

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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1938-1939 OF THE

United Kingdom Pilots' Association

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THE PILOT

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CONFERENCE AGAIN.

THIS issue of the magazine comes about mid-way between Conference. It does not seem long ago that we were in Liverpool and now the Tyne pilots are getting down to the organisation of the meeting next June. The subject was mentioned at the meeting of the Executive Committee of the Association in June and the dates provisionally arranged are the 13th, 14th and 15th. Mr. Stanley Ayre is the Chairman of the Conference Committee and Mr. John Thomson, Secretary to the Tyne Pilotage Authority, secretary. It has been decided to hold the Conference in Newcastle-on-Tyne but no details are available yet.

IN 1913.

Conference has not been to the Tyne since the war. The 29th Conference was held there in 1913 in the Crown Assembly Rooms. In those days THE PILOT did not exist but an extended report of the Conference was issued. The list of officers then published contained very few names now associated with the organisation. Mr. Michael Joyce was President and Captain Harry Davis a vice-president—one of the outstanding figures at the Conference—but possibly the most important domestic matters were associated with the offices of General Secretary and Solicitor. It was at this Conference that Captain Harry Langdon resigned from the former position, Mr. Joseph Browne being appointed, and Mr. John Inskip (as he then was) succeeded Mr. Sanford D. Cole as Solicitor. Mr. Richard A. Lewis was a delegate from Liverpool and the Editor of THE PILOT attended as Official Reporter. Among the delegates from London was Mr. H. A. Harvey who must be the pilot recently honoured on his retirement from the service, reference to which is made elsewhere in this issue.

BACK NUMBERS.

It is very interesting to look over these back numbers of the records of the Association. The South Shields Conference, came soon after the passing of the Pilotage Act and naturally that measure figured in a good deal of the discussion. Perhaps some pilots have the whole series of these Conference records and their successor, THE PILOT. We have bound the magazine in groups of four years which is quite a handy form. Perhaps this idea has not occurred to some members and when they come to adopt it they may find gaps in their collections. Sir John's office may be able to supply the missing numbers.

NEW RULES.

Since the Liverpool Conference the rules of the Association have been under very careful consideration by the Executive and in the following pages will be found points from the discussion on the question of non-pilots attending the Conference. The terms of the proposed new rule are published. In order to give every port the opportunity of discussing them and giving definite instructions to their delegates to Conference the draft of the rules as amended will be printed and circulated. The present rules require at least three months notice but Sir John proposes to get the draft distributed quite early in the new year.

Several other important topics are dealt with in this magazine including progress with some of the statutory applications from ports, and a meeting at the Chamber of Shipping when the whole question of Benefit Funds and pensions was explored. The sympathetic attitude of the Chamber of Shipping gave considerable satisfaction to the Executive when the General Secretary made his report. The subject will, of course, come up at Conference.

HISTORIES OF THE PORTS.

In this issue is the final instalment of the history of pilotage at Liverpool. We are very grateful to Mr. John S. Rees for his most interesting contributions and he has set a standard which may make others hesitate in attempting to prepare the records of their own ports. We hope not, and shall be ready to give any assistance required. In fact, if local secretaries will send the dates facts and figures to Sir John Inskip we will put them into the forms of a connected history. There is a wide field—or should we say ocean?—to be explored and if one port were dealt with in each issue the feature would run for many years. Who will follow the Liverpool lead? If we have any preference it is for the Tyne in view of the Conference being held there this year. Can Mr. Ayre be persuaded? We know him as the writer of a good letter. Or, perhaps the Tyne pilots can induce the Secretary, Mr. Thomson, to break out as an author. We need about 800 to 1,000 words and if a few photographs are available so much the better. While the Tyne are getting down to the job will others kindly give the idea consideration? The Thames, the Humber, the Forth, Southampton and the Bristol Channel should come as early as possible in the series.

BENEFIT FUNDS

Sympathetic Attitude of Chamber of Shipping

IMPORTANT PROPOSAL.

A RISING out of the discussion at the Liverpool Conference and a further discussion by the Executive Committee in October, a meeting took place at the Chamber of Shipping on the 16th November, 1938, and was attended by Mr. Cleminson, Mr. Somerville, the Chairman of the Chamber of Shipping Pilotage Committee, Mr. Gorick, Dr. Isserlis, Mr. Martin Hill and Sir John Inskip.

The whole question of Pilots' Benefit Funds was considered in a most sympathetic manner, and the Chamber of Shipping expressed their desire to do what lay in their power to help this Association to improve the present position of Benefit Funds generally. They would also facilitate Pilotage Authorities being empowered to take part in other schemes such as the Merchant Navy 'Officers' Pension Fund and would not oppose an amendment of the Pilotage Act for this purpose if the law requires to be altered as appears to be the case. The ultimate aim of having one fund embracing all pilots was mentioned, and the Chamber of Shipping would probably favour something of this kind although they realise the difficulties of bringing it about.

A further proposal was to devise a scheme not by way of merger of the existing Benefit Funds at the various ports, but by drawing a line at a certain date and leaving the existing Benefit Funds to be used as at present for the benefit of pilots licensed at that date but to create a new and separate fund to cover new pilots and to supplement the pension of existing pilots but only for benefit allowance.

The chief concern at the moment was felt to be for the small ports which do not possess a Benefit Fund, or if any a very small one, and it was thought best to confine our immediate attention to the needs of these ports and with that in view to explore further the possibility of participating in outside schemes.

The position was reported to the Executive Committee at the meeting in December by the Secretary and it will come before Conference in June. (See Page 4).

NEWCASTLE TRINITY MASTER.

January 15th was Declaration Day at that historic maritime institution Trinity House, Newcastle. Captain Horace B. R. Kent, who was installed Master in succession to Captain R. P. Spoor, is a Tynemouth mariner who left the sea nine months ago after long service in the oil tank trade.

MANCHESTER PILOTS AT BOARD OF TRADE

EARLY DECISION EXPECTED

THE Manchester Inquiry was held on December 16th, 1938. It followed the now usual lines of an informal meeting at the Board of Trade and Sir Julian Foley presided.

The Manchester pilots were represented by Mr. Warren, Mr. Rhodes, Mr. Davenport and Mr. Arthur H. Evans.

The decision of the Board of Trade may be expected at an early date.

OTHER APPLICATIONS.

The Board of Trade have decided to hold an informal Meeting in London to consider the draft bye-laws submitted by the Liverpool Pilotage Authority, and at the same time the application of the Liverpool pilots for an increase in their remuneration will be under consideration.

Negotiations have been proceeding for some time, but have not resulted in any settlement.

Another application which is likely to form the subject of a Board of Trade Inquiry is that of the Humber Pilots for an increase in their rates, but no date has yet been fixed for this.

In the meantime a similar application by the Goole Pilots has been settled by negotiations between the pilots and the local shipowners.

RAID ON HOME OF SIR JOHN INSKIP

MEMBERS would like to join in an expression of sympathy with Sir John and Lady Inskip, who were the victims of a robbery at the house, The Chantry, at Abbots Leigh, near Bristol.

It is believed that the robbery occurred while Sir John and Lady Inskip were at church on Christmas Day. Lady Inskip's bedroom was entered and jewellery valued at over £600 was stolen.

It was not until the Monday morning that Lady Inskip discovered her loss. There was no sign of the house having been broken into and it was possible that the intruder entered by a terrace door.

A remarkable development took place just over a fortnight later. A Bristol laundryman found a £500 pearl necklace which had been taken, in a ditch near The Chantry. The necklace has been restored to Lady Inskip but the other property is still missing.

In the November issue of *Shipbuilding and Shipping Record*, four pages were devoted to the latest returns of pilotage earnings. The annual review, design and equipment number of the publication issued at the end of the year contained a wealth of information of interest to pilots.

EXECUTIVE MEETING

NON-PILOT OFFICIALS AT CONFERENCE

DRAFT AMENDMENT TO RULE 22; DEFINING THEIR POSITION

THE quarterly meeting of the Executive Committee was held at the Holborn Restaurant, London, on 8th December, 1938. Mr. Bernard C. Webb was in the chair until the arrival of the President, Lord Apsley.

The following were present:—

Messrs. G. N. Richardson, R. A. Lewis, J. J. Jones, J. H. A. Smith, J. J. Elven, J. Stanley Ayre, J. A. Sparrow, F. C. Young, A. H. Wilcox, M. M. Marshall and Sir John H. Inskip.

AGENDA.

1. Minutes of last Meeting, held on October 12th, 1938.
2. Report of Finance Committee.
3. Pilots' Benefit Funds—Report Meeting at the Chamber of Shipping.
4. To consider the draft amendments of the Rules.
5. Temporary Pilots' Licenses.
6. (a) Evasion of Pilotage in the London District.
(b) Passenger Vessels.
7. Matters arising out of the Epitome including pending applications to the Board of Trade.
8. Any other business.

MEMBERSHIP.

Mr. Lewis, Chairman of Finance Committee, which met prior to the Executive, reported that the membership of the Association was still rising.

RULES.

Item No. 4 on the agenda was then dealt with. Draft amendments of the rules which had been circulated to the members were approved for submission to the members for consideration. There was considerable discussion on the following new paragraphs proposed as an addition to Rule 22:

Only Ordinary Members or Retired Members shall be permitted to attend and to speak at the Conference provided always that any duly appointed official or representative of the Ordinary Members at any port may be admitted to the Conference and may speak upon any matter raised by and affecting the port which he represents.

Notice in writing of such attendance shall be given to the Secretary not less than fourteen days before the date upon which Conference opens, and the same

shall have the approval of the Ordinary Members at such port.

Mr. Wilcox suggested that the concluding words of the first paragraph should read "raised by or affecting the port which he represented."

Mr. Webb pointed out that it could be argued that any pilotage topic affected every port.

"We want to confine him to his own port," said Mr. Richardson, and Mr. Marshall added that if any port could bring an official—a solicitor perhaps—and he was allowed to speak the pilots would soon cease to function.

Mr. Ayre: I take it this rule has to be confirmed by Conference.

Mr. Webb: This is only a recommendation, and everyone of these proposals will be open for discussion at Conference.

Mr. Smith agreed that everyone was interested in every port and suggested the point would be met by adding the word "directly" so as to read—"or directly affecting the port which he represents."

The Secretary said he had no views on the matter but pointed out that if these words were introduced the door would be wide open as there was very seldom a question so domestic that it did not affect every port. For instance, if any Port raised the question of certificates or any other matter of equal interest it would directly affect other ports, whose representatives would then have the right to speak.

In the course of further discussion it was pointed out that the ports with the biggest membership were those which employed professional secretaries. Mr. Webb retorted that there were smaller ports with 100 per cent. membership and these were just as important from the Association's point of view.

The Secretary said that the substitution of "or" for "and" really meant, in effect, that the secretary who was admitted to Conference would be in the same position as regards speaking as the pilot delegates.

Mr. Wilcox: I do not mean that at all.

Mr. Sparrow: We want them to attend as recorders.

Mr. Ayre: I am directly opposed to all this, and if it goes forward as a recommendation from this Executive to Conference what is my position?

Mr. Smith suggested that the Tyne men should consider the possibility of the day coming when they would want some specific question thrashed out at Conference.

Mr. Marshall: We have the knowledge of our own port to put before Sir John.

Mr. Webb: It is only after giving due consideration to the large membership of Liverpool and Gravesend that I agree to their even speaking at Conference; in my heart I am totally against their attending.

The President urged that the rule as drafted should go before Conference when the question of "or" or "and" could be raised.

The Executive ultimately adopted this course.

PILOTS' BENEFIT FUNDS.

Some notes on a meeting with the Chamber of Shipping on this subject appears on Page 2.

The Executive discussed the memorandum referred to there and it was agreed to bring it before Conference.

Replying to Mr. Lewis, the Secretary said that if it were ultimately decided to have one scheme for pilots, provision would have to be made for the time many years ahead when every pilot of to-day would have gone off the present fund and presumably the balance then existing would be paid into the new general fund. It would be a national scheme and the pilots of to-day would not be prejudicially affected.

Mr. Richardson suggested that it would allow more generous treatment from the funds now in existence.

Mr. Webb considered the results of the meeting represented an excellent step forward—"the best we have had for some time" he said.

TEMPORARY PILOTS' LICENCES.

The Secretary explained that this matter arose out of the national crisis following which it was proposed that there should be a code of bye-laws for every port that wanted it. As directed at the October meeting of the Executive he wrote to the Board of Trade who replied and outlined the proposals. He thought the Executive would fall in with the proposals but suggested that the opinion should be expressed to the Board of Trade that the use of the bye-laws should be limited to a period of national emergency.

The Board of Trade's memorandum was discussed at some length and Mr. Jones urged that something should be done to protect the pension funds.

Mr. Lewis suggested that if some ports had to be closed during a national crisis emergency work elsewhere should be found for the pilots. They were adaptable men and with their experience of handling

ships would soon be able to pilot in other waters.

Mr. Webb thought the suggestion should go at the proper time from the Association that as many pilots as possible who were put out of employment should be used as examination officers.

EVASION OF PILOTAGE.

The Secretary reported discussions with Trinity House regarding evasion of pilotage in the London district, particularly by small Dutch vessels. He explained that the difficulty was in getting proceedings launched. The vessels were in and out of port before they could be got at. Trinity House were asked how they could facilitate matters and they sent a copy of a letter they proposed to write to the Superintendent of Pilotage at Harwich with that end in view.

Sir John also read a letter from Mr. Elven in which he raised the question of hailing. It might not be possible in every circumstance to hail a ship but that was not absolutely necessary in order to prove an offer of service.

Mr. Elven: By being on the station and flying the flag. These evasions go on year after year.

Sir John: It is said that the channel men are not greatly concerned with these vessels.

Mr. Sparrow: No. We are in exactly the same position as Mr. Elven. There was a case of a man who would not pilot one and got three months holiday.

Mr. Elven: I am concerned with our own section who do want to pilot them. The practice is deliberate and it is up to the central authority to stop it.

Sir John: The pilot concerned is the one to prosecute. What we have got Trinity House to do is to facilitate your launching proceedings.

Mr. Elven: We could prosecute without Trinity House's permission and have done so, but we say the time has come when the central authority should put their foot down.

Mr. Smith said these Dutch vessels were now getting as far as the Isle of Wight and increasing rapidly. They went in and out of Southampton just as they liked. The pilots had to find out first of all whether the boats were compulsory—some were and some were not—and when they went to the trouble of prosecuting them Trinity House cleared the lot and the pilots got nothing out of it. There was one magistrate at the port who said that putting up a flag was not enough—the vessel must be spoken.

Mr. Richardson: They all take pilots on the Humber because the rates are so low. In cases of evasion the Board takes steps and they get fined double pilotage.

Mr. Wilcox explained the practice on the Mersey and Sir John pointed out that if it were applied in the case of these Dutch vessels the offenders would escape, as they came and went within twenty-four hours.

Mr. Wilcox: We get him even if we wait two or three months.

Mr. Sparrow: The trouble is the money goes to the fund and the pilot never gets it.

Mr. Wilcox: We get the pilotage.

Mr. Elven: The thing is to stop the practice: the money question we can deal with after.

The Secretary said he was prepared to take the matter up, perhaps later at Trinity House, but it rested with the pilots to provide the material for a prosecution.

The subject was referred to again at a later stage, when Sir John suggested to Mr. Elven that it seemed to be the pilots' view that Trinity House should take the lead in the matter.

Mr. Elven agreed and suggested ways which the necessary information regarding the evading vessels could be passed to the Superintendent of Pilotage.

"PASSENGER" EXEMPTIONS.

The Secretary reported on this matter which has been before the Executive from time to time. Trinity House, he said, had altered the form of Certificate which they gave for three months so that it operated only in the case of a vessel which was not by law a passenger vessel. It was a conditional exemption and the condition was that the vessel was not carrying people regarded in the eyes of the law as passengers. He had seen the new certificate and thought it met the case.

NAVAL DOCKYARD.

Under item seven on the agenda several matters arose.

The Secretary said he was pursuing matters regarding dockyard pilotage and there had been a meeting with Trinity House on December 1st at which pilot representatives from Portsmouth and Plymouth were present.

THE TYNE'S APPLICATION FOR COMPULSORY PILOTAGE.

Mr. Marshall announced that the Tyne pilots had instructed their solicitor to apply for compulsory pilotage. Mr. Ayre and he had met the Commissioners who admitted that the pilots had a good case.

Mr. Ayre said the application was now before the Board of Trade and it was understood there would be an Inquiry when all interested parties would attend. The Authority with counsel were conducting the case. The date was not fixed yet, but the Inquiry would be held in Newcastle.

It was unanimously agreed to ask Sir John to be present at the Inquiry.

MANCHESTER INQUIRY.

It was stated that the Manchester Inquiry would be held on December 16th.

Mr. Young said that they had been to a lot of trouble to get out figures for the

Board of Trade and emphasised the loss they had suffered through the new tonnage. He asked whether they could count on the support of the Association when later, they sought a change from net to gross tonnage.

Mr. Webb: I do not think there is any doubt about it.

CONFERENCE.

The date of the Tyne Conference in 1939 was agreed—June 13th, 14th and 15th.

Mr. Webb proposed that the Association should make a grant of £175 towards the expenses of the Conference.

This was seconded by Mr. Richardson and adopted.

PROTEST AGAINST DELAY.

Mr. Richardson asked if something could be done about the intolerable delays which went on between different parties when an application for an increase in rates had been made. The Humber application was made almost two years ago and other ports had suffered in the same way. The Board of Trade limited the time for observations, why not in other directions?

Mr. Jones: It cuts both ways. We were three years resisting a cut in our rates.

Mr. Richardson: Would it not be possible to have a sort of central commission to deal with these things as they come along?

UNSUITABLE CRAFT.

Mr. Elven raised a subject which he said had never been mentioned at a meeting before—the employment of unsuitable craft on a pilotage service. At Harwich they had one particular launch from which they could not work effectively. Was it within the power of the Association to appoint someone to give an opinion regarding her? The pilots had to work five or six miles out to sea in her and she was liable to break down. The vessel was dispensed with in the Isle of Wight because she was not suitable for the service. It was quite fair to put the onus on the Ruler who was a servant of Trinity House. The pilots had warned Trinity House what might happen to the launch.

In reply to inquiries Mr. Elven said the launch had a twenty-six horse-power motor, and she was put on the service to deal exclusively with the Danish boats about which there had been difficulty in the past. He described her as a menace and a danger.

Mr. Smith suggested that the pilots as a body should send a letter of complaint asking the Association to back them up in a protest to Trinity House.

This concluded the business.

TRINITY HOUSE TAKES OVER DEE PILOTS

Efforts to Solve Problem of Poor Payments

THE transference of the Dee Pilotage District from the Dee Conservancy Board to Trinity House has now been completed, and the Association is now engaged with the assistance of Mr. Richard A. Lewis, who has interested himself throughout on behalf of the Dee pilots and paid several visits to Connah's Quay, in framing the new bye-laws which have been submitted to the Board of Trade by Trinity House.

Dee Pilotage presents several problems at the moment because the pilots are admittedly grossly underpaid for the very responsible work which they have to perform. There are eight pilots. In 1937 their net earnings amounted to no more than £175 per pilot. Remuneration on this level for a compulsory port which requires a staff of eight pilots working whole time ought never to be tolerated. If, as is apparently the case here, a pilotage service is an obvious necessity, some means must be found of financing it.

At present the exemption limit is such as to convert this district into a voluntary one, and yet regular traders to the port while taking advantage of this fact in order to dispense with the services of a pilot when weather and other conditions are favourable, expect to find a pilot standing by and ready to be called upon at a moment's notice without making any adequate contribution towards the expenses of the service.

The Dee pilots are getting the full support of the Association in their efforts to remedy a grievance under which they have been suffering for too long. It is believed that Trinity House and the Chamber of Shipping will lend a sympathetic ear to the plea of the pilots.

VICTIM OF COLD WEATHER.

The sudden spell of cold weather just before Christmas was believed to have been responsible for the death of Mr. John Burton Liley, Trinity House pilot, of 16, Pinnock's Avenue, Gravesend. He had piloted the s.s. *Whitemantle* from Gravesend to Becton, when he collapsed and died on board the vessel.

He was a native of Gravesend, and the son of the late Mr. Edmund Liley, Trinity House pilot.

For many years he served as an Exempt pilot. He leaves a widow, one son and four daughters.

U.K.P.A. IS KEPT BUSY

The Secretary Reports on Many Subjects

THE following short Epitome of the more important matters dealt with by Sir John Inskip between September 1st and November 19th, 1938, was issued to the Executive members before the meeting on December 8th.

DEE.

Correspondence with the Board of Trade, Trinity House and two objectors. Dealing with these objections and finally settling the terms of the Order with the Board of Trade. The Order has now been confirmed and will come into operation on the 21st instant.

LONDON.

Evasion of Pilotage in the London district and passenger vessels—Interview and correspondence with Mr. Elven obtaining particulars required by Trinity House. Correspondence with the latter and now awaiting suggested interview.

MANCHESTER.

Further correspondence with the pilots in reference to the Observations of the Chamber of Shipping. We now await further directions from the Board of Trade.

LIVERPOOL.

Further correspondence with the pilots following observations from the Mersey Docks and Harbour Board and the ship-owners' organisations, discussing and settling reply to these observations.

ADMIRALTY.

Vessels under Time Charter to the Admiralty—Obtaining information from the ports concerned with regard to the present position, and the matter is to be allowed to rest pending further developments.

AMENDMENT OF RULES.

Perusing rules following the decision of the Executive Committee at the October meeting and drafting necessary amendments.

HUMBER.

Further correspondence with the pilots in reference to negotiations which had been passing between them and the Hull Chamber of Shipping. Negotiations having broken down preparing reply to the various observations for submission to the Board of Trade.

TEMPORARY PILOTS' LICENSES.

Correspondence with various ports likely to be concerned with this question and writing the Board of Trade thereon.

(continued on page 7)

LADY APSLEY WRITES ON "WHAT LIFE HAS TAUGHT ME"

Our President's wife, who stands high in the affections of pilots, is a writer of considerable distinction. She recently contributed to the Sunday Chronicle an article in a series that paper was running on "What Life Has Taught Me." We are sure members will be interested in the following extracts.

THE most useful thing I learned when I was young was to do whatever one undertook as well as one possibly could, with no slacking, no bad work—just as if God Himself were to be the judge.

From my mother I was taught to love good books.

When I was first laid up on my back, I read a book on Deep Sea Photography given to me by Mr. Rudyard Kipling and another on Mountain Climbing lent to me by a nearly blind friend; afterwards my own problems seemed small.

I could go on about books, but I am asked to say what attributes I consider most useful in Life. I place self-control first. Through self-control, which comes with practice and hard work, one achieves that enviable position of Captain of one's soul and Master of one's Destiny.

Next I place good judgment—in the sense of the Collect for Whit Sunday—"a right judgment in all things"—is the most useful attribute in life. A good judgment can be cultivated.

A habit which I recommend is to take in a decent daily and weekly newspaper reading them regularly from cover to cover with careful attention.

Do not despise politics—whether world or local. Politics are History in the making as well as the Art of Living.

One should not fear making mistakes. It is the best way to learn what not to do; one is only a fool when one makes the same mistake a second time.

Remind yourself never to condemn others without real knowledge, and judge people by what they do rather than by what they say.

Cultivate at least one or two simple pleasures. I know from experience that one can have as much fun from the top of a bus with a congenial companion as on a Rolls-Royce or aboard a millionaire's yacht.

The most admirable (and likeable) qualities are still the old ones—Unselfish-

ness, Brotherly Love, and Honesty. These take you farthest in the end. Cultivate them in your personality. You can if you try.

Health is the greatest gift we have, so learn about it all you can from the right people.

Practically all of us are the better for mental and moral discipline for a period in our lives after school days.

My experience is that common virtues like loyalty, gentleness and "kindness in another's troubles," are more useful in after-life than mere scholastic attainments.

Personality—which is really another name for strength of mind and character—the readiness to take responsibility, the unsparringness of self which really makes the leader among us—are more valuable attributes than the passing of exams.

To-day I think that on the whole our young people are wise beyond their years, keen, kind, tolerant, able, and strong. Possibly some few do lack seriousness and the spirit of adventure. To them I would say—set out to see what you can make of your life; you have all the world before you.

Take with you some tried code of living—the Ten Commandments, Kipling's "If," the Maxims of King George V or the Old School Tie.

(continued from page 6) PILOTS' BENEFIT FUNDS.

Writing the ports which do not possess Benefit Funds for an expression of their views, also writing the Chamber of Shipping on the lines arranged at the last Executive Meeting. Attending conference at the Chamber of Shipping, a report of which will be given at the next Executive Meeting.

BELFAST.

Further correspondence in reference to the suggested amendments of their bye-laws, and also with regard to the question of out-pilots' licenses which are causing some confusion.

DUNDEE.

Further correspondence with the Pilotage Authority and the pilots in reference to the suggested amendments of the bye-laws. The application to the Board of Trade is now about to be made as it has not been possible to come to any agreement with the Authority.

GOOLE.

Considering further the pilots' application for a rate increase and the negotiations which are proceeding locally.

MISCELLANEOUS.

Dartmouth, Grangemouth, Gloucester, Sunderland, King's Lynn and Blyth—Correspondence with these ports on matters some of which are still pending.

LIVERPOOL HISTORY

By JOHN S. REES

FROM SAIL TO STEAM

THIS instalment of the history of the Pilotage Service at Liverpool brings to a close an interesting feature for which we are much indebted to Mr. Rees, Chief Clerk in the Office of the Superintendent of Pilotage at Liverpool.

IN 1891, of the nine boats in the Service, five were over 30 years old, and the Board decided to build another sailing boat. She was named the *George Holt*, and was a composite vessel of 78 tons, built at Dartmouth in 1892. Her length was 109 ft. overall, beam 21½ ft., and she proved herself to be a very superior vessel.

On the 10th November, 1891, when in the Crosby Channel, No. 1 Pilot Boat, the *Queen*, sank after being in collision with the s.s. *Sailor Prince*. She was raised and resumed her duties until 1897, when with others of the sailing boats she was withdrawn from the Service.

On the 17th March, 1895, No. 4 Pilot Boat the *Auspicious* when lying to an anchor in a fog at the Bar, was sunk by the s.s. *Dynamic*.

In the same year on the 7th December, No. 5 Pilot Boat, the *Criterion*, collided with the s.s. *Cambroman* off Point Lynas, and the pilots and the crew fearing that she would founder, abandoned her. They took to one of her punts, and this craft, with sixteen persons in her, was adrift for seven hours before she was picked up. The pilot boat did not sink and was picked up by the tug *Challenger* and towed to Liverpool.

The following year, on the 26th January, No. 6 Pilot Boat, the *S.R. Graves*, was sunk by the s.s. *Moorhen*, in the vicinity of the N.W. Lightship.

In none of these accidents was there any loss of life.

In the early months of 1896, it was arranged for two steam pilot boats to be built, and to work a combined steam and sail boat service. They were constructed at Port Glasgow, the *Francis Henderson* and the *Leonard Spear*, each of 27½ tons gross, 24 ft. beam and 128 ft. in length, and on the 26th October, 1896, the first Liverpool steam pilot boat sailed for the Point Lynas station. The first vessel she boarded was the sailing ship *Holt Hill* 2259 tons, from San Francisco. The Service was then maintained with two steam and three sailing pilot boats.

In 1896 two more steam pilot boats were built, and with the exception of the *George Holt*, No. 10 pilot boat, which was retained for making the surveys of adjacent ports, all the sailing pilot boats were withdrawn.

In 1904, the *George Holt*, the last of 61 sailing pilot boats, was sold. She was purchased by the Falkland Island Co., and re-named *Lafonia*, trading round those islands until she became a general goods lighter, and in 1933 she was a hulk in Stanley Harbour, Falkland Islands.

The passing of this schooner out of the Pilotage Service was another milestone in the history of the service. For one hundred and thirty years the Pilot Service had been maintained with sailing boats, which had been of two types

The earliest boats were 30 to 40 tons burthen, sloop rigged, and some had square sterns. They were without bulwarks, just open-decked with a cockpit aft from where they were navigated, and for protection they had quarter cloths which were painted red with a white border. About 1835 they commenced to build these sloops with bulwarks.

The next type were schooners, introduced in the year 1852, they were over 50 tons burthen, considerably longer with much superior accommodation, and fifty years ago these trim schooners, with the number of the boat painted conspicuously on their white sails, were objects of general interest as they sailed into and out of the Mersey.

In 1913, the s.s. *Alfred H. Read*, a much improved type of steam pilot boat, was constructed, followed at intervals by three others of more or less similar design.

Great as were the traditions of the Liverpool Pilotage Service before the European War, the War further enhanced them. When the "Call to Arms" was sounded in 1914, the Liverpool pilots and apprentices alike were soon represented in the air, land and sea forces, and the decorations which were won by some of these men testify to the excellent manner in which they acquitted themselves. Heavy responsibilities rested upon the shoulders of those who maintained the Pilotage Service of the port which was in a danger area, but at all times they were ready and willing to play their part.

In the early hours of the morning of the 28th December, 1917, the Service suffered one of the greatest disasters that has ever befallen it, when No. 1 pilot boat, the s.s. *Alfred H. Read* (one of the last new boats) struck a mine on the Bar station, and sank in a few minutes, and out of 41 souls on

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THE LUCK OF THE ROSTER.

Captain F. Mauley, marine superintendent in London for Cunard White Star, sailed on January 4th for Australia in the Port liner *Port Heddie*. By pure luck of the roster, the ship was boarded at Gravesend by his son, formerly second officer in the Orient, making his first as a probationary pilot.

Another sailor who will be the envy of many, is Francis Woodcock, who she started on Wednesday as a probationary Trinity House sea pilot. His father, Commander Norman Woodcock, is, of course, well known as chairman of the channel pilots' committee.

Young Woodcock was chief officer with the British Tanker Co., Ltd., and all four gentlemen mentioned here are Royal Naval Reserve men. The embryo channel pilots, however, will have to retire from the R.N.R. "active list" in three years time.

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board only two were saved, 19 pilots and 8 apprentices making the supreme sacrifice. The Service accepted this terrible loss with that stoicism which has been one of its characteristics from earliest times.

The latest pilot boat added to the Service is the s.s. *William M. Clarke*, built in 1936. She is 579 tons gross, 170 ft. in length overall and 50 ft. beam.

She is the last word in pilot boat construction, the largest and best equipped in the United Kingdom, if not in the world, and the Service to which she belongs—second to none in organisation and efficiency—is justly proud of her.

The first generation of Liverpool steam pilot boats has now passed away. One was converted into a coasting vessel and re-named the "*Pickavance*," another, it is believed, entered the fruit-carrying trade in the Mediterranean; the *Queen Victoria* joined the aristocracy of shipping and became the motor-yacht *Enchantress* and the *David Fernie*, No. 4 boat, the last but by no means the least, with almost 40 years service to her credit, and probably the best known to the public, was sold last year.

From early times the names of prominent Liverpool shipowners have been associated with the Pilotage Service of the Port. Two of the best known were Thomas Brocklebank and John Bibby, who as far back as 1824, were Pilotage Commissioners and became members of the Pilotage Committee. Thomas Brocklebank resigned in 1832, but in 1838 he was again serving on the committee, and it seemed appropriate that 100 years later a descendant of his—Sir Thomas A. L. Brocklebank, Bart.—should be chairman of the Pilotage Committee.

31 YEARS A PILOT.

Mr. William Macey Williams, a Plymouth pilot, died, aged 56, on the 7th November after a long and painful illness which he had borne with great fortitude.

He could claim a long connection with the pilotage service as both his father and grandfather were also pilots.

Apprenticed to the Service in the days of the sailing cutters, he held a Trinity House License for 31 years, and for the nine years to the time of his illness was one of the choice pilots for the French Line calling at Plymouth.

He leaves a widow and two grown-up daughters.

MR. ALFRED WILD.

The death has taken place at Hythe near Southampton, of Mr. Alfred Wild, a Trinity House pilot. Mr. Wild, who was 71 years of age, joined the Southampton outward service for river duties when the War broke out. He continued that association until his retirement at the end of 1937.

SWEDISH TRIBUTE TO THAMES PILOT.

On his retirement from the Pilotage Service, Mr. H. A. Harvey, of the Thames river branch was presented by the directors of the Stockholms Rederiaktiebolag Svea with a cup in grateful remembrance of the services rendered to their vessels.

He was also entertained at lunch on board the s.s. *Rina* and presented with a silver salver by the director presiding at the luncheon, on behalf of the London office.

Reference was made to Mr. Harvey's clear record during 30 years of service with the company.

A LINE FROM LIMERICK.

"I hope to see you and the boys at the Tync Conference." Mr. Michael Joyce writes in a letter to the Editor. We were sorry to hear he had been far from well in the fall of the year but he reported that he was picking up again. All will join in a New Year wish to him for a complete restoration of good health.

THE PRESIDENT:

Lord APSLEY, D.S.O., M.C., M.P., 18, Buckingham Gate, London, S.W.1

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Mr. G. N. RICHARDSON, 653, Anlaby Road, Hull

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Mr. H. A. SMITH, "Harlech," The Avenue, Gravesend.

Mr. J. H. A. SMITH, Pilot Office, 32, Queen's Terrace, Southampton

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Mr. J. A. SPARROW, 20, Old Road, East, Gravesend.

Mr. A. H. WILCOX, 13, Parkhill Road, Preston, Birlanhead.

TREASURER:

Mr. RICHARD A. LEWIS, Bickleigh, Black Moss Lane, Aughton, Lancs.

LOCAL SECRETARIES:

ABERDEEN	J. M. Wyness	2, Belvidere Crescent, Aberdeen.
ARDROSSAN	J. A. Cunningham	The Hamton, Ardrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor	154, Blake Street.
BARRY	C. Carpenter	Pilotage Office.
BELFAST	James Owens	"The Laurels," Whitehall Road, Greenacres, [Belfast.
BLYTH	G. Henderson	"Oaklands," Ridley Avenue. [Belfast.
BO'NESS	D. McAllister	"Aspog," Grublandsyke Road, Bo'ness.
BOSTON, LINES.	O. W. Wilkinson	"Ternery," Rochford Crescent, Boston, Lines.
BRISTOL	S. J. Ray	"Hillbrow," Eborston Rd., Westbury Lane, Bristol.
BURNTISLAND	Andrew Gilmour	Sailors Villa, Heriot Gardens.
CARDIFF	D. Edgar Morris	12, Woodland Place, Porth, Glam.
CLYDE (GOUROCK)	S. M. Ritchie	Broomberry Villa, Broomberry Drive, Gourock.
CINQUE PORTS	R. Mills	"Milepoint," Lewistown Road, River, Dover.
DARTMOUTH... ..	R. Gatzies	Pilot's Watch House, 3, Bayards Cove.
DEF	S. H. Bunnell	56, Don Road, Connah's Quay, near Chester.
DUNDEE	D. Grafton	2, Kiffin Terrace, Law Crescent, Dundee.
FALMOUTH	Duncan Robinson	Pilot Boat Association, 14, Arvenak Street.
FLEETWOOD	W. J. Helm	41, Pinners Street.
FOWEY	James Sell	Seaside Cottage, Polruan, Cornwall.
GLASGOW	Bernard C. Webb	52, Turnberry Road, Partickhill, Glasgow.
GLOUCESTER	L. C. Taylor	Pilotage Office, Sharpness.
GOOLE	H. Cowling	117, Brindlay Street, Holderness Road, Hull.
GRANGEMOUTH	Robert Flesher	The Ducks, Grangemouth.
GRAVESEND (River)	Geo. W. Coles	14, Harmer Street, Gravesend.
GRAVESEND (Sea)	T. Fynn	20, Overcliffe, Gravesend.
HARTLEPOOL	T. W. Withers	3, South Crescent, Hartlepool.
HARWICH	T. R. R. Letton	"Rivington," Franck's Road, Dovercourt.
HOLYHEAD	William Owen	8, Hibernia Row, Holyhead.
HULL	L. Walford	35, Glencoe Street, Anlaby Road, Hull.
IPSWICH	G. A. Gardner	15, Ruskin Road.
ISLE OF WIGHT	L. W. Akorman	"Craig-y-don," Princes Esplanade, Cowes, I. of W.
KING'S LYNN	J. W. Reed	Friars Rest, 5, Whitfriars Road, Kings Lynn.
LEITH	E. C. M. Ross	28, Starbank Road, Trinity, Edinburgh.
LIVERPOOL	Arthur H. Evans	42, Market Street, Hoylake, Cheshire.
LLANELLY	William Phillips	Precelly, Pwll, Llanelly.
LONDONDERRY	John McLaughlin	Pilot Station, Innishowen Haads, Co. Donegal.
LOWESTOFT	J. Riches	170, Denmark Road, Lowestoft.
MANCHESTER	Arthur H. Evans	42, Market Street, Hoylake, Cheshire.
METHIL	J. R. Davidson	"Glen Goyal," Macdonald Street.
MIDDLESBOROUGH	F. Simpson	30, Leinster Road, Middlesborough.
NEWHAVEN	E. W. Chidgey	"Quantock," Hillcrest, Newhaven, Sussex.
NEWPORT (MON.)	W. Bartlett	"St. Arvans," Christchurch Road, Newport.
PLYMOUTH	E. Rogers	The Exchange, Pilot Office.
POOLE	W. Brown	"Elgar," 28, Hermitage Road, Parkstone, Dorset.
PORTSMOUTH	R. R. Russell... ..	10, Grand Parade, Portsmouth.
PORT TALBOT	G. C. Fairweather	157, Tan-y-Groes Street.
PRESTON	H. Halsall	Pilotage Office, The Docks, Preston.
SANDWICH	G. Lumbard	Chilton Farm Cottage, Pegwell Bay, Ramsgate.
SHEERNESS	P. J. Hannan	113, Minster Road, Sheerness.
SHOREHAM	A. J. Blaker	"Braeside," Old Rectory Gardens, Southwick, [Sussex.
SOUTHAMPTON	J. H. A. Smith	Pilot Office, 32, Queen's Terrace. [Sussex.
SOUTH SHIELDS	R. Marshall	12, Green's Place.
SUNDERLAND	R. Wilkinson	"Cordova," Park Lea Road, Roker.
SWANSEA	J. G. Byrne	Pilot House, West Pier.
TRENT	Robert Acaster	2, Goddard Avenue, Newland Avenue, Hull.
WISBECH	J. P. Burton... ..	35, Custom House St., Sutton Bridge, Wisbech.
YARMOUTH	C. H. Burton... ..	4, Elm Grove Road, Gorleston.

SECRETARY AND SOLICITOR:

Sir JOHN H. INSKIP, K.B.E., 13, Small Street, Bristol