage (by sledge on rollers) southward to one of the inlets of Milford Haven, perhaps Haverfordwest, and, to avoid the dangers of the southern coast of Pembrokeshire, overland again from Carew to a point close south of Tenby; thence by raft eastward along the South Wales coast. There are a number of outlying dangers, but also a good many shelving beaches and coves where rafts could be grounded or moored when tide or weather was unfavourable, which was the custom with early navigators. Who knows but that the famed skill of our Bristol Channel friends derives from these first efforts at navigation?

At the Severn estuary a crossing would have been made to the other shore and thence up the Bristol Avon to a few miles above Bath and turning up the River Frome to a point where the town of Frome now



stands. A fairly short land haul eastwards from there would reach the headwaters of the River Wylye near Warminster. The route would then be down this river to its junction with the Wiltshire Avon at Salisbury and then up the Avon to Amesbury, which is only a couple of miles from Stonehenge. Although, these minor tributaries are today silted and shallow, geological evidence suggests that they were deeper 3500 years ago.

The modern place names are used to indicate the route and there is no point in speculating here on whether the sites were inhabited at the time Stonehenge was constructed.

The best evidence that the route described was the one used is that of the frequency of prehistoric remains discovered along it and, most important, a Bluestone which was unearthed in an ancient burial mound near Warminster and is now in the Salisbury Museum. It could have come only from Prescelly and was almost certainly bound for Stonehenge.

"OLD MILAGIANS" MEET AGAIN

Organised by Harry Garner who hopes to Make it an Annual Event

THE first reunion of merchant seamen who were prisoners of war at Marlag und Milag Nord, the German camp at Westertimke between Hamburg and Bremen was held at the Connaught Rooms, London, on 6th June. The organising genius behind it all was Mr. Harry Garner, Cinque Ports pilot, who fell into enemy hands when the *Port Hobart* in which he was third officer was sunk by the Germans.

In a letter to *The Pilot* he wrote, "There were present 285 people — 185 ex P. of W. and 100 wives and guests. Mr. and Mrs. Bill Thomas ex s.s. *Jonothan Holt* and Francis Vicovari (who was an American passenger coming to join the Ambulance Corps in Europe in s.s. *Zam Zam*) flew from New York to join us. One marine superintendent was on leave from India, one P. of W. had come from Geneva where he works for World Health Organisation and the rest from all counties in U.K.

"We had an outstanding evening and although we started at 6.30 we still hadn't met all the guests by midnight.

"Later I calculated that one minute spent

An interesting nautical episode occurred when Julius Cæsar first landed near Deal, Kent, in 55 B.C. This was primarily a punitive expedition and when the boats had been grounded on the beach, some troops were left to guard them while others proceeded inland. It seemed the idea was to return to the boats and put to sea if the Britons became too menacing.

In the event, when the invading soldiers returned to their vessels they found they had been left high and dry by the receding tide. The Romans, being accustomed to the constant water level of the Mediterranean, were baffled by the tides of the Channel.

The details of this event have become blurred with time, but broadly speaking, the incident is true. At any rate, the moral is obvious . . . always engage, and in Cæsar's case press into service if necessary, men of sound local experience when approaching port or navigating in unknown waters.

F.V.J.

with each guest meant 4 hours 45 minutes total!!

"Our number included three London pilots who were P. of W. and one Tyne pilot (Stan Phillips) who were all together in Marlag und Milag Nord.

"We hope to make it an annual affair."

The event came to our notice first in a cutting of John Landell's waterfront notes in the *Shields Gazette*, sent to *The Pilot* by "Mick" Marshall. We quote a few personal passages from the notes.

Harry Garner became well known in the camp as a schoolmaster in the navigation school for his organising of debates, and for his work on the all important food distribution.

Mr. Garner tells me his nickname of "Fritz" was nothing to do with being a P. of W. He got it in 1931 after having his hair cropped close in Prussian fashion. "Now", he says, "I have no hair left to crop."

* * *

Mr. Robert S. Percy has retired as local secretary of the Cinque ports and the post has been taken over by Mr. J. D. Sharp.

Mr. R. O. Williams retired from the Cardiff pilot service on 20th January after 28 years' service as a first class pilot.

CROSS CHANNEL FERRIES AND EXEMPTION

THE question of the liability of the French and Belgian cross-channel ferries to compulsory pilotage was discussed at a meeting at the Ministry of Transport on 8th September. Among those present were, Cinque Ports and North Channel pilots and Mr. C. D. Griffiths and the Chamber of Shipping was also represented.

The masters of these ferry steamers claim that they are exempt by custom of the obligation to take pilots and that has always been recognised.

The matter has been before the Minister on a number of previous occasions and he feels that the existing situation should not be interfered with.

ACCELERATING BYE-LAWS

At the April Executive Mr. Page asked if there was anything further in the matter of accelerating byelaws.

Mr. Griffiths confirmed what he had previously said that there were no enforceable rules in existence, but he recognised the evils of delay and in the course of informal conversation had received an assurance from the Ministry of their fullest co-operation in achieving reasonable expedition.

The Chairman said that when civil servants were getting their increases made retrospective it was very galling to try to explain to pilots that there was no back duty for them.

Obituary

WE regret to record many losses by death in this issue.

Mr. William MacGillivray

In July Mr. WILLIAM MACGILLIVRAY died at the age of 66 in a London hospital after being taken ill shortly after returning to this country from a town in the Far East. He was a familiar and welcome figure at U.K.P.A. Receptions; the pilots appreciated his fair-mindedness and his friendliness towards them. He was a member of the Executive Council of the Chamber of Shipping, managing director of the Prince Line Ltd., a director of Furness, Withy & Co. and a director of a number of other Shipping Companies.

Mr. Woolmer T. C. Smith

"A tremendous friend of ours" said Mr. Griffiths at the September Executive meeting when referring to the death of Mr. WOOLMER T. C. SMITH, Clerk to the Honourable Company of Master Mariners which occurred

TWO MORE "LEADERS"

IT is intended when two 70 ft. fast pilot launches now building for Trinity House are in service to dispense entirely with the cruising pilot cutter at the Needles. They are being built by Messrs. Philip & Son, Ltd., of Dartmouth and delivery is expected in December. In general they follow the successful design of the pilot vessel *Leader* which provided the cover picture of the last issue of *The Pilot*, but the wheelhouse has been moved forward and enlarged, and the accommodation layout has been altered. The designers of the new boats are Messrs. John I. Thornycroft & Co. Ltd., who also designed *Leader*. The boats will be equipped with Rolls-Royce C8SFLM diesel engines and have a designed speed of 15 knots.

in hospital in Wimbledon on the 11th of that month. He was 70 years of age.

Mr. Innes, an old friend of Mr. Smith, and Mr. Griffiths will represent the U.K.P.A. at a memorial service at St. Michael's, Cornhill, on 30th September.

The whole of Mr. Smith's career was in shipping. After army service in the first world war he was private secretary to the late Sir Thomas Devitt and later became a director of Devitt & Moore Ltd., ship-brokers.

Lloyds List said, "Mr. Smith had guided the Honourable Company through its early formative years and had seen it flourish and grow, finally reaching the unique position it holds today".

He was to have retired this month after nearly 34 years service with the company.

Mr. H. Jones

Mr. H. JONES of Cardiff died on 21st January after 20 years' service as a first class pilot. He was 70 years of age.

Mr. Michael Hingeston-Randolph

The sudden death at his home on 20th April of Mr. MICHAEL HINGESTON-RANDOLPH, Trinity House pilot for Fowey and Polruan, came as a great shock to the people of the district. He was only 43 years of age.

Mr. W. L. Dunn, one of his colleagues wrote: "Mr. Randolph began his sea career at the age of 16 and served three years with the Bristol City Line, and then with the Hogarth Shipping Co. He served the greater part of the last war with J. S. Monks of Liverpool. He joined the Fowey Tug & Salvage Co. in 1945, and became a Trinity pilot in December, 1950. Mr. Randolph had never been off duty with illness and was a most conscientious colleague, piloting all sizes of ships, even to the large tankers on the measured mile off Polperro, with a minimum of delay or mishap. Mr. Randolph leaves a widow and one son aged 20 years, at present a cadet in the Clan Line. The interment took place on 23rd April at Lanteglos Parish Church before a large number of mourners, including representatives of shipping companies, agents, British Railways and H.M. Coastguards".

Mr. Daniel Montgomery Fife

This is our first opportunity of referring to the death of Mr. DANIEL MONTGOMERY FIFE, a Clyde River pilot, which occurred in December last.

"Dan Fife was a very popular member of the staff and well known and respected by all Trinity House pilots who served with him



during the war years. His early death came as a great shock to us all", wrote Mr. D. Main.

He was a native of Renfrew, his late father being chief mechanical engineer of the Clyde Navigation Trust, and started his

seafaring career with the Donaldson Line. Later he served with MacLay McIntyre & Co., as a chief officer and master.

He joined the Clyde Pilotage Authority at Glasgow in June, 1940, and was transferred to the Gourrock staff in August the following year. Later he was appointed choice pilot for the Donaldson Line.

At the time of his death Mr. Fife was senior pilot at Gourrock and was due to transfer to the Glasgow staff. In anticipation of this change he had moved his home to Paisley a few months ago.

Captain Fife was well known in Gourrock and took an interest in local activities.

Mr. Callis Edgar Walgate

The death occurred in Killlearn Hospital on 13th February of Mr. CALLIS EDGAR WALGATE a Grangemouth pilot. He entered service with the Firth of Forth Pilotage Authority in 1935. Captain Walgate started his seagoing career as an apprentice with the Ellerman-Wilson Line of Hull and remained with them until he attained his master's certificate. He then served with various companies including MacAndrews, United Towing, Goole Steamships and Rix. Pilot Walgate left a widow, two sons and a daughter. Both sons are in the merchant service as deck officers.

Mr. T. H. Donald

Mr. T. H. DONALD, a Falmouth pilot since 1930, died suddenly on coming ashore from the completion of his duty on 14th January. He served the whole of his time at sea with the Chellew Steamship Company and obtained his master's certificate in 1923. He leaves a widow and son who is also a master mariner serving with the Federal Steamship Company and lives in New Zealand.

Mr. George Counsell

The Cardiff service suffered another loss on 14th February by the death of Mr. GEORGE COUNSELL while he was returning from duty on the pilot cutter. He had been a first class pilot for 22 years and was 60 years of age.

Mr. R. N. Knox

Mr. R. N. KNOX, local secretary of the U.K.P.A. at Ardrossan died suddenly on 21st June. The news came as a great shock to his colleagues because he had apparently made a good recovery from illness earlier in the year and returned to work.

LOCAL SECRETARIES



Aberdeen ...	...	W. A. Gervaise	...	Aberdeen Harbour Pilots, North Pier, Aberdeen. Pilot Office, The Harbour, Ardrrossan.
Ardrossan ...	...		...
Barrow-in-Furness ...	...	R. Raby	...	32 Roa Island, Barrow-in-Furness.
Barry ...	...	F. W. Llanfear	...	6 Clement Place, Barry, Glam.
Belfast ...	...	A. G. Starkey	...	6 Rosetta Avenue, Ormeau 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 ...	...	H. C. Higgins	...	17 Heol-y-Deri, Rhiwbina, Cardiff.
Clyde :-				
Glasgow ...	...	J. H. Innes	...	Clyde Pilot Office, 16 Robertson Street, Glasgow, C.2.
Gourock ...	...	D. M. Main	...	Ashtower, 22 Victoria Road, Gourock.
Dartmouth ...	...	R. R. Gatzias	...	24 Lower Street, Dartmouth.
Falmouth ...	...	E. Carlyon	...	Pilot Boat Association, 14 Arwenak Street, Falmouth.
Fowey ...	...		...
Gloucester ...	...	L. C. Taylor	...	Pilotage Office, Sharpness, Glos.
Goole ...	...	H. Richman	...	Concord, Thorn Road, Hedon, Hull.
Grangemouth ...	...	A. McArthur	...	Pilot Office, The Docks, Grangemouth.
Hartlepool ...	...	T. Pounder	...	16 Gladstone Street, Hartlepool.
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.
Leith ...	...	T. R. Wilson	...	12 Beresford Gardens, Trinity, Edinburgh.
London :-				
Cinque Ports ...	...	T. D. Sharp	...	Naburn, Eythorne Road, Sheperdswell, Kent.
Channel ...	...	M. H. Taylor	...	30 Grange Road, Gravesend.
River ...	...	E. J. Hobbs	...	67 Hollybush Road, Gravesend.
Midway ...	...	G. H. Taylor	...	56 Minster Road, Sheerness.
North Channel ...	...	K. C. Davis	...	9 Queen's Road, Dovercourt.
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.
Plymouth ...	...	E. Rogers	...	Pilot Office, 2 The Barbican, Plymouth.
Poole ...	...	A. W. James	...	15 Harbour Hill Crescent, Poole, Dorset.
Portsmouth ...	...	L. K. Mitchell	...	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.
Shoreham ...	...	R. Carruthers	...	Cordillera, Croft Avenue, Southwick, Sussex.
Southampton ...	...	K. J. Hutchings	...	Pilot Office, 18 Queen's Terrace, Southampton.
South Shields ...	...	R. Marshall	...	Pilot Office, South Shields.
Sunderland ...	...	G. H. Donkin	...	8 Melvyn Gardens, Sunderland.
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.