

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 2. Vol. 20.

May, 1940

IN THIS ISSUE.

AGENDA FOR THE FIFTY-SIXTH
ANNUAL CONFERENCE

to be held at the

HOLBORN RESTAURANT, LONDON

JUNE 18th and 19th, 1940

BALANCE SHEET

Executive Committee

—Many Topics at the
March Meeting

Head Office of the Association :

No. 13, SMALL STREET, BRISTOL.

Sir JOHN H. INSKIP, K.B.E., Solicitor and General Secretary

to whom all communications are to be addressed.

THE PILOT

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 2. Vol. 20.

May, 1940

OFFICERS FOR
1939 - 1940 OF THE

United Kingdom Pilots' Association

PRESIDENT:

Lord APSLEY, D.S.O., M.C., M.P.

HONORARY VICE-PRESIDENTS:

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Lord DULVERTON
Sir IRVING ALBURY, M.P.
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HARRY DAVIS, Esq.
JOHN LEWIS, Esq. (Swansea)
W. T. SMALL, Esq.

Lord STRABOLGI
Sir JAMES H. READHEAD, Bart.
Sir WILLIAM SEAGER
Sir W. A. JENKINS
Major JAMES BURNIE
Captain RANKIN
ARTHUR EVANS, Esq.

VICE-PRESIDENTS:

Mr. BERNARD C. WEBB (Clyde)
Mr. GEORGE N. RICHARDSON (Humber).*

TRUSTEES:

Mr. T. STOODLEY (Cardiff) Mr. W. T. SMALL (Liverpool)
Mr. GEORGE N. RICHARDSON

EXECUTIVE COMMITTEE:

Mr. J. STANLEY AYRE (Tyne) Mr. H. B. EAGLE
Mr. J. J. JONES (Cardiff) Mr. M. M. MARSHALL (Tyne)
Mr. H. A. SMITH (Gravesend) Mr. J. A. SPARROW (Gravesend)
Mr. J. H. A. SMITH (Southampton) Mr. A. H. WILCOX (Liverpool)
Mr. C. F. YOUNG (Manchester)

Finance:

Messrs. WEBB (Chairman), RICHARDSON, JONES and SMITH (H. A.)

Parliamentary:

Messrs. YOUNG and J. H. A. SMITH

PILOTAGE ADVISORY COMMITTEE:

Messrs. J. M. HOLLAND, LEWIS JONES, and Sir JOHN INSKIP

AUDITORS:

Messrs. WATLING, PARKER and Co. (Bristol)

GENERAL SECRETARY AND SOLICITOR:

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

EDITOR OF "THE PILOT":

ALFRED CURTHOYS

CONFERENCE AGENDA

1. Conference Opens at 10 a.m.
2. Presidential Address.
3. Report of Secretary and Solicitor.
4. Debate on the Report.
5. Report of the Finance Committee (Balance Sheet on Pages 4 & 5).
6. Resolutions of which notice has been given. (See below).
7. Compensation for War Injuries and Detention.
8. War-time Rate increases.
9. Any other Resolutions or matters to be brought forward by or with the permission of the Executive Committee.
10. Election of Officers.
11. Appointment of Auditor.
12. Place of next Conference.
13. Any other business.

RESOLUTIONS

GRAVESEND (Thames River Branch).

"In view of the practice adopted by the Association in Conference whereby all matters whether important or otherwise are decided by a majority vote, this Conference directs that all matters brought to the Notice of the Secretary by any Branch when such matters are similarly decided at that Branch by a majority vote, shall have the full support of the Association."

CINQUE PORTS BRANCH.

"For the assessment of War Injuries and Detention Claims that the equivalent Naval rank for a pilot should be at least one rank higher, and failing any drastic alteration in the Scheme the average gross tonnage of the port for the preceding three years be used as a basis."

LIVERPOOL.

- (1) "That efforts should be made to obtain a War risk bonus for pilots throughout the Kingdom."
- (2) "That the rules governing the nomination and election of members of the Executive should be reviewed."

EXECUTIVE COMMITTEE VACANCIES

In accordance with Rule 11 the three members who have been longest in office must retire from the Executive Committee.

One of the retiring members will be Mr. J. H. A. Smith (Southampton) who was elected in 1937.

The other retiring members will be two of the following five members all of whom were elected in 1938, namely:—

1. Mr. J. J. JONES (Cardiff).
2. Mr. H. A. SMITH (Gravesend River).
3. Mr. M. M. MARSHALL (South Shields).
4. Mr. J. A. SPARROW (Gravesend Channel).
5. Mr. A. H. WILCOX (Liverpool).

Rule 11 provides that failing agreement amongst the five last named members, the two to retire this year shall be determined by lot. The three of the last-mentioned members who do not retire this year will have to offer themselves for re-election at the 1941 Conference.

The three retiring members are eligible without nomination and will offer themselves for re-election.

In addition to the three retiring members, there have been two nominations for the three vacancies as follows:—

Mr. ALEX. A. LOVE,
Glasgow.
Mr. J. W. K. STONE,
Humber.

Proposed by Mr. B. C. Webb.
Seconded by Mr. David R. Owens.
Proposed by Mr. F. S. Chesterfield.
Seconded by Mr. W. L. Cook.

There will be no social function at the Conference.

EXECUTIVE COMMITTEE MEETING in London on March 7th, 1940

THE EXECUTIVE COMMITTEE met at the Holborn Restaurant, London, on March 7th, 1940. The President, Lord Apsley, was in the chair during the greater part of the proceedings. The other members present were Messrs. Bernard C. Webb, J. H. A. Smith, J. A. Sparrow, M. M. Marshall, J. J. Jones, A. H. Wilcox, C. F. Young, H. A. Smith, H. B. Eagle and Sir John H. Inskip. Mr. G. N. Richardson telegraphed regretting his inability to be present.

AGENDA.

1. Minutes of last Meeting.
2. Report of the Finance Committee.
3. Balance Sheet and Statement of Accounts for 1939.
4. Reports on the following matters which are pending with the Ministry of Shipping:—
 - (1) King's Lynn
 - (2) Dundee
 - (3) Belfast
 - (4) Dec
 - (5) Swansea.
5. Applications for Rate increases from the following Ports:—
 - (1) Cinque Ports, Channel and North Channel.
 - (2) River Thames Pilots
 - (3) Liverpool
 - (4) Goole
 - (5) Shoreham
 - (6) Blyth
 - (7) Sheerness
 - (8) Dartmouth
 - (9) Ipswich.
6. War Risk Bonus.
7. Pilotage vessels under charter to the Admiralty and salvage claims.
8. Suspension of a Humber Pilot.
9. Humber—Proposed relaxation of War time compulsion.
10. War Risks and Pension Scheme.
11. Insurance of Pilot Cutters against War risks.
12. Offer of appointment to Gibraltar Pilotage Service.
13. Conference.
14. Contribution Cards.
15. Any other business.

The minutes of the meeting in London on December 14th, 1939, were adopted.

THE LATE MR. R. A. LEWIS

The Executive recorded their tribute to the late Mr. Richard A. Lewis and Mr. Webb voiced the feelings of all when he said, "How we shall miss him."

The Secretary reported that he had written to Mrs. Lewis expressing their deep sympathy with her and her family in their great loss.

On the proposition of Mr. J. H. A. Smith, Mr. Webb was asked to act as Treasurer until the Conference.

MEMBERSHIP & FINANCE

Mr. Webb reported that there were 18 new members. On the other hand they had lost by death 13, by retirement from pilotage activities 13 and by resignation 8, all in the last group being Thames River men. The total membership was now 1156 and they were all live members.

On the financial side he reported that there was £1051-13-7 in the bank. As a result of the year's working they had a surplus of £379-18-6 against £325-6-11 last year.

The Association had £6,322-16-1 behind it which was the highest in its history.

Mr. Webb analysed various items in the Balance Sheet which is reproduced in full in this issue of "The Pilot."

The report was adopted and a suggestion of the Finance Committee that £500 of the balance at the bank should be invested in the new 3 per cent. War Loan was cordially approved.

FRENCH PILOTS' SYMPATHY

The President arrived at this juncture and referred to a letter of sympathy he had received from the National Federation of Pilots and Pilot Apprentices of France regarding the disaster to the Liverpool pilot boat "Charles Livingston" in November.

The text of this letter and Lord Apsley's reply will be found in another page in this issue.

HUMBER DELEGATION

The Executive then received Messrs. J. W. K. Stone and F. S. Chesterfield who came up to discuss Humber matters. They dealt first of all with the case of a Humber pilot whose licence had been suspended for three years. This pilot who had just returned from a month's sickness, anchored a ship in a prohibited area where later she was severely damaged by a mine. He got her under weigh in the black-out, beached her and ultimately got her to a berth where a large part of her cargo was discharged.

The Executive promised to give the case their best consideration.

RELAXATION OF WAR-TIME COMPULSION

The Humber delegates next dealt with a proposed relaxation of war-time compulsion in their district, this subject being No. 9 on the agenda.

Mr. Chesterfield said the Flag Admiral of the Humber, in a letter to the Authority had expressed the opinion that the state of general compulsory pilotage established in the district at the outbreak of war should be relaxed by reverting to the former exemption of all vessels of

less than 600 tons gross and the masters and mates' certificates of those vessels restored. This would be a very serious matter for the Humber pilots and they felt it would not stop at the Humber.

Mr. Marshall expressed alarm on behalf of the Tyne at the development and Mr. J. H. A. Smith pointed out that it had already happened in the Isle of Wight district where with a stroke of the pen and without consultation British ships outward—but not inward—had been brought back to pre-war conditions.

Mr. Webb urged that it was for the Association to take up the matter purely from the point of view of the safety of the port.

Mr. Stone agreed and the Secretary added that the compulsory system was not imposed because of any consideration of earnings. He suggested that he should write immediately to the Admiralty and deal with the matter from the point of navigation.

Mr. Marshall again reminded the Executive that the subject was a national one and did not relate only to the Humber.

Following up this point, the Secretary asked any port where compulsion was extended with the war to write to him as soon as possible if a similar position to that of the Humber arose and he would take it up with the Admiralty immediately.

The President said the action suggested by Sir John was as far as they could go at the moment but if the answer of the Admiralty were not satisfactory they could take further action.

Mr. Chesterfield said the Humber delegates were satisfied with the course suggested and he mentioned that the next meeting of the Humber Authority would be held on March 19.

KING'S LYNN.

The Secretary reported that the King's Lynn pilots were in a sorry plight owing to loss of earnings and they were anxious to apply for an increase. Their Authority agreed that the present earnings were unsatisfactory but did not propose doing anything about it. In 1935 the pilots earned £380, in 1938 £280 and in 1939 £250. The serious part was that during the first four months of the war all they had was £62 which was at the rate of £186 a year, whereas in the corresponding four months of 1938 they had £100.

It was agreed that Sir John should make application on behalf of the King's Lynn pilots for an increase.

DUNDEE

The Secretary reported that the Ministry of Shipping had proposed that the pilots should agree to waive those points on which they could not get the Authority into line and deal only with the crux of the dispute which was the question of the wage system on which

they worked. That bye-law was being altered and the proposal was that the pilots should have an increase in the rate of approximately 37½ per cent.

BELFAST

In this case the Secretary reported that the substantial points of the pilots' application had been granted. They were not getting an increase at the moment but the bye-laws were being remodelled. Three points were being left over for discussion after the war. The first of these was the present exemption of ballast vessels below a certain tonnage. Sir John said he did not know how this provision ever got into the bye-laws; it occurred before the Belfast men came into the Association. Although in his opinion ultra vires it was an existing bye-law and it was going to be left alone until after the war. The Belfast pilots were satisfied with what had been done.

THE DEE

Regarding the Dee, the Secretary said that Mr. Lewis had been grappling with this question and visited the Dee frequently. Only three days before he died he was in London and with Sir John interviewed the Chairman of the Sub-Commissioners, who was himself the principal employer of pilots, and another member. They were completely sympathetic with the pilots and at the end of the interview agreed to consider the matter and make a proposal. Apparently when they got back to the Dee their attitude changed, because nothing was forthcoming.

Sir John went on to say that he was at Trinity House a fortnight ago and explained the position. Trinity House were the Pilotage Authority and he hoped they would make some proposal. It was a scandal that the Dee pilots should be earning less than £100 a year. Trinity House agreed that the pilots could not be dispensed with and the minimum number required was six but even with this number the present earnings would not give them more than £130 a year each.

To strengthen the hands of the Secretary the Executive passed a resolution, on the proposition of Mr. Wilcox and seconded by Mr. Sparrow, calling for an immediate increase in the rates and authorising him to write to Trinity House saying that their patience was exhausted and that unless an increase was granted the matter must be left to the Ministry of Shipping.

The President said that if necessary he would take the matter up with the Minister of Shipping.

SWANSEA

The Secretary reported that the Swansea pilots had been given an increase of 10 per cent. from January 17. They were now 40 points above the pre-war (1914) earnings.

(continued page 6)

UNITED KINGDOM PILOTS' ASSOCIATION

Income and Expenditure for the Year Ending 31st December, 1939

EXPENDITURE	1938		1939		INCOME	1938		1939	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
To Printing, Postage, Stationery, etc. ...	30	1 8	36	17 9	By Members' Subscriptions:—				
„ Preparing and Printing Magazine, "The Pilot" ...	125	16 4	105	2 2	Due 1939 ...	2078	5 0	2066	8 6
„ Expenses of Conference and Officers' Travelling Expenses attending same	289	1 0	306	7 9	Less Subscriptions in arrear ...	493	7 0	422	18 0
„ Expenses of Executive and other Meetings and of Officers ...	244	8 2	167	10 0		1584	18 0	1643	10 6
„ Board of Trade Fees re Cardiff Pilotage Order ...	—	—	7	0 0	„ Subscriptions in arrear, since collected ...	484	9 0	485	18 0
„ Travelling Expenses ...	25	17 3	37	1 0	„ Entrance and Rejoining Fees ...	57	9 0	45	3 0
„ Grants to Pilots and Ports for Legal and other Expenses ...	14	3 0	122	13 3	„ Badges ...	10	0	1	14 0
„ Auditor's and Accountancy Fees ...	31	10 0	31	10 0	„ Interest on 3½% War Loan (Less Income Tax) ...	93	17 9	84	3 6
„ General Secretary and Solicitor, including Office Expenses, Rent, Clerks, etc. ...	1000	0 0	1000	0 0	„ Interest on Railway Finance Corporation 2½% Guaranteed Debenture Stock (Less Income Tax) ...	25	6 0	31	5 4
„ Local Secretaries ...	35	14 4	39	6 11	„ Interest on Deposit Account (less Income Tax) ...	5	0	—	—
„ Corporation Duty 1939-40 ...	8	8 9	8	7 0	„ Interest on London, Midland and Scottish Railway Co 4% Preference Stock (Less Income Tax) ...	6	0 0	—	—
„ Gratuities and Sundries ...	5	14 0	—	—		£2252	14 9	£2291	14 4
„ Annuity—Mr Michael Joyce ...	50	0 0	50	0 0		£2252	14 9	£2291	14 4
„ do, Mr. Joseph Browne ...	66	13 4	—	—					
„ Balance Surplus for year ...	325	6 11	379	18 6					
	£2252	14 9	£2291	14 4					

Balance Sheet made up to 31st December, 1939

		£ s. d.		£ s. d.		Value at 31st December, 1939.	
		£ s. d.		£ s. d.		At cost. £ s. d.	
Income and Expenditure Account—							
As at 31st December, 1938 ...	5849	9 2					
Add Surplus for year ...	379	18 6					
			6229	7 8			
Sundry Creditors—							
Subscriptions prepaid for 1940 ...	10	4 0			War Loan—3½% £3700 ...	3697	19 3
Sundries ...	83	4 5			London, Midland and Scottish Railway Company 4% Preference Stock (1923) £400 ...	275	6 0
			93	8 5	Railway Finance Corporation, Ltd.—2½% Guaranteed Debenture Stock (1951-52) £1725 ...	1656	0 10
						5629	6 1
			£6322	16 1	Cash at Bank—Current Account ...	664	3 2
					Office Furniture, Fixtures, etc., as per last Account ...	18	11 0
					Interest Accrued, etc. ...	10	15 10
						£6322	16 1

AUDITOR'S REPORT.

I hereby certify that I have examined the above Accounts with the books and vouchers relating thereto. No account has been taken of subscriptions due and in arrear. The Accounts appear to be properly stated. The securities for the investments have been produced.

J. B. WATLING,
Chartered Accountant.
Public Auditor under the Friendly Societies Act

Bristol, March 4th, 1939.

EXECUTIVE—continued from page 3**LONDON**

The Secretary said that he had met representatives of the Cinque Ports, the Gravesend Sea and the North Channel pilots in London about a fortnight earlier and attended a meeting at Trinity House with them to go into their rates question with a view to an increase.

Sir John also reported on correspondence he had with Mr. Coles regarding the Thames River and a letter it was proposed to send to Trinity House.

The Executive decided that in the absence of the latest figures Sir John had asked for they could not express any opinion on the case.

LIVERPOOL

It was mentioned that the Liverpool pilots were not working the Point Lynas section. Sir John had had correspondence with Mr. Arthur Evans and the former said that there was nothing to be added at the moment.

GOOLE

The Secretary said that the Goole pilots wanted an application made for an increase. They had asked for a temporary increase which was refused by the Authority after consulting the Goole ship-owners. In 1938 they earned £441 per pilot and in 1939 with the help of a 10 per cent. increase in May the figure was £468. In the early part of this year there had been a sudden fall to a rate of about £220 a year. To what extent the exceptional weather conditions were responsible if at all for this he could not say.

It was agreed to support the Goole application for a substantial increase.

SHOREHAM

Sir John said there was nothing further to report in this case. Trinity House were looking into the figures.

BLYTH

Sir John said he had left it to the Blyth pilots to apply to the Authority if they thought fit and to report to him. The Executive decided to reconsider the matter at the next meeting as there were not sufficient figures before them to enable them to advise. It was suggested that in the interval more detailed figures should be forthcoming from the Blyth pilots.

SHEERNESS

Mr. Sparrow explained that the Sheerness pilots had been merged with the Gravesend men as a war time step. There had been a severe drop in their earnings but automatically their case would be considered jointly with that of London.

DARTMOUTH

The Secretary reported on the negotiations in progress and he thought the

Dartmouth men were in a fair way to get an increase. He put figures showing the reduced earnings before the Executive who agreed to support the application for an increase.

IPSWICH

This port, Sir John said, had been very very hard hit and practically all its foreign trade had gone. He had asked for particulars of the earnings of the pilots but these had not yet been received.

CONFERENCE

It was agreed that the Conference should be held in London on June 18 and 19, but that there should be no social programme. It was also decided that instead of the usual Conference dinner there should be a luncheon for delegates and members attending the Conference.

WAR RISK & PENSION SCHEME

The Secretary said that this matter was still under review. The Ministry of Shipping were basing the pension allowance on the tonnage handled by the individual pilot during the preceding year and for the purposes of levelling it up the suggestion had been made to extend the basic period from one to three years. That meant that at present the period would be two and a half years of peace and six months of war but as the war went on the period of peace conditions would shorten of course.

Mr. Webb and Mr. Sparrow commented on the unfairness of the arrangement which made it possible for a junior pilot who had formerly handled small vessels to get a much larger pension because big ships were now coming his way.

Mr. Smith mentioned the three years period and pointed out that when we had been at war three years, only the war period would count.

Sir John said that was only the proposal. He had asked the Ministry of Pensions for a further consideration of the pilots' point of view. His letter was written following a meeting at the Ministry of Shipping where he argued the whole thing out in the presence of a representative of the Ministry of Pensions. They said they could not alter the basis of the scheme but in order to get rid of these anomalies they would consider sympathetically a proposal to extend the period and that was the best he could get out of them.

The President asked to be kept informed of any developments which he might be able to deal with.

(The following is the text of the letter referred to by Sir John:—

Bristol,
31st January, 1940.

The Secretary,
Ministry of Pensions.

Dear Sir, Following my letter of the 29th instant, I beg to submit the follow-

ing further observations upon the pension scheme as it affects pilots.

The objections to a scheme based upon earnings is appreciated, but the present basis of the scheme is likely to operate unfairly and unevenly at certain ports and this Association hopes very much that further consideration may be given to the pilots' point of view.

The London pilots for instance are very seriously concerned. In war conditions London becomes and is now a small ship port in the main, but no pilots in the country have to undergo greater risks than the London pilots every time they go to sea. And yet the majority of the London pilots would under the present scheme be eligible only for the grade of a sub-lieutenant's grant. These pilots are master mariners and all the seniors are square rigged certificated. It can hardly be desired that men of this experience should draw something less than a lieutenant's allowance, but that must be the result of the scheme as it stands.

Then, if we may look at Liverpool. This is a port where the pilots are divided into three classes, but during the war they are working on one rota. The result of this is that a junior pilot with a third class licence may by the turn of the rota have a run which would entitle him to a higher pension than a senior senior and more qualified pilot.

This would be regarded by the pilots as very unfair and lead to general dissatisfaction in the Service. The matter is one which seems to call for further careful consideration.

In the meantime, one suggestion came out of a discussion which took place at the Ministry of Shipping the other day, and that was that if the average tonnage of the ships piloted by each individual pilot must be the basis, then it might be fairer to extend the period to three years prior to the date of the war injury. Even then this is not altogether a satisfactory basis, but it is certainly better than the present one.

I shall be glad if these observations may have consideration, and I would certainly avail myself of any opportunity for an interview to discuss the whole matter.

Yours truly,

JOHN H. INSKIP.

INSURANCE OF CUTTERS

Sir John mentioned that the trial period of three months was now in progress. (See February issue of The Pilot, page 2).

WAR RISK BONUS

The Secretary said some ports had written regarding the war risk bonus which had been given to the Merchant Navy and asking whether it would apply to pilots. Some had suggested a percentage increase for every port. He had

replied to them that it was a matter for the Executive to decide whether it would be wise or expedient to press the matter. Sir John said the question was whether the Association should go to the Ministry of Shipping and say "Never mind what the pilots are earning we want a percentage increase." He thought the safest ground for them to go on was that of inadequacy of earnings.

Mr. Marshall mentioned that on the Tyne the Authority had unanimously approved an additional 12½ per cent.

Mr. Young said that at some ports the pilots were working so hard that they were being "knocked up." With all the extra work the remuneration showed only slight increases. If they were going to base any applications on the rise or fall of remuneration they must look at the amount of work the pilots were doing.

Messrs. Webb, J. H. A. Smith and Wilcox joined in the debate and it was ultimately agreed that the Executive could not recommend the Association to apply for a general war risk bonus preferring to leave the individual ports to take action according to their particular circumstances.

"IN THE NATURE OF SALVAGE"

Item No. 7 on the agenda particularly concerned dockyard ports, Sir John told the Executive. Cases had arisen at Portsmouth and Plymouth. A Portsmouth pilot helped to get an Admiralty trawler off the ground and into safety and so performed a salvage service. He was recommended to put in a claim for some suitable recompense and Sir John wrote accordingly. The Admiral Commander in Chief in reply asked for his personal appreciation of the pilot's action to be conveyed to the pilot. Later the King's Harbour Master issued an order that all ships on Government charter were excepted from the existing system of pilotage. This meant in his view that the pilots were under no obligation to these vessels. There were two other cases at Plymouth. The memorandum referred to wiped pilots' rights right off slate and the question was how far the pilots wanted to go in these circumstances in their claims as salvors.

It was agreed that Sir John should call the attention of the Admiralty to the position under which the pilots owed no duty to these vessels, were precluded from offering their services, and could claim only as salvors when services were rendered to a vessel in distress.

MINISTRY OF PENSIONS RULING

Item 10 was reverted to, Mr. Sparrow asking what happened in the case of a pilot outside his district.

Sir John said he had raised the point and they had the ruling in a letter from the Ministry of Pensions that the pilot was covered wherever he was, provided

(continued page 9, column 2)

Sea Pilots of France

LETTER TO LORD APSLEY

The President, at the March Executive meeting referred to the letter of sympathy he had received from the French pilots in connection with the Mersey pilot boat disaster.

M. P. Le Garrec, President of the Fédération Nationale des Syndicats de Marins-Pilotes, whose headquarters are at Boulogne-sur-Mer, wrote on February 26th.

Monsieur le Président,

Par la lecture du numéro de Février 1940 de "The Pilot" que je dois de recevoir à l'obligeance de Sir John H. Inskip, j'apprends le naufrage du bateau-pilote de la Mersey "Charles Livingston," survenue en Novembre dernier, entraînant la perte de 23 pilotes, aspirants-pilotes et membres de l'équipage.

Je tiens, en cette douloureuse circonstance, à vous exprimer la sympathie cordiale des pilotes français pour leurs camarades britanniques et pour les familles des victimes dans le deuil cruel qui les frappe.

Les deux Corporations de pilotes britanniques et français sont liées depuis toujours par des relations de sympathie qui se manifestent, d'ailleurs souvent par des rapports individuels étroits d'une rive à l'autre du Channel et rendent les pilotes français sensibles à tous les événements heureux et malheureux intéressant la collectivité de leurs camarades anglais.

Les conjonctures présentes qui, pour la seconde fois en vingt cinq années, font se lever nos deux pays pour dresser une barrière contre les nations qui veulent asservir le monde, rapprochent dans une même volonté d'action les mers d'Angleterre et de France.

Soyez assuré que mes camarades suivant avec admiration les brillants exploits de la Flotte Britannique et qu'ils apprécient la rude besogne menée sur toutes les mers du globe par les navires marchands arborant l'Union Jack. Ils partagent les deuils de la nation britannique à l'annonce des pertes cruelles que la guerre sous-marine, conduite au mépris de toutes les lois de l'humanité, entraîne.

Il m'est un devoir de vous exprimer ces sentiments dans les premiers mois de la guerre et de vous assurer des vœux des pilotes français à l'adresse de leurs camarades britanniques pour qu'ils se retrouvent tous à leur poste au jour de la Victoire, après avoir contribué dans la mesure qui leur incombe au succès de nos armes par une action quotidienne pleine de courage et d'énergie qui est dans les traditions ancestrales de leur métier.

Veuillez agréer, Monsieur le Président, l'expression de mes sentiments de confraternité et d'amitié.

(continued foot of column 2)

The Roll of Honour

WE regret that the following have lost their lives through enemy action:—

Mr. DONALD MACDONALD Cinque Ports pilot, killed when his ship was mined on April 24th, near the Thames Estuary. He leaves a widow and son and daughter.

He was in a steamer mined in October and in the last war was an apprentice in the barque "Kildalton" which was sunk by a German raider in the Pacific. The crew landed on Easter Island and were there for six months before being taken off. Mr. MacDonald entered the pilot service in 1927 and was appointed second pilot for the Blue Funnel Line in 1937.

Mr. F. O. ENSOR, lost when the ship he was piloting was sunk, it is believed by a torpedo, in the North Sea in February. He had been a Trinity House pilot since 1920 and in the last war served as an R.N.R. officer in various ships. He was seriously wounded at Gallipoli. Before that he was chief assistant marine surveyor at Bristol.

"CHARLES LIVINGSTON" INQUIRY

The Ministry of Shipping inquiry into the Liverpool pilot boat disaster in November last year when the "Charles Livingston" ran aground off Ainsdale beach and 23 lives were lost, was held at the end of April. The inquiry, a very exhaustive one, was conducted by Mr. J. G. Trapnell, K.C. and lasted five days. It is expected that the judgment will be announced in the near future.

(continued from previous column)

Lord Apsley replied,

House of Commons,

le 4 Mars, 1940.

Monsieur le Président,

Je suis chargé par mes camarades, de la United Kingdom Pilots' Association, de vous remercier de tout coeur de votre lettre émouvante du 25 Février.

Les sentiments exprimés dans votre lettre, et plus les sentiments qui vous ont inspirés à l'expédition de cette lettre, sont pour nous une nouvelle épreuve, s'il y en avait besoin, de l'imperissable camaraderie et amitié qui existent entre les pilotes français et leurs camarades britanniques.

Quant à nous, c'est un devoir agréable de vous assurer que nous sommes très sensibles des liens qui attachent insepérablement le sort de nos deux nations l'une à l'autre, et nous attendons et travaillons avec nos camarades français au jour de la Victoire et de la Paix.

En vous remerciant encore une fois de votre aimabilité, je vous prie d'agréer, Monsieur, l'expression de mes sentiments les plus distingués et amicales.

APSLEY, Le Président.

Monsieur P. Le Garrec,

Secretary's Epitome

THE following Short Epitome by the Secretary was in the hands of the Executive Committee at the meeting in March.

A variety of matters have engaged my attention since the last Executive meeting, and for the most part, as might be expected, they deal with questions arising out of war time conditions.

I have been in communication with a number of ports whose earnings show a serious falling off, and at the moment applications for an increase in rates are either pending or under consideration by the following ports:—

King's Lynn
Dundee
Belfast
Dee
Swansea
Cinque Ports, Channel and North Channel
River Thames Pilots
Liverpool
Goole
Shoreham
Blyth
Sheerness
Dartmouth
Ipswich.

"The Pilot" has been so recently issued that it dispenses with the necessity for a detailed Epitome on the usual lines, but I will recall the more important matters which have been engaging my attention.

1. The question of War Risk Insurance of pilot vessels has been disposed of for the time being, but the Executive Committee will probably wish to keep the matter under review with a view to further representations, if necessary, at the end of the trial period of three months.

2. Pilots' Benefit—I have had correspondence and interviews with the Ministry of Shipping and the Ministry of Pensions with regard to compensation for war injuries to pilots with a view to an amendment of the basis upon which the compensation payable to pilots is to be fixed, and the matter is still under consideration.

3. Some little difficulty has arisen at dockyard ports in reference to the position of vessels in the Government service, and the effect of a memorandum issued by the King's Harbour Master at Portsmouth is not clear and requires to be considered by the Executive Committee.

4. Various contentious matters arising on the re-drafting of the Belfast and Dundee bye-laws are likely to have their consideration postponed until after the war with a view to getting the agreed amendments confirmed without further delay. A similar proposal has now been made in reference to the Dee bye-laws. These

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he was on board a vessel for the purpose of piloting her into or out of a port in the British Isles.

The letter from the Ministry was as follows:—

"With reference to your letter of the 27th November, I am directed by the Minister of Pensions to inform you that the War Pension and Detention Allowance (Mercantile Marine, etc). Scheme covers the case of a Pilot who sustains a war injury or suffers detention by reason of his service, if he is on board any ship for the purpose of taking her or assisting to take her into or out of a Port in the British Islands, even though at the time he is outside the pilotage area for which he is licensed.

It is not considered that any alteration is necessary in sub-paragraph 4 (b)(i) of Ministry of Pensions Leaflet No. 2, which quotes the words of the Pensions (Navy, Army, Air Force and Mercantile Marine) Act 1939."

This concluded the business at the Executive meeting.

100 PER CENT. DUNDEE.

The oldest Dundee pilot, Mr. William Lorimer, of Broughty Ferry, retired in February after 27 years service. Before he joined the service he had experience in fishing boats, windjammers and spent several years in the Baltic trade with the Currie line. The Dundee pilots presented him with a smoker's outfit and also made a gift to Mrs. Lorimer. The presentations were made on their behalf by the youngest pilot, Mr. Norman O. Dew. The vacancy in the service will be filled by Mr. Reginald J. Small of Lochee, Dundee and the port will maintain its record of 100 per cent. membership of the U.K.P.A.

Again there is no room for the final instalment of the history of the Tyne pilotage service. It will be published at the first opportunity.

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three matters have necessitated a good deal of correspondence.

5. I have attended Meetings in London with the Chairman and Corresponding Member of the Dee Pilotage Sub-Commissioners, also at Trinity House with representatives of the Cinque Ports, Channel and North Channel Pilots in reference to their rates. My last attendance at Trinity House provided an opportunity of discussing other pending matters.

6 One or two claims for salvage services have had my attention and this question is one which the Executive Committee will discuss.

THE PRESIDENT :

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

VICE-PRESIDENTS:

Mr. BERNARD C. WEBB, 52, Turnberry Road, Partickhill, Glasgow

Mr. G. N. RICHARDSON, 853, Anlaby Road, Hull

EXECUTIVE COMMITTEE:

Mr. J. J. JONES, 41, The Parado, Cardiff.

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

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

Mr. C. F. YOUNG, 42, St. John's Road, Eastham, Cheshire

Mr. J. STANLEY AYRE, 42, Trajan Avenue, South Shields

Mr. M. M. MARSHALL, 26, Trajan Street, South Shields.

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

Mr. A. H. WILCOX, 13, Parkhill Road, Prenton, Birkenhead.

Mr. H. B. EAGLE, "Feld View," Wilton Road, Southampton.

LOCAL SECRETARIES:

ABERDEEN	J. M. Wyness	2, Belvidere Crescent, Aberdeen.
ARDROSSAN	J. A. Cunningham	The Harbour, Ardrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor	164, Blako Street.
BARRY	C. Carpenter	Pilotage Office.
BELFAST	James Owens	"The Laurels," Whitewell Road, Greencastle,
BLYTH	F. Henderson	"Fairview," Ridley Avenue, Blyth.
BO'NESS	D. McAlister	"Asgog," Grahmsdyke Road, Bo'ness.
BOSTON, LINCS.	G. W. Wilkinson	"Torinana," Rochford Crescent, Boston, Lincs.
BRISTOL	S. J. Ray	"Hillboro'," Elberton Rd., Westbury Lane, Bristol.
BURNTISLAND	Andrew Gilmour	Salinas Villa, Heriot Gardens.
CARDIFF	D. Edgar Morris	13, Woodland Place, Penarth, Glam.
CLYDE (GOUROCK)	J. Summers	23, Victoria Road, Gourock, Renfrewshire.
CINQUE PORTS	R. Mills	"Milngavie," Lewisham Road, River, Dover.
DARTMOUTH... ..	R. Gatzias	Pilots Watch House, 3, Bayards Cove.
DEE	S. H. Bennett	36, Dee Road, Connah's Quay, near Chester.
DUNDEE	D. Grafton	2, Killin Terraco, Law Crescent, Dundee.
FALMOUTH	Duncan Robinson	Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD	A. Wright	12, Arthur Street, Fleetwood.
FOWEY	James Salt	Seaside Cottage, Polruan, Cornwall.
GLASGOW	A. A. Love	32, Falkland Street, Glasgow, W.2.
GLOUCESTER	L. C. Taylor	Pilotage Office, Sharpness.
GOOLE... ..	H. Cowling	117, Brindley Street, Holderness Road, Hull.
GRANGEMOUTH... ..	Robert Flesher	The Docks, Grangemouth.
GRAVESEND (River)	Geo. W. Coles	14, Harmer Street, Gravesend.
GRAVESEND (Sea)	T. Flinn	20, Overcliffe, Gravesend.
HARTLEPOOL	J. T. Nicholson	70, Church Street, West Hartlepool.
HARWICH	T. R. R. Letten	"Rivington," Fronck's Road, Dovercourt.
HOLYHEAD	William Owen	8, Hibernia Row, Holyhead.
HULL	L. Walford	35, Glencoe Street, Anlaby Road, Hull.
IPSWICH	G. A. Gardiner	15, Ruskin Road.
ISLE OF WIGHT	L. W. Akerman	"Craig-y-don," Princes Esplanade, Cowes, I. of W.
KING'S LYNN	J. W. Reed	Friars Rest, 5, Whitefriars 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 Heads, 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.
MIDDLESBROUGH	D. H. Tate	44, Cranford Gardens, Acklam, Middlesbrough.
NEWHAVEN	E. W. Chidgey	"Quantock," Hillcrest, Newhaven, Sussex.
NEWPORT (MON.)... ..	C. J. Page	1, Caerau Road, Newport, Mon.
PLYMOUTH	E. Rogers	The Exchange, Pilot Office.
POOLE	R. Brown	"Elgar," 28, Hermitage Road, Parkstone, Dorset.
PORTSMOUTH	W. Russell... ..	10, Grand Parade, Portsmouth.
PORT TALBOT	G. C. Fairweather	157, Tan-y-Groes Street.
PRESTON	H. Halsall	Pilotage Office, The Docks, Preston.
St. IVES	W. H. Treloar	14, Barnoon Terrace, St. Ives.
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.
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	30, Cranbrook 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