

# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 2. Vol. 25

June, 1946

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to be held at the

HOLBORN RESTAURANT, LONDON

JULY 9th and 10th, 1946



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### ROLL OF HONOUR

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Head Office of the Association :

No. 13, SMALL STREET, BRISTOL

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Sir JOHN H. INSKIP, K.B.E., Solicitor and General Secretary  
to whom all communications are to be addressed

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OFFICERS FOR  
1945-1946 of the

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# United Kingdom Pilots' Association

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MR. M. M. MARSHALL (Tyne)	MR. F. R. E. GOLDSMITH (Gravesend Channel)
MR. C. E. MOCK (Swansea)	MR. G. S. WARD (Humber)

MR. J. H. INNES (Gourock)

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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  
70, High Holborn, London, W.C.1

# THE PILOT

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No. 2 Vol. 25

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June, 1946

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## CONFERENCE AGENDA

The following is the Agenda for the 59th Conference of the United Kingdom Pilots' Association to be held at the Holborn Restaurant, on Tuesday and Wednesday, July 9th and 10th, 1946.

1. Conference opens at 10 a.m.
2. Report of Secretary and Solicitor.
3. Debate on Report.
4. Balance Sheet and Accounts.
5. Resolutions of which notice has been given (see below).
6. Any other Resolutions brought forward by or with the consent of the Executive Committee.
7. Pilotage Rates.
8. Election of President.
9. National Insurance Scheme.
10. Post-War Pilotage.
11. Election of Officers.
12. Appointment of Auditors.
13. Date and place of next Conference.
14. Any other business.

## RESOLUTIONS

### LONDON RIVER PILOTS

1. For the future benefit of Pilots as a whole, the time has come to consider whether the necessary qualifications for a Pilot's Licence should be brought to the highest standard.
2. To establish General Compulsory Pilotage for all Ports throughout the United Kingdom.
3. To seek the support of the Association to obtain equal representation on the Pilotage Authority.

### MIDDLESBOROUGH

That in the event of Pilots being placed on a salary this Association shall oppose any suggestion of average earnings being taken as the base for the fixing of this salary but rather that the merits of each Port shall be considered individually.

### HARWICH

That this Association draws the attention of the Board of Trade to the condition of Pilot Ladders on all ships and urges them to issue instructions to all Board of Trade Surveyors to inspect such ladders and see that they are in proper condition.

## SWANSEA

1. That the United Kingdom Pilots petition the Ministry on behalf of Swansea to substitute a more equitable basis for determining a Pilot's earnings.
2. That each Port be supplied with a copy of the Secretary's Report at least two weeks before Conference.

## ISLE OF WIGHT

1. That the Association's policy agreed to at last Conference in respect of adequate representation be brought to the notice of the appropriate Government Departments, Trade and Port Associations, Pilotage Authorities, etc.
2. That steps be taken to resist the present policy of the Ministry and some Pilotage Authorities to effect reductions in the numbers of Pilots.
3. That in negotiations or discussions concerning payment of Pilots on a salary basis, the need for proper safeguards against overwork shall be kept in mind, and the right of Pilots to reasonable hours of work and leave shall be established.

## LOWESTOFT

That Conference discuss :—

- (1) Age of compulsory retirement.
- (2) Extra Services.
- (3) Abolition of Sub-Commissioners and equal representation.
- (4) Naval Orders.

## EXECUTIVE COMMITTEE

That the annual subscription be raised from 3/- to 5/- a month making the annual subscription £3 . 0 . 0 as from January 1st, 1947.

## EXECUTIVE COMMITTEE ELECTION

Pursuant to the Rules of the Association the three members who have been longest in office retire from the Executive Committee and when there are more than three, lots have to be drawn.

The position is as follows :—

Mr. G. W. Windass who was elected in 1942 retires this year. The other two retiring members will be decided by ballot from the following members, all of whom were elected in 1943.

Mr. J. Stanley Ayre (Tyne)                      Mr. J. J. Jones (Cardiff)

Mr. F. R. E. Goldsmith (Channel)              Mr. C. E. Mock (Swansea)

The three retiring members are eligible for re-election without nomination.

The following have been duly nominated and will stand for election :—

Mr. H. J. Wynn (Gravesend River)              Mr. J. P. Bennet (Barry)

Mr. D. H. Tate (Middlesbrough)              Mr. N. A. Line (Cinque Ports)

Mr. F. V. Janes (Isle of Wight Inward)

## NATIONAL INSURANCE

## Pilots' Position, A Matter for Conference.

The Executive Committee has naturally had before them the provisions of this Bill so far as it affects the pilots. So far as the National Insurance (Industrial Injuries Bill) is concerned, pilots are definitely included in this as they had to be because it takes the place of the Workmen's Compensation Act in which they were also expressly included.

With regard to the National Insurance Bill, pilots are not referred to expressly and it seemed at one time that they would come into that Bill in the category of "self-employed persons." The effect of this would be that whilst called upon to pay 5/9 a week increasing in five years to 6/1 a week, they would be less well off under the scheme than "employed persons" whose contributions would be 4/7 a week increasing to 4/9 a week. It would seem, therefore, that the pilots would wish to fall into the employed class of person, in which case it became necessary, of course, to find an employer.

Since this discussion, the Government have themselves amended the Bill so as to put "self-employed" persons for the purpose of sickness benefit on the same footing as "employed" persons at an increased contribution of 5d. per week so that now the only difference between being an employed person and a "self-employed" person would be the difference between 4/7 and 6/2 a week contribution.

This is clearly a matter for Conference to decide and it has therefore been placed on the agenda.

## PILOTS' BONDS

## U.K.P.A. Scheme of Insurance against Liability.

Even now it does not seem to be realised by every pilot that by Section 35 of the Pilotage Act any pilot who has given a bond in accordance with the bye-laws is protected against any liability beyond the amount of the bond, the penalty of which shall not in any case exceed £100. In other words, if, as is the case in the large majority of ports, there is a bye-law enabling the pilots to give bonds, a pilot can by this simple expedient limit his liability to £100.

Some years ago this Association initiated a scheme of insurance for pilots who had so limited their liability and under that scheme every pilot who had so insured recovers up to £100 plus £50 towards any costs incurred in defending himself.

The Executive Committee wishes it to be known that in future they cannot entertain any claim from a pilot who has not taken advantage of this scheme by limiting his liability and insuring against it.

The Roll of Honour  
Pilots Who Gave Their Lives in  
the Second Great War

In the January issue of *The Pilot* the first list of pilots who gave their lives in the recent war was published. There were five Cinque Ports men, six of the Gravesend Channel station, two of the Humber and one each of the Tees and Port Talbot, a total of 15. Five additional names have now been received bringing the total to 20, of whom 16 were Trinity House men—14 in the London District and two in the Outports, Ipswich and Poole. The five are :—

## NORTH CHANNEL

## STEPHEN PATRICK KEATING

On October 24th, 1939 in the North Sea while piloting the Greek steamer *Konstantinos Fadjiplatevas* from the Sunk to the Tyne. Mr. Keating who was 42 joined the service in January, 1930.

## JOSEPH JOHN BAILEYNE SMEDLEY

Lost off Ramsgate on June 12th, 1940 in the Belgian steamer *Yvonne*, bound from Gravesend to the Downs. Mr. Smedley had been a North Channel pilot for 28 years and was 62 years of age.

## FREDERICK ERNEST TYRRELL

Lost when the *Samvern* was sunk on January 18th, 1945, while returning to London from Antwerp. He received his licence in 1930 when 33 years of age.

## IPSWICH

## JAMES READ

Was lost in the *Shagerrak* on August 24th, 1941. He was 52 and had been an Ipswich pilot since 1931.

## POOLE

## THOMAS HAROLD WILLIAMS

Lost his life at sea in August, 1941, while serving in the Royal Naval Reserve. Born in 1898, he became a pilot in 1933.

## A PILOT'S BOOK

Lieut.-Comdr. J. Radford, R.D., R.N.R., has written a useful book, *Pilot Stations of the British Isles*, intended to assist ships to obtain pilots. The author who is a pilot of the Isle of Wight Inward service has endeavoured to present the information simply and accurately, but he particularly invites the criticisms of pilots, and where necessary amendments and corrections so that they may be incorporated in subsequent editions. Letters should be addressed to him at Leaholme, Appley Road, Ryde, I.W. The publishers are Brown, Son and Ferguson Ltd., 52-58, Darnley Street, Glasgow, S.I. and the price 3s. 6d. Copies may be obtained from them or from any booksellers.

## NOTES ON TWO EXECUTIVE COMMITTEE MEETINGS

Since the January issue of *The Pilot* there have been two meetings of the Executive Committee at the Holborn Restaurant, London, on February 6th and April 30th, Mr. J. H. A. Smith, senior vice-president was in the chair on both occasions and the two meetings were attended by Messrs. A. A. Love, J. Stanley Ayre, F. R. E. Goldsmith, J. H. Innes, G. S. Ward, M. M. Marshall, H. B. Eagle, C. E. Mock and Bernard C. Webb, honorary treasurer and Sir John Inskip, secretary and solicitor. Messrs. J. J. Jones and G. W. Windass were unavoidably absent from the February meeting but attended on April 30th. Notes on the meetings follow and should be read in conjunction because some of the topics were carried a stage further at the second meeting.

### THE FEBRUARY MEETING

Arising out of the minutes of the previous meeting (November 28th, 1945), Mr. Ward said that the Humber pilots were not in favour of taking out bonds limiting their liability and insuring them under the U.K.P.A. scheme. They felt, he said, that bearing in mind that the Humber pilots did all the docking, the owners might try to get at them for any little bits of damage they did in that process. Personally he was in favour of the bond but he could not convince the others.

That had not been the experience during the years the insurance scheme had been in existence, according to Sir John, and Mr. Ayre said the fact that the Humber pilots did the docking was all the more reason why they should have bonds.

It was agreed at the suggestion of Sir John to announce in *The Pilot* that the Executive had decided that with this protection open to the pilots, the Association would not undertake to meet the costs or damages at any port which did not take advantage of it.

### LIVERPOOL LETTER

The Secretary recalled that at the November meeting it was decided that, there should be a communication to the ports either by letter or through *The Pilot*, in reply to the Liverpool letter sent to the local secretaries of the Association by Mr. Arthur Evans. Things developed and he had letters from one or two ports saying that the communication had gone into the waste paper basket. He felt it would have been unwise to revive what was rather a damp squib.

The Chairman:—Whatever thoughts we have about the Liverpool letter, the situation was very much altered when nationalisation came into the limelight and it might be better to let sleeping dogs lie.

### COMPULSORY PILOTAGE

Mr. Marshall pressed for the Association to take some action to obtain compulsory pilotage for North-East Coast ports.

The Secretary pointed out that it was not possible to obtain it for a district, but only for individual ports.

Mr. Mock suggested that the line of approach should be that earnings were down and the powers that be should be asked if some system, such as compulsory pilotage, could be adopted for the transitional period.

Mr. Love thought it might be an answer to some of the questions that were being asked if the Ministry said they could not see their way to granting compulsory pilotage.

Sir John:—Only the Admiralty—not the Transport Ministry have the power.

Mr. Ayre urged some approach to the Ministry of Transport to see what his views were.

### NATIONALISATION

The Secretary said that nationalisation was in the air. Whether it would apply to the pilotage service only if ports were nationalised he could not say. If it came about pilots would almost certainly not only be put on a salary basis but would have no protection of licences under an Act of Parliament and in his view their position would be little different from stevedores. The Ministry was now faced with the likelihood of ports asking for increases, but they were not going to let pilotage rates fall and had in mind the 1936—1938 earnings plus the Civil Service bonus which had recently been increased. Compulsory pilotage was not going to help pilots, because it would not be imposed to allow a port to earn substantially more than the ceiling the Ministry were going to lay down. Like every rule it would operate more favourably in some ports and not so favourably in others.

Mr. Love pointed out that the people in the Civil Service could look forward to substantial pensions. The pilots, on the other hand, had always taken the view that they should have compensation for the irregular life the calling required of them.

Sir John replied that the contributions made towards their pensions by Civil Servants were greater than those of the pilots. Mr. Mock thought the comparison was unfair.

Mr. Love said that one of the vital things to the pilot was his dependence on his eyesight.

Mr. Mock added "and the elements," and contended that the pronouncement should be resisted. It was the basis and it should be their policy to counteract it and see what it should be. They should get the ceiling raised at the start.

Mr. Goldsmith mentioned another point about pensions. If there was going to be compulsory retirement at 65 men would have to get into the service five years earlier in order to get the same pension.

Sir John suggested that if the Executive decided to attack the proposals there might be opposition from some of the ports.

After further discussion it was agreed that the Secretary should approach the Ministry regarding pilots' pensions, payment during sickness, the hours of duty, and point out that the pre-war earnings were not sufficient. The latest information as to earnings is also to be sought from the ports to ascertain those cases in which applications for increased rates could be made.

Sir John pointed out that the Ministry had no power to take the initiative; the application must come from the pilots or the ship-owners.

Mr. Eagle: It is agreed we should fight to the bitter end.

Sir John: I should think you would fight it tooth and nail. Don't despair; you have many friends. It is difficult to get up a case in opposition until you know what you have to fight.

The Chairman: We are in a position of stalemate except that we should advise members to fight it when it comes.

Mr. Love: We should organise now.

The Secretary: What you have to consider before the next Conference is advising the members to agree to an alternative policy. There are two, either the status quo—a policy of defeat—or centralisation. I should like to see Conference decide that the time has come to centralise. But for the announcement about nationalisation these discussions on centralisation would now be far advanced.

Mr. Ayre: I take it the Chamber of Shipping will put forward centralisation as opposed to nationalisation.

Sir John: Yes, I think so, but cannot be sure.

The Secretary also summarised the attitude of the Chamber to the seven points mentioned by Mr. D. J. Davies at the Conference last July, so far as he could judge.

- (1) Revision of the Pilotage Act with certain modifications—Yes.
- (2) Establishment of compulsory pilotage throughout the kingdom—No.
- (3) Central Pilotage Authority to control all pilotage—Yes, probably.
- (4) Minimum salary for all pilots with continuity of employment—Yes, but I do not know about continuity of employment: I have not discussed it with them. I think they would agree to the continuity you have under the Act.
- (5) Retirement at 60 on full pension, the amount to be comparable with that in other professions, and graded accordingly to salary. A minimum pension of £6 a week with proportionate allowances for widows or orphans—We have not got down to details so the answer to that is unknown.
- (6) Pilot cutters to be owned by the Central Authority—Yes.
- (7) When practicable and acceptable to pilots, the grouping of districts—That would come most certainly. The Bristol Channel and the Firth of Forth would probably be first of all.

Mr. Love: What can we do to organise ourselves and get influence to bear? We

may be confronted with it before we have any plans.

The Chairman: We have to get the resolution of the last meeting endorsed by Conference. ("That this Executive Committee has learned with very grave concern the announcement in Parliament on November 26th, that the Government is contemplating the nationalisation of the service and is resolved to advise the members of the Association to resist such proposals to the utmost of their power.")

### OFFICE REORGANISATION

After lunch the Committee discussed the reorganisation of the Association's head office.

It was arranged that the Secretary should draft the necessary resolution for Conference increasing the subscriptions by 2/- a month from an agreed date.

Replying to Mr. Love, Mr. Webb said he had not heard of any suggestion about increasing the entrance fee.

### THE PRESIDENCY

The Presidency was discussed by the Committee but no decision was reached.

### CONFERENCE

It was agreed that there was no necessity for an early Conference and the date fixed was July 9th and 10th, the Executive to meet on the evening of Monday, July 8th.

The next meeting of the Executive was fixed for Tuesday, April 30th.

### P.A.Y.E.

The Secretary said he thought that following a decision in the Scottish case the pilots would not come under the pay-as-you-earn scheme. The members had been divided on the subject and the Association was neutral.

### THE APRIL MEETING

The Secretary put before the meeting a detailed statement compiled from returns made by 26 of the 53 ports asked to supply information showing how the earnings in the early part of this year compared with those of 1945.

Mr. Mock asked if they were going to accept 1936-39 figures as the basis for the calculation of what the pilots should now receive. He pointed out that those three years were slump years at Swansea.

In Mr. Goldsmith's opinion the earnings in those three years were lower than in the three preceding years.

Mr. Mock: In our case lower than in the previous 20 years!

The Secretary said it was no good attacking it unless they made up their minds what they were going to put in its place.

Mr. Mock: Why not all the years between the two wars? We should be better off.

The Secretary said that a similar basis was adopted after the 1914-18 war and it seemed to be acceptable to most people. Unless Swansea or any other port could show there were special circumstances affecting those years he did not see how they were going to get an exception made in any particular case. Some ports were apparently adversely affected by the arrangement but there were a good many who would like to hold on to it. Some ports with the same number of pilots were handling fewer vessels and but for that formula their earnings would be down.

### PILOTS' EXPENSES

Mr. Goldsmith read a letter from Mr. E. T. Day asking the Association to take up the matter of allowances for expenses in order to arrive at the net earnings. At present the only items allowed are for administration, pension and travelling, and Mr. Day suggested that the following unavoidable expenses should be allowed, namely:—

- (1) Uniform.
- (2) Agents' fees for collection.
- (3) Telephones and messengers.
- (4) Upkeep of charts.

It was resolved to raise this matter with the Ministry at the first opportunity.

### NATIONAL INSURANCE

This was discussed and it was considered that it would be useful to have something in *The Pilot* on this subject.—(See note in another page).

### POST-WAR PILOTAGE

There was a lengthy discussion on this subject.

The Secretary said that if they had a cut and dried scheme they could do nothing with it until there was agreement with the Chamber of Shipping and Pilotage Authorities. There was, therefore, a lot of ground to be covered before they could do anything and long before then the Government's proposals would be known. He had been asking for some time and still asked that as soon as the other parties were willing the pilots should sit down with them. A contentions measure would not have a chance in Parliament.

Replying to Mr. Mock, Sir John said it was possible to work with the other interests and Mr. Mock asked why a start had not been made after the resolutions of the 1945 Conference. Sir John pointed out that the position had changed, the Chamber of Shipping having deferred consideration.

The question was asked whether the Chamber of Shipping were in favour of centralisation, and Mr. Marshall said he had heard that they were not. He asked whether the Association could not go forward to the Ministry with the resolutions Mr. Davies of Swansea put before the 1945 Conference; and let the Shipowners come along.

Sir John referred to a Gourock scheme which embodied some of Mr. Davies's proposals.

Mr. Mock argued they were bound by Conference decisions to support the proposals of Mr. Davies, and Sir John replied that if he were given authority to go forward with proposals for a change in pilotage organisation he would do so.

The Chairman pointed out that in the first place they were asked by the Ministry to submit a scheme. Some of the pilots were in favour of doing so, but the great majority were against it; they wanted no change whatever. So it drifted on a year or two with Sir John's hands, and those of the Executive, tied until the 1945 Conference. Even now they had not been authorised to promote an alteration in the organisation. Now they were to have an alteration whether they liked it or not. They had no authority to initiate any scheme.

Mr. Mock did not agree and said Conference authorised entering into discussion with any body.

The Chairman: Enter into a discussion—not to introduce a scheme.

Sir John: If there has been a misunderstanding let us remove it at once. I suggest I be requested to take an active part in formulating a scheme and submit it to the proper authorities.

Mr. Mock: We should see it first.

Sir John: Of course.

Mr. Jones: What is the Gourock scheme? Can we see it?

Mr. Webb: I understand that at last year's Conference although the resolution of "no change" was rescinded to enable Sir John to enter into discussion the feeling of "no change" was still fundamental in the Conference.

Mr. Marshall: We were told there had to be a change and we had no other choice. It will appear at Conference that nothing has been done by the Executive.

Sir John: I have had several discussions, but that is a different thing from actively preparing a scheme.

Mr. Love: It was a pity the Chamber of Shipping closed down on the subject when we were prepared to talk with them.

Sir John suggested the kind of scheme he had in mind with one over-riding Central Authority for the whole country. The method of payment of pilots would obviously be by salary and it was bound to lead to the abolition of payment for extra services. Compulsory pilotage would not matter, but choice pilotage had to be considered, also the interchangeability of pilots and the constitution of the Authorities has to be discussed.

In the end the following resolution was adopted:—

**"The Secretary be authorised to join actively in any discussion with a view to the preparation of a scheme of pilotage reorganisation."**

At a later state in the meeting Sir John said he thought it might create some confusion if the Gourock scheme were submitted at this stage.

### INSURANCE OF BONDS

The Chairman said that the recent case on the Humber had brought to light the fact that there were other districts where pilots were not insuring claims against their bonds. Are the Humber men still against taking out a bond?

Mr. Ward: Yes.

The Chairman: We want to drill it into all pilots that it does not relieve them from all liability unless they insure the bond. They must have insurance with us to cover themselves completely.

Mr. Ayre suggested quoting in *The Pilot* the particular section (35) of the Pilotage Act which gives pilots power to limit their liability. He was sure a lot of men did not know they had the power.—(See note in another page).

### CONFERENCE

The Executive agreed to meet at 4 p.m. on July 8th, the day before the opening of Conference.

### EXECUTIVE EXPENSES

There was some discussion on this subject which was raised at the last Conference, and it was resolved to submit to Conference a proposal to pay first class railway far and 40/- a day or part of a day including travelling time.

### THE SECRETARYSHIP

Mr. Innes raised the question of the office reorganisation but it was not carried any further, Sir John pointing out that he was now doing more pilotage work than he had ever done but he did not see how he could get relief at this juncture. He hoped however that the matter would not be lost sight of, as he would welcome any practical suggestion.

### LOSS TO THE TEES

The Tees pilotage service has lost one of its oldest and most esteemed members through the death of Mr. C. Guy. Apprenticed in 1895, Mr. Guy received his licence in February, 1901. He retired from the service in August, 1945, but died in February of this year at Redcar.

### PILOT MAYOR



Mr. J. S. Dixon, the Mayor of Redcar has been a Tees pilot for 35 years. He has been a local councillor for 15 years and serves on many important committees on Tees-side.

### HUMBER TRAGEDY

#### Pilot Casson lost overboard from Launch

The Humber service has suffered a tragic loss through the death of Lieut-Commander Casson.

In the early morning of March 25th he fell overboard from the pilots' small launch when going out to join the cutter *W. A. Massey* in Hull Roads. His body was not recovered until three weeks later.

Mr. Casson served his apprenticeship in the famous four-masted barque *Olivebank* and held a master mariner's certificate for square rig. He served as chief officer in passenger vessels of the Ellerman Wilson Line.

In the first great war he was a Lieutenant, R.N.R., and was wounded during the Gallipoli campaign. Later he commanded one of the Hunt class sweepers.

His service as a Humber pilot began in 1923 and in 1939 he volunteered for service in connection with special operations on the Humber, being granted the rank of Lieut-Commander, R.N.R. For a time he was in the Clyde pilotage service and on demobilisation in February of this year rejoined the Humber service.

## UNITED KINGDOM PILOTS' ASSOCIATION.

### Income and Expenditure Account for the Year ended December 31st, 1945.

	1944		1945	
	£	s. d.	£	s. d.
<b>EXPENDITURE</b>				
To Printing, Postage, Stationery, etc. ....	47	9 1	47	18 5
" Preparing and Printing Magazine " " The Pilot" .....	27	3 6	115	16 6
" Expenses of Conference and Officers' travelling expenses attending same	—	—	135	15 11
" Expenses of Executive and other Meet- ings, and of Officers .....	158	17 9	233	0 0
" Grants towards Pilots legal and other expenses .....	33	5 9	71	3 9
" Audit and Accountancy .....	36	15 0	36	15 0
" General Secretary and Solicitor, includ- ing all Office Expenses, Rent, Clerks, etc. ....	1,000	0 0	1,000	0 0
" Local Secretaries .....	20	8 2	20	7 0
" Corporation Duty 1945-46 .....	22	12 6	11	6 3
" Balance, Surplus for year .....	227	11 7	—	—
	<u>£1,574</u>	<u>3 4</u>	<u>£1,672</u>	<u>2 10</u>
<b>INCOME</b>				
By Members' Subscriptions :—				
Due 1945 .....	1,505	7 0	1,407	3 6
Less Subscriptions in arrear .....	403	7 0	412	6 0
	<u>1,102</u>	<u>0 0</u>	<u>994</u>	<u>17 6</u>
" Subscriptions in arrear, since collected	332	3 0	380	11 0
" Entrance and Rejoining Fees .....	23	2 0	36	15 0
" Badges .....	—	2 0	—	1 0
" Interest on Investments (less Income Tax) :—				
3½% War Loan .....	64	15 0	64	15 0
3% War Loan .....	7	10 0	7	10 0
London, Midland and Scottish Rail- way Co. 4% Preference Stock .....	8	0 0	8	0 0
Railway Finance Corporation 2½% Guaranteed Debenture Stock .....	21	11 4	21	11 4
3% Defence Bonds .....	15	0 0	15	0 0
" Balance, Deficiency for year .....	—	—	143	2 0
	<u>£1,574</u>	<u>3 4</u>	<u>£1,672</u>	<u>2 10</u>

### Balance Sheet as at December 31st, 1945.

	£	s. d.	£	s. d.
<b>INCOME AND EXPENDITURE ACCOUNT :—</b>				
Balance at 31/12/44 .....	7,583	18 6		
Less Deficiency for year .....	143	2 0	7,440	16 6
<b>SUNDRY CREDITORS :—</b>				
Subscriptions prepaid for 1946 .....	3	12 0		
Sundries .....	136	8 11	140	0 11
			<u>£7,580</u>	<u>17 5</u>
<b>INVESTMENTS :—</b>				
War Loan—3½% £3,700 .....	3,697	19 3	3,815	12 6
War Loan—3% (1955-59) £500 .....	500	0 0	512	10 0
London, Midland and Scottish Railway Co.—4% Preference Stock (1923) £400	275	6 0	224	0 0
Railway Finance Corporation Ltd.—2½% Guaranteed Debenture Stock (1951- 52) £1,725 .....	1,656	0 10	1,699	2 6
Defence Bonds—3% £1,000 .....	1,000	0 0	1,020	0 0
	<u>7,129</u>	<u>6 1</u>	<u>7,271</u>	<u>5 0</u>
<b>CASH AT BANK—Current Account .....</b>	417	4 6		
<b>OFFICE FURNITURE, FIXTURES, ETC., as per last Account .....</b>	18	11 0		
<b>INTEREST ACCRUED DUE .....</b>	15	15 10		
	<u>£7,580</u>	<u>17 5</u>		
<b>At Cost</b>	£	s. d.	£	s. d.
<b>Value at 31/12/45</b>				

#### 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 subscription due and in arrear. The Accounts appear to be properly stated. The securities for the Investments have been produced.

J. B. WATLING, F.C.A.,

*Chartered Accountant.*

*Public Auditor under the Friendly Societies' Act.*

Bristol, 23rd April, 1946.

## BARROW VETERAN'S RETIREMENT

Mr. J. R. Wells Recalls the Days of the Pilot Schooners

The days when the Barrow service was operated by three schooners and recalled by Mr. Joseph L. Wells, who has recently retired after 55 years in pilotage for 40 of which he held a licence.

He was apprenticed to Mr. W. F. Curwen away back in 1891 and his home was an old Mosquito. In those days the pilot boats were continuously at sea except when driven in by bad weather. It was not until after the first world war that the *Newlyn*, a converted herring drifter, superseded the schooners.

Mr. Well's two years' sea time was spent in the *Snaigon*, of Dundee. She left Barrow in June, 1895 and returned a little more than two years later. In that time she sailed most of the trade routes between Britain, Australia and the Americas. Once off Pitcairn Island she was nearly lost in a squall but came through minus almost a complete kit of sails.

The *Snaigon* had one particularly good run to her credit while he was sailing in her. Leaving Australia with a similar craft, both in ballast, the *Snaigon* took the longer route round the south of New Zealand to get the Trade winds. She ran the 9,000 miles to San Francisco in 49 days and reached port three days ahead of her rival which took course 1,000 miles shorter.

When Mr. Wells returned to Barrow he had to wait for a vacancy as pilot and went to sea again, but he eventually obtained his licence in 1906. He has been a member of the U.K.P.A. for 40 years.

A local newspaper gives this pen picture of Mr. Wells:—"With an alert bearing, keen features and a ready smile which all belie his real age, Mr. Wells is of a retiring disposition and rather reluctant to talk about himself. But he would talk about ships and the sea with all the enthusiasm of the youth which the sea has preserved in his character."

Good health and happiness in your retirement, Pilot Wells.

## "A STRANGE RACE"

An understanding of pilots rare among authors is revealed by E. Laurie Long in "Flynn's Sampler" (Ward Lock, 8s. 6d.). Here is an extract:—

'Pilots the world over are a strange race. It may be that they enjoy life so much that they feel compelled to hide their appreciation deep down in their souls—so deep that it never comes to the surface; consequently, pilots seldom appear anything but totally disgruntled persons with a jaundiced outlook on life.

'His job—the hours of work—the ships he pilots—the actions of the Harbour Board he works for—his brother pilots, especially the one in charge of a ship which is overtaking him and expects him to give way—or the one he is overtaking who will not give way an inch—the barges which shoot across his bows, or drift under his stern—all these call for red hot diatribes at all and sundry.

'Yet at heart he is a good fellow and his responsibility is heavy for he is constantly being called on to handle ships of whose idiosyncrasies he knows nothing.

'He may be rounding Blackwell Pt. on the Thames—No. 13 Float on the Humber—passing Princes Landing Stage at Liverpool at three quarter flood or making up to the George Dock, Glasgow, when on ringing for dead slow he will see his bows suddenly yaw to starboard.

'When by superhuman efforts they have straightened her up again the Captain will say 'She always does that at Dead Slow.' That is, if he can speak English. If not he will mutter, 'This one she ees a beetch.'

