

**A**PPROPRIATELY the first publication of *The Pilot* in accordance with the policy of keeping members more up-to-date with what is happening in the pilotage world by more frequent issue comes in the season of good resolutions.

The feeling that there was something lacking was crystallised by a resolution of the Bristol Channel Pilots' Committee regretting the "lack of information on current events" which came before the U.K.P.A. Executive Committee at the December meeting. Here is the Executive's unhesitating response and it is gratifying that news of their decision brought commendation from some of the ports even before we went to press.

Two important considerations presented themselves, first the cost, and second, whether there would be sufficient material available to justify monthly publication. It was found that the increased expenditure was not likely to be very heavy and it was agreed that it would be money well spent. In the matter of material the answer is partly with the members, but the publishable news of head office negotiations is inevitably an unknown quantity. However, we feel that in order to keep contact with the members even if we have to drop to a single sheet for some issues there should be regular publication.

In this first issue of the year we are able to announce that the **1948 Conference** will be held at the Bonnington Hotel, Southampton Row, London, on **June 9th and 10th**. There will be the usual eve of Conference meeting of the Executive at 4 o'clock on **June 8th**.

For this issue, too, we have the announcement of a decision to let the Ministry of Transport know that the Executive are seriously considering an application for the setting up of a Departmental Committee on Pilotage and the proposal has already been made unofficially. This is the first move in the carrying out of the "future policy" resolution passed at the 1947 Conference.

And here is a report prepared by Sir John Inskip which deals with recent activities of the Association. The wide field covered and the success achieved in many directions may give some a better understanding of what is being done for them:—

**Aberdeen**.—Application for a revised schedule of pilotage rates and for a Pilots' Benefit Fund has been granted.

**Ardrossan**.—An increase of 50 per cent has been granted.

**Clyde**.—Application by the Clyde Pilotage Authority to increase pilotage dues to 100 per cent over pre-war. The Chamber of Shipping has lodged objection, but is prepared to agree to a figure of 62½ per cent over pre-war for pilotage rates and 87½ per cent for other charges.

**Fowey**.—Application by Trinity House for an increase in the pilotage dues.

**Ipswich**.—An application by Trinity House for an increase in the pilotage dues and the charge for shiftings. The proposed increase would have brought the earnings above the Ministry formula and it was felt very strongly by the Elder Brethren and this Association that the application was an altogether reasonable one, but the Ministry refused to confirm the proposed bye-laws except so far as they related to the charge for shiftings. The matter is being closely followed up by this Association.

**Goole**.—An increase from 33¼ per cent to 45 per cent has been granted.

**Isle of Wight (Inward)**.—Application for an additional 40 per cent increase on the basic rate which was estimated to provide the figure allowed under the Ministry formula for 24 pilots instead of the present number of 19 working pilots. The observations of Trinity House and the Chamber of Shipping are now awaited.

**Londonderry**.—After prolonged negotiations an application has been made by the Pilotage Authority for a revised scale of rates on a tonnage basis instead of draft as at present. The proposed schedule represents an increase of 35 per cent on the existing schedule, but the pilots are asking for more.

**Swansea**.—The Pilotage Authority is applying for an increase of 33¼ per cent to which the Chamber has made a counter proposal of 10 per cent.

**Seaham**.—The Trinity House of Newcastle-upon-Tyne has made an application for an increase in the pilotage rate for a boarding and landing rate and for a Benefit Fund, which up to the present has only existed on a voluntary basis. There was an Inquiry at the Ministry on the 19th December, 1947, and the decision of the Ministry is now awaited.

**Preston**.—The Chamber of Shipping has recently withdrawn its objection to the bye-laws providing for an increase of 40 per cent in the pilotage dues and the Ministry has confirmed the increase.

**Barrow.**—The pilots have been negotiating with Trinity House for an increase in their rates.

**Wisbech.**—The Wisbech Pilotage Authority has made an application to make the boarding and landing fees applicable to all vessels laden with cargo instead of only the vessels arriving from or departing to foreign ports. The pilots are also asking for an increase in their rates to which the Chamber of Shipping is objecting.

**Whitehaven.**—The pilots have made an application for an increase of 33½ per cent on their rates, but after negotiations with the Elder Brethren it has been agreed to defer the application until the figures for the whole of 1947 are available.

In addition to the above applications, the following is a resumé of some of the more important matters which have been dealt with during the past few weeks or are still pending:—

**Salvage Awards.**—A settlement has been negotiated in three salvage cases for three individual pilots resulting in awards of £125 in two of the cases and £75 in the other. In two other cases payment of an amount for special services was obtained.

**Counsel's Opinion.**—The opinion of counsel has been obtained with regard to an Estate Duty Office claim for duty on the death of a widow of a pilot in receipt of a pension from the Benefit Fund. It seems likely that the Association will pursue this matter in the interests of pilots generally.

**Wisbech Administration.**—The Association has been keenly interested on behalf of a Wisbech pilot whose license has been suspended by the Pilotage Authority for reasons which have got a good deal of publicity in the press. The case has disclosed a somewhat unusual state of affairs in the administration of pilotage at Wisbech and this matter is still pending.

**Compulsory Pilotage.**—The Association is supporting an application by the Sunderland Pilotage Authority for compulsory pilotage, which is meeting with the strenuous opposition of the Chamber of Shipping who are maintaining their contention that compulsory pilotage could only be justified as a measure of safety and that no evidence is available to support on safety grounds this proposal at Sunderland.

**Bunkering Rate.**—The Falmouth pilots are troubled by the existence and operation of a special bunkering rate and the Association has been successful in resisting a recent claim in respect of certain vessels visiting Falmouth. This rate is most unsatisfactory for all parties concerned and conditions having changed very materially since the rate was first introduced, the pilots contend that the time has come to abolish it.

## EXECUTIVE COMMITTEE

### Notes on the December Meeting

THE EXECUTIVE COMMITTEE MET AT THE HOLBORN RESTAURANT, LONDON, ON DECEMBER 11TH, 1947. There were present: Messrs. A. A. Love (in the Chair), F. R. E. Goldsmith, N. A. Linc, M. M. Marshall, C. E. Mock, J. H. Innes, H. B. Eagle, D. H. Tate, G. S. Ward and Sir John H. Inskip. Mr. J. J. Jones was unable to attend owing to indisposition.

#### RESIGNATION OF Mr. AYRE

The Secretary reported that Mr. Stanley J. Ayre had resigned from the Executive Committee. It was agreed to accept the resignation with very great regret and to send a letter of thanks to Mr. Ayre for the good services he had rendered. This resignation created a vacancy on the Parliamentary Committee which was appointed as a sub-committee at the previous meeting to function when Sir John decided that its services were necessary. Mr. Tate was appointed to fill the vacancy and the committee now consists of the two vice-presidents and Messrs. Linc, Mock and Tate.

#### FINANCE

The Hon. Treasurer, Mr. Webb, reported a credit balance in the bank of £539. He mentioned that the year's expense of the Executive in all its details was 100% up and the Finance Committee would have to see whether any economies could be effected. The Executive was on its maximum strength which it had never been before the war.

#### THE IMPORTANCE OF UNITY

A strong plea for unity among the pilots of the United Kingdom was made by Mr. Marshall. He regretted that Liverpool, Manchester, the Tyne, Bristol and Newport were in a different camp and urged that some effort should be made to get them back to the Association. "Are we going to sit round the table and do nothing about it?" he asked.

Mr. Mock suggested that the answer was in the Middlesbrough resolution asking for the framing of a definite policy regarding pilotage administration.

Mr. Line wondered whether licenced pilots realised what they were doing when they joined the trade union movement. They were putting themselves under the direction of the T.U.C.

#### NATIONAL INSURANCE ACTS

The Secretary reported that all the ports he had heard from had decided unanimously to be self-employed. Even if every port which

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## MOVE TOWARDS A FUTURE POLICY

### Departmental Committee on Pilotage Suggested by Mr. Tate and Supported by the Executive Committee,

THE following resolution which was moved by Mr. Tate at the 1947 Conference and unanimously adopted came before the Executive Committee at the meeting last month:—

That the Executive Committee shall prepare a future policy with regard to pilotage administration embodying the resolutions agreed at recent Conferences and the original Seven Points Policy and circularise the ports with the same for their suggestions so that a definite policy may be issued and then proceeded with at once.

Mr. Tate said that it was apparent that unless they did something they were in the state of stalemate. His proposal was that they should approach the Government to institute a Departmental Committee to inquire into pilotage. The last inquiry was in 1911 by a committee under Mr. Winston Churchill. Recently there had been a departmental inquiry on linoleum!

The Secretary said there was a lot to be said for the idea as long as they had their eyes open to the likely consequences but there was no need to be frightened at the prospect. Everybody was agreed that the foundations of the present system had become rickety after 36 years.

Mr. Tate said the time was ripe for an independent arbitrator to tackle the problem. If the ports were afraid to come before the committee they did not deserve to have any advantages. He also pointed out that before long the Association would be losing the services of Sir John and they did not want to face this with a new secretary. He also referred to the Conference vote on Mr. Davies's seven points when a majority favoured working on a salary basis.

Mr. Line associated himself with Mr. Tate's remarks in many ways, but asked him to realise that he was bringing up a tremendous question in the salary basis.

Mr. Goldsmith suggested that the question of a Departmental Committee must be left to Conference to deal with, but Mr. Mock retorted "These things have been left by Conference for us to do something about."

Mr. Tate said he was not definitely suggesting compulsory pilotage or the salary basis, but was prepared to leave those matters to unbiased arbitrators. They had been floundering with propositions which ran counter to one another, but it could all be settled in the way he had suggested.

Mr. Line pointed out that the Government seemed to have so much on their hands that they could not contemplate tackling any more.

The Secretary replied that there would be an interval of two or three years between the setting up of the committee and any resulting legislation. On the previous occasion, although the committee began in 1910/11 the Pilotage Act was not passed until 1913. He could see no possible harm in making a tentative approach to the Ministry.

Mr. Tate said the report of the 1911 Departmental Committee read like a relic of the dark ages; it was quite out of date now.

Sir John: Let us make the proposal and let them know how your minds are working.

Mr. Tate: Are we going to settle with a Ministry prejudiced by departmental policy—they may have a good knowledge of Trinity House districts, but they do not know much about pilotage on the east coast—or the Chamber of Shipping with its greater prejudices, or an independent committee?

It was ultimately agreed that Sir John should take the first opportunity of letting the Ministry know that the Executive of the Association were seriously considering an application for the setting up of a Departmental Committee.

#### ABOARD THE "JESSICA"

When the Mayor of Southampton (Councillor Frank Dibben) Admiral of the Port, went down to the Calshot lightship with Christmas fare, a call was made at the pilot cutter *Jessica*. A toast to the Mayor and his officers was proposed by Mr. G. W. Somerwill, chairman of the Outward pilot service who said the offices of Mayor and pilot were probably the two oldest serving the town and port.

In reply, the Mayor said that it was appropriate that he and his successors should keep in the closest touch with a body of men without whom the port could not exist. The pilots were rendering grand service.

#### FOR THE LONDON SERVICE

The *Penlee*, a sister ship of the *Pelorus*, launched in September, was launched on October 30th at the Pointhouse Shipyard by Mrs. Mackay, wife of Commodore A. S. Mackay, an Elder Brother and Rental Warden of the Trinity House. She will have diesel marine engines. Both craft will be used for keeping station at Dungeness and the Sunk Light-vessel.

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had not communicated held the opposite view the result would still be overwhelmingly for self-employment. The matter also arose under the Industrial Injuries Act, but that was not urgent. This Act was in place of the Workmen's Compensation Act and required employers to make a contribution of 4d. a week.

The Chairman asked if the pilot could be self-employed for one Act and employed for the other. Sir John did not commit himself but said that in all his experience of over 30 years he could not remember more than two or three claims having been made by pilots under the Workmen's Compensation Act.

Confirming a remark made by Mr. Goldsmith, Sir John said that there was an income limit.

Mr. Marshall said he was given to understand that the pilots in the Union wanted to be employed persons.

Sir John doubted whether that was the case. It was not with Newport, according to Mr. Mock. Sir John added that he did not care what the Union thought. The pilots in this Association very far outnumbered the Union members and were unanimously in favour of being self-employed.

Mr. Ward: Are you sure we shall get what we want?

Sir John: We can only try, but the Ministry will surely have regard to the wishes of the great majority.

### THE MINISTRY FORMULA

The Secretary reported on correspondence he had had with Mr. Guttery of the Ministry of Transport. He added that the Ministry were anxious to have the meeting and the Chamber of Shipping were not satisfied with the formula, but for very different reasons from those of the pilots; in fact, everybody was agreed that the formula needed revision, but up to the present nobody had been able to find the way. The Ministry insisted on having a yard stick.

Mr. Line mentioned that at Dover the pilots favoured a proposal that the new formula should be related to the other port charges. Light dues had gone up 100%, tugs 75% (now a little less), stevedores 75% and dock dues 100%.

The Executive confirmed that they would not consider being remunerated at a rate somewhere between that of masters and mates, which was one suggested line of approach.

The Secretary referred to a letter he had received from Mr. D. S. Davies of Swansea and this led to a discussion regarding civil service salaries and conditions and the civil service bonus.

Mr. Mock pointed out the pilots had had nothing comparable with the regular salary increases civil servants received.

The discussion indicated general agreement that the basic rate (the 1936-38 average) should be increased by 40 per cent and the civil service bonus then added.

### ASSISTANT SECRETARY

The Committee discussed further the Secretaryship and interviewed another candidate. Any appointment will be reported immediately.

### NEWS FOR THE PORTS

The following resolution passed at a meeting of the Bristol Channel Pilots' Committee was brought to the notice of the Executive Committee:—

That this meeting views with regret the lack of information on current events being furnished to local members of the U.K.P.A. in the Bristol Channel and desires in future that all information on pilotage affecting pilots' interests be communicated to them immediately.

A suggestion that *The Pilot* should be published more frequently, possibly monthly, was warmly received and adopted.

### HELP FOR THE BRANCHES

The Secretary briefly reviewed the recent activities of the Association on behalf of its members. These included the handling of 18 applications relating to rates in addition to numerous other matters affecting both ports and individual pilots. (These, and other matters discussed at the meeting, are dealt with more fully elsewhere in this issue.)

With regard to the Goole application Mr. Ward said the pilots were very pleased with the way Sir John conducted their case.

### NEW SECRETARIES

Since the last issue of *The Pilot* the following changes among the local secretaries have been notified:—

**Yarmouth.**—C. Bewley, 35, Sussex Road, Gorleston-on-Sea, Great Yarmouth.

**Belfast.**—J. A. Patton, Pilot Office, Harbour Office, Belfast.

### VETERAN TYNE PILOT

The death occurred in November, after a short illness, of Mr. Robert Duncan, a veteran Tyne pilot. He was the son of a Tyne pilot and two of his brothers, Mr. Jack Duncan and Mr. J. Y. Duncan and a brother-in-law, Mr. James Young, are in the service. Mr. Robert Duncan entered the service when he was 18 and after receiving his first class licence he became chief pilot for Swan, Hunter and Wigham Richardson, in whose employment he remained until his death.

### DIED ON THE BRIDGE

While piloting the steamer *Portugal* through the Channel to London in December, Pilot W. Rigden collapsed on the bridge and died. His body was landed at Dover where he had lived. Mr. Rigden who was 68 entered the pilot service in September, 1912.