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DECEMBER MEETING OF THE EXECUTIVE

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

CONFERENCE

IT is hoped to hold this year's Conference in London during the last week in June or early in July.

GENERAL COMPULSORY PILOTAGE

Several important matters were discussed at the meeting of the Executive Committee held in London just before Christmas. Among them was the question of general compulsory pilotage and it was decided to ask the Minister of Transport what the chances were of the Government finding time for the introduction of a Bill to bring it about, with reasonable exceptions, now or in the near future.

The reply has now been received from the Ministry:—

"As at present advised, the Minister does not consider that a case has been made out for such a Bill. Powers enabling pilotage to be made compulsory in any particular area, by a Pilotage Order, exist in Section 7 of the Pilotage Act, 1913, subject to the conditions set out in that Section."

PAYMENT FOR PILOTAGE PERFORMED BY SHIPS' OFFICERS

It will be remembered that in 1945 there was a suggestion that the U.K.P.A. should link up with the Officers' (Merchant Navy) Federation but nothing came of it. The last issue of the *Merchant Naval Journal* published by the Federation reported that the M.M.S.A. is tackling the question of payment for pilotage services rendered by shipmasters or officers holding pilotage "licences"—they mean "certificates," of course. There have apparently been talks with the shipowners' representatives on the National Maritime Board and the M.M.S.A. hopes to submit an all embracing scheme which will be on the principle of payment according to the amount of pilotage services rendered. An alternative put forward is a consolidated payment over and above any agreed salary scales and the views of shipowners and officers on this suggestion have been invited.

All this may be rather startling to those pilots who have transferred their allegiance from the U.K.P.A. The M.M.S.A. is one of the organisations of the Officers' Federation over which the Transport and General Workers' Union exercised sufficient influence to keep the U.K.P.A. out. Now the pilots who have joined the Union will find themselves ranged with an organisation which instead of helping them to get general compulsory pilotage is going to negotiate a scheme under which masters and officers will be encouraged by payment to pilot their ships. The shipmasters themselves appear to have stressed the point that no special payment is being given for pilotage work and that where payment is made it is generally inadequate although the services rendered are said to have meant a great saving to the owners.

At present the movement applies only to masters or officers holding pilotage certificates but without doubt once the principle of payment is admitted it is certain to lead to payment for those who do not hold pilotage certificates. There are certain to be serious repercussions to the agitation of the M.M.S.A. particularly in such a district as the Tyne and it will be interesting to see whether the Union pilots can persuade their new love to put a stop to the movement which is diametrically opposed to compulsory pilotage and not likely to reduce still further the number of ships taking pilots. It will probably be pleaded that the position has not been created by any activity of the Transport and General Workers' Union but the influence of that organisation with the Officers' Federation is significant and so is the fact that one of the constituent bodies of the Federation, the Navigators and Engineer Officers' Union is affiliated to the T.U.C.

NEW FORTH AUTHORITY PROPOSED

Sir Robert Letch's Recommendations for Solution of Long-Standing Problem

By SIR JOHN INSKIP

THE report of Sir Robert Letch on the Forth Pilotage Inquiry which was circulated to the interested parties a little while ago has now been published. It is a most interesting report and more especially to this Association which has been so closely concerned with pilotage matters in the Firth of Forth for so many years. The difficulties which have been encountered there are fully exposed in the report, and it is obvious that the Forth Pilotage Authority has been tackling an almost unsolvable problem under existing conditions.

Years ago this Association urged the Forth pilots to come together and now at last the Pilotage Authority has been successful in their repeated efforts to bring about some cohesion. With six Pilotage Authorities controlling about fifty pilots under different bye-laws and conditions of working, with varying tariffs and earnings, quite apart from the difficulty of interpreting the Pilotage Orders and bye-laws of the various districts and with some of the pilots under two Authorities, the pilotage administration there has been almost impossible, and the Forth Trinity House has done the best possible under very difficult conditions. To my knowledge these very difficulties which have now found expression in Sir Robert Letch's Report were presented to the Board of Trade over fifteen years ago. The Firth of Forth pilots have never been 100% for this Association and this has been largely, if not entirely, due to the domestic conflicts which have always raged up there.

So far as the pilots' earnings are concerned there has not been anything to complain about during the war years. The Bo'ness pilots' earnings in 1943 were £1,591, against £419 in 1936. Burntisland's earnings were £1,373 net per pilot against £545 for the same years respectively and the Leith earnings went up from £527 to £1,394. Nevertheless, the bulk of the Firth of Forth pilots, leaving some loyal members still in this Association have gone over to the Union and will, it is hoped, compose their differences and fall in with a scheme of co-ordinated working which up to the present they have been unwilling to consider.

The recommendations in the report include a new Pilotage Authority on which shipowners and pilots will be equally represented, a continuation of non-compulsory pilotage, retirement at the age of 65 years and a reduction in the number of pilots. This Association was, of course, represented at the inquiry. The case for compulsory pilotage was raised, and is dealt with as already

stated in the report of Sir Robert Letch, but it does not appear to have been pressed to any extent. This Association would have liked to have seen the Forth pilots all out for compulsory pilotage and making the best of a fine opportunity.

The proposed reduction in the number of pilots presents a problem and the reaction of the Forth pilots to this proposal is not known.

It is greatly to be hoped that the efforts of Sir Robert Letch to bring about a new order of things in the Firth of Forth will come to the full fruition which they deserve. Like the Forth Pilotage Authority, this Association has tried to battle with an impossible state of affairs and on almost every occasion some domestic issue was sure to arise to prevent progress. An outstanding example of this was the efforts of the Pilotage Authority in which this Association played a part to launch a Pilots' Benefit Fund. This was made impossible only because of the conflicting interests of the different sections of the pilots. However, the recommendations which Sir Robert Letch has made are aimed at bringing about a new and happier state of affairs and further developments will be watched with interest.

PILOT MUST BE BOOKED IN ADVANCE BY MASTER

Eire Port's Recommended Changes In Pilotage Act

Cork Harbour Board has made the following observations on the Government's legislation to codify and amend the Pilotage Act, 1913

1.—That the onus be put on the master of a ship to order a pilot's services in advance of his intended sailing time, rather than that the pilot should tender his services.

2.—That fishing vessels should not be exempt from compulsory pilotage.

3.—That passenger tenders be added to the list of vessels exempted from pilotage.

4.—That should ownership of a vessel change during currency of a pilotage certificate, the Pilotage Authority should have power to delete the name of the vessel from the certificate.

The Board considered that, apart from these recommendations, the Act was a good one.

PROBLEM OF THE 1946-8 FORMULA

Ministry Prepared to Consider Other Proposals but Insist on Some "Yard Measure"

THE Ministry of Transport's 1936-38 formula for fixing the pilots' remuneration which has been the cause of considerable dissatisfaction was discussed by the Secretary on one of his visits to the Ministry.

Telling the Executive Committee about it at the December meeting Sir John said "I told the Ministry that this Association felt the formula had served its purpose which was only a temporary expedient during the war, and although it had functioned reasonably well we were not satisfied. I am going to discuss the question with the Chamber of Shipping and the Ministry are prepared to consider any submission but they insist on some yard measure. They will not scrap the formula unless it is replaced with something else. You will not get over the trouble in ports with a low pre-war standard simply by increasing the amount of the percentage increase. If you step-up the bonus you are going to give some ports more than the Ministry would agree to. Also, there is the difficulty that the percentage increase at some ports would have to be so great that the shipping could not stand it. In some places it would have to be as much as 200 per cent in order to provide a living wage. Then the question is whether the pilots at those small ports which were really part-time ports could be adequately remunerated from their pilotage work. When asked if the two or three pilots at some of these ports could not have some other business my reply is 'All right as long as you relieve them of the obligations of the Pilotage Act,' to which the answer is that if they accept licences they must accept the obligations. You could go on indefinitely discussing this question of finding a policy or machinery which is going to fit every port, large and small, with their different shipping and varying circumstances, and no one knows it better than the Ministry. I have a strong feeling that when the Transport Bill is through Parliament the Ministry will tell you what they are going to do with you."

Mr. Love said there was a tremendous amount of dissatisfaction with the formula. What stuck was that when it was laid down by the Ministry the pilots were not consulted; now the Ministry were prepared to discuss a suitable yard stick.

Mr. Ayre estimated that the formula amounted to about 10 per cent and had no bearing on the cost of living.

Mr. Jones pointed out that right through the mercantile marine wages had gone up and surely the pilots were entitled to some consideration.

Sir John mentioned another difficulty with which he was faced, namely, the Ministry's and the Chamber of Shipping's insistence on taking the number of ships piloted in pre-war days as a fixed standard.

Mr. Ayre agreed that this was wrong. On the Tyne the ships of to-day carried four times the tonnage they did 25 years ago and Mr. Jones cited the case of Cardiff where instead of small ships they now had big ships with small registered tonnage.

Sir John mentioned Goole where the pilots had a run of 30 miles and averaged 200 ships a year per pilot apart from dock work.

Mr. Goldsmith commented that the Goole pilots could not have much leisure.

The Goole pilots want three more pilots and Sir John said their case was being re-opened. He hoped that the position would be put right at an early date.

Mr. Mock: Sir John is the one man who has all the information from all the ports. Surely, he could figure out some scheme which would apply to the United Kingdom in general. In five years' time we might look back on the "Inskip idea."

Sir John: How can you reconcile two ports where the circumstances are so dissimilar as the Tees and Swansea for instance?

Mr. Mock suggested there was such a thing as grading.

Mr. Goldsmith thought the only general yard-stick was the hours of duty performed.

Sir John: When is a pilot on duty? Is it when he is hanging about on the quayside or only when he is aboard ship? Also, how many hours is a master on duty? Is it 24 in 24?

Mr. Innes: I think you would find the average earnings of pilots to-day fall below those of masters.

Sir John: This all helps me. Let me see the Chamber of Shipping and see what comes out of that.

With regard to the bonus, it was pointed out by Mr. Jones that conditions in the pilotage service were not the same as in the Civil Service; and Mr. Love said that although it was called a cost of living increase it bore no relation to it.

The foregoing discussion took place during a report the Secretary made regarding a number of applications for increased rates.

In the case of Swansea the Committee heard with satisfaction that the pilots had been granted what they asked and the Chairman congratulated Mr. Mock on the way he had stuck to his guns. Mr. Mock replied that some of the Swansea pilots felt they were

TYNE PILOTS AND THE UNION

Loyal Group Promised Full Assistance of U.K.P.A.

It was reported by Mr. Ayre at the December meeting of the Executive Council, that 60 Tyne pilots, nearly two-thirds of the service, had joined the Transport Union. He recalled the information he gave at a previous meeting of the Executive and mentioned that the Union had been promising the men all sorts of things including compulsory pilotage inside twelve months and double time for night work. The question was whether this was just a passing phase or had come to stop. There were still something like 35 loyal members of the Association and they would remain so. Mr. Marshall and he were anxious to know exactly what their position was. They had been members of the Authority for many years but had now been swept aside and had no further say. They fought very hard to get 20 new pilots made and now those men had gone to the Union. They were all masters and mates who had come in at £5 or £6 a week and had an idea that the Union would restore them to their former financial position.

Another factor, mentioned by Mr. Marshall, was the dissatisfaction among pilots after their return from other ports where they had been earning big money.

Mr. Goldsmith said it was a bit unfair if pilots who had been brought to London and worked under great pressure from D-day onwards to achieving their substantial earnings had made the comparison of those figures with their Tyne earnings the basis of their grievance.

Mr. Ayre: If these people try to alter a

bye-law can we tell our members we will fight it?

The Chairman: In the past it would have been treated as a domestic matter.

The Secretary: The domestic issue arises only when our members are divided. Here our members are not divided and there will be no difficulty in the Association fighting any battle of its own members at any port.

Sir John also informed Mr. Ayre that if the Union men wanted to alter a bye-law the U.K.P.A. men could fight them on it, with the full assistance of the Association, financial or otherwise.

Mr. Ayre: Through you?

Sir John: Yes.

Mr. Innes: What caused the breakaway on the Tyne?

Mr. Ayre: Insidious propaganda.

Mr. Jones: The young pilots coming in to-day may at some time have been in a union and still have the idea of force behind them. They do not realise the value of the Pilotage Act which they might lose.

Sir John: There is nothing peculiar about it; they are all bitten by this germ.

Mr. Goldsmith: They cannot apply the closed shop while the Pilotage Act exists.

Mr. Ayre: You will always have a good number of loyal members of the U.K.P.A. on the Tyne.

After further discussion of the position it was agreed that Sir John should write to the Tyne Authority to say that the Tyne rates and the boarding and landing rates called for immediate review with a view to an increase.

Problem of the 1946-8 Formula—cont. from p. 4
entitled to a further increase. Their application was based on earnings of about £550 a year. In the previous year they averaged £300, and while the application was pending they had been down to £4 a week.

The possibility of another application was discussed. Sir John thought that if after three months there was a definite downward trend they would be justified in making a move but the Ministry would not be anxious to re-open the matter within four to six months.

Mr. Mock said the Swansea pilots were pleased with what the Association had done but it should not be overlooked that they had done a lot of spade-work themselves.

The Tees application was turned down Sir John said, because the pre-war standard was about £450 and the earnings for 1946 were going to work out at well over the formula figure. There was a combined tonnage and footage rate on the Tees which he had often criticised, and vessels under 900 tons were

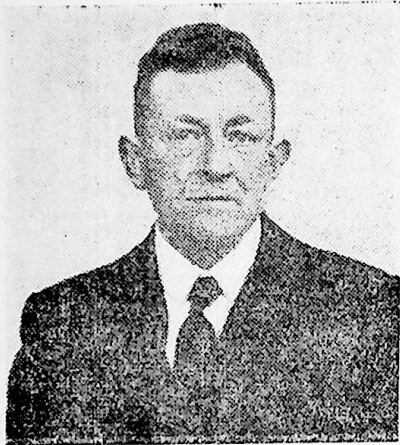
exempt from the tonnage rate. This was manifestly unfair. As long as the formula remained the Tees would be in difficulty in any application and their case was an instance of the inequity of a hard and fast rule which did not allow for changed circumstances. He had not yet succeeded in convincing the Ministry that circumstances justified re-opening the case at the moment.

Sir John reported that there was nothing untoward at Newhaven and the pilots there would get an increase. Maldon was a bit more difficult.

Mr. Goldsmith told the Executive that an agreement was being reached in the London district regarding Maldon. Negotiations were going on which would even out the work between the London pilots and the local pilots. In any scheme of centralisation which was likely to be considered there would be some pool of pilotage dues from which the pilots in the small ports would be able to draw something.

DEATH OF Mr. G. W. WINDASS

With very deep regret we have to record the death of Mr. George W. Windass, London River pilot, on January 10th, 1947. He was a member of the Executive Committee from 1942 until last year when he did not seek re-election owing to ill-health.



Mr. G. W. WINDASS

Before joining the River pilotage service in 1926 Mr. Windass was master in Messrs. Stephenson Clarke's vessels including *Afterglow* and *St. Edmund*. He became choice pilot for the Batavier Line (London to Rotterdam), the General Steam Navigation Company; and second man for the Blue Funnel Line. In the latter part of 1940 he volunteered for service as a Clyde pilot and worked there for about eight months. When choice pilotage was restored after the war he became first choice pilot for the Blue Funnel Line.

Mr. Windass, who would have been 52 in April, leaves a widow and three sons.

BELFAST PILOT MASTER

Captain David Hunt has been appointed Belfast pilot master. A native of Belfast, he joined the Belfast pilotage service in 1923, and during the war, while commissioned in the R.N.R., was seconded to the Clyde pilotage service. He is a foundation member of the Belfast Master Mariners' Club.

SOUTHAMPTON SALUTES THE JESSICA

In 1906 the Southampton and Isle of Wight pilotage district underwent a change, and it was required that a "station be instituted at Netley, where the Southampton pilots would board ships for docking." The *Jessica*, which cruised the Solent and Southampton Water was selected to be moored off Netley to act as a base pilot vessel. She was a "Grand Lady" in her day, being built of British oak, with a copper exterior below her water line, at the yard of Hanson of Cowes, I.O.W., in the year 1869. She was built as a yacht, and made several trips to the Mediterranean, but ended her career as such in the year 1894, when the Southampton pilots bought her to replace one of their cutters, the *Lively*, which was run down in Totland Bay.

During her fifty-two years as a pilot cutter the *Jessica* has played a noble part at the port of Southampton. In the 1914-18 war many R.N.V.R. officers gained a lot of their early experience in motor launches which were attached to her for assistance with pilotage work and general duties in the Water.

In the second world war she had many narrow escapes from destruction, but not without suffering some scars, and the time has arrived when she has to be placed on the retired list. She has now been replaced by an ex-Admiralty M.T.B., which has been converted as required. This vessel of 92 tons is 115 feet in length, with a beam of 21.5 feet. Her name will also be *Jessica*.

ABERDEEN'S GRATITUDE

Aberdeen Harbour Pilots,
Pilot Station,
North Pier,
Aberdeen
25th December, 1946

Sir John Inskip, K.B.E.,
United Kingdom Pilots' Association.

Dear Sir,

"I am in receipt of your letter dated 19th instant together with a cheque enclosed for the sum of £550.

"I note that this sum is in final settlement from the Admiralty for the loss of the *William Porter* pilot cutter. On behalf of all the Aberdeen Harbour Pilots may I send our sincere thanks to you for the hard and difficult work also time spent in reaching a favourable settlement on our behalf from the Admiralty.

"We should be pleased to have you publish this letter in your next copy of *The Pilot*."

Many thanks,

I am, Sir,

Yours faithfully,

J. M. WYNNESS.

Secretary for the Aberdeen Harbour Pilots.

DECEMBER MEETING OF THE EXECUTIVE

The Executive Committee met at the Holborn Restaurant, London, on December 17th, 1946. Present: Messrs. J. H. A. Smith, in the chair, Alex. A. Love, F. R. E. Goldsmith, J. H. Innes, C. E. Mock, H. B. Eagle, J. J. Jones, M. M. Marshall, Stanley J. Ayre, G. S. Ward, Bernard C. Webb, treasurer, and Sir John H. Inskip, secretary and solicitor.

AGENDA

1. Minutes of the last Meeting.
2. Finance.
3. Report from the President on
 - (a) Parliamentary Committee.
 - (b) Compulsory Pilotage
4. Rates—Applications from Swansea, Tees, Goole, Newhaven, Maldon and Aberdeen.
5. Report from Tyne.
6. National Insurance—Report of the Conference at the Ministry.
7. Sunderland's Application for Compulsory Pilotage.
8. Belfast
9. Conference.
10. Any other business.
 - Bristol Channel.
 - Cinque Ports travelling expenses.
 - Next meeting.
 - Grangemouth.
 - Letter from Barry re minimum wage.

TYNE PILOT MASTER

The system of voting at the meeting of the Tyne Authority when a new Pilot Master was appointed was criticised at the October meeting of the Executive Committee, following which the Secretary wrote and obtained an explanation of the method adopted.

It was now reported that the decision had since been confirmed and nothing could be done about it.

Mr. N. A. LINE INJURED

It was agreed to write to Mr. N. A. Line who was unable to attend the meeting owing to an injury while leaving a ship in bad weather.

FINANCE

Mr. Webb reported on the finances of the Association. The position was about the same as at the corresponding period in the previous year. The membership was keeping up quite well notwithstanding the big addition in the number of licensed pilots.

PARLIAMENTARY COMMITTEE

REVIVED

The Secretary reminded the Executive that at the Conference the President was told about the matters which were concerning the pilots and he was asked to tackle two points, one

of finding out from the Ministry of Transport what the chances were of getting a measure of general compulsory pilotage through the House, and the other, the formation of a Pilotage Committee of Members of the House. Sir John read his correspondence on the subject. It appeared from this that Lord Mountevans had been out of the country a good deal. A few days before the meeting he left again for South America and did not expect to be back until the spring. The President in one of his letters suggested five M.P.'s who would be willing to serve.

The Committee regretted that no progress had been made regarding compulsory pilotage and Mr. Ayre suggested a direct approach from the Association to the Ministry of Transport.

Another suggestion which came from Mr. Love was that the Parliamentary Committee of the Association should be revived. This met with general approval and on the motion of Mr. Innes, seconded by Mr. Mock, was adopted.

It was agreed that the Committee should consist of the two Vice-Presidents and Messrs. Line, Ayre and Mock. Mr. Webb declined nomination on the ground that only operative pilots should serve on the Committee.

NATIONAL INSURANCE

A Conference called by the Ministry of National Insurance in conjunction with the Ministry of Transport to discuss the position of the pilots under the National Insurance scheme was reported on by the Secretary.

Sir John said that the meeting had been in the offing for some time. The Association and the Union were invited to be there and he thought it was going to be a talk with Mr. Donovan and himself representing the pilots. On the Friday before the meeting he had a telephone message to say that Mr. Donovan was taking 12 pilots with him. At such short notice he was able to take only Mr. Goldsmith with him but if a further talk on any matter which might arise were desired he had only to tell the Ministry of National Insurance that they wanted to see them and send a deputation.

The discussion at the Conference, continued Sir John centered around the position pilots were to be in. This question had been fully discussed at Conference and a decision reached as reported in *The Pilot*. Mr. Donovan came with the instructions from his pilots that they should be regarded as employed persons. Who the employer should be, was then discussed and the various difficulties which arose on that question. In the end the Ministry agreed to take into consideration the various matters raised and there was nothing more for the Association to do at the moment unless it was desired to send a deputation.

Mr. Goldsmith supplemented the Secretary's remarks and said the pilots' view was that the

shipowner was the legal employer and his contribution should be calculated on a percentage basis similar to other dues.

Mr. Love noted that it had come from the Union that the pilots wished to be regarded as employed persons.

Sir John suggested that the next move would be a meeting with the Chamber of Shipping to see if they would undertake the responsibility of employers for the purpose of the scheme. He also read a letter from Mr. Line who argued that pilots would be well advised not to surrender their position as self-employed persons.

The Committee spent some time discussing the problem of when a pilot could be regarded as eligible for unemployment benefit and in Sir John's view there was a variety of circumstances in which this could occur under present conditions.

Mr. Goldsmith suggested that the shipowner might ask for some concession if he had to pay the employer's contribution. It would give him a little more power over the pilot. When the Transport Bill went through, the Ministry could, by a stroke of the pen, take over every activity of the port. In that case the pilots might find themselves in very much the same position as the doctors but without their numerical strength. The pilots might find conditions so distasteful that they would wish to take the same step as the doctors and decline to work the scheme as it stood. Mr. Goldsmith urged that the matter should go before Conference before any further steps were taken.

Mr. Love: It is most important that they should understand what their position would be as employed persons.

Sir John: A pilot would be unemployed when he could no longer get employment in his own calling for one reason or another and could not get employment in any other walk of life.

Mr. Goldsmith: We should consider very carefully whether for two shillings a week we should run this risk of undermining the freedom we have.

In the end it was agreed not to carry the matter any further pending the decision of the shipowners.

SUNDERLAND'S APPLICATION FOR COMPULSORY PILOTAGE

It was reported that the Sunderland pilots' desire for compulsory pilotage was supported by the Pilotage Authority and Sir John pointed out that in those circumstances it carried more weight if the application were made by the Authority.

Mr. Ayre mentioned that three Sunderland pilots had consulted him on the matter and he advised them to send a deputation to that Executive meeting. No further information had been forthcoming.

It was agreed to write to the Sunderland pilots telling them the matter had been discussed and advising them on procedure.

BELFAST

The Secretary put before the meeting several matters concerning the Belfast pilots including the purchase by the Authority of an old lightship for £27,000 to be used at the pilots' station, an action which the pilots criticised. They also wanted an increase in their earnings.

Sir John undertook to deal with the matter.

MINIMUM WAGE

It was reported to the Executive in a communication on behalf of the Bristol Channel pilots that at a recent meeting the following resolution was adopted:—

"That in all future negotiations we first make it known that we desire £850 a year as a minimum wage."

FINANCE COMMITTEE

At the suggestion of Mr. Webb the Finance Committee was reconstituted to consist of the two Vice-presidents and Messrs. Ward and Goldsmith.

"PROTEST TO UNION"

Under "Any other business," Mr. Marshall mentioned the matter raised at the previous meeting regarding the protest made to the Union concerning its activities among the Tees pilots.

The Secretary said he had received no reply to his last letter to Mr. Deakin, but since then the Union has been active on the Tyne.

Mr. Ayre: It was denied that they approached the pilots on the Tyne.

INDUSTRIAL INJURIES ACT

Mr. Goldsmith asked for information regarding the pilots' position under the Industrial Injuries Act.

Sir John said the Act was intended so far as pilots were concerned to take the place of the Workmen's Compensation Act in which they were expressly mentioned. Generally speaking a pilot was covered if he met with an injury arising out of or in the course of his employment.

Mr. Eagle said they had a ruling that if a pilot was in uniform he was on duty, but Sir John said that would not wash, the man might be out for a day's holiday though in uniform.

REINSTATEMENT OF R.N.R. PILOTS

Mr. Goldsmith asked if there had been any difficulty about pilots with less than three years active pilotage service when called up in the R.N.R. being completely reinstated in the service when released from naval duties.

The Tyne and Humber Authorities were reported to have dealt with the position satisfactorily but Mr. Goldsmith quoted a case in his district where a pilot's promotion had been delayed by the whole period of his mobilisation.