



The Pilot

No. 2, Vol. 31

JUNE

1952

THE SIXTY-FIFTH CONFERENCE

The 65th Conference of the Association will be held in H.Q.S. "Wellington," Temple Stairs, Victoria Embankment, London, on Wednesday and Thursday, July 2nd and 3rd, 1952. There will be the usual eve of Conference meeting of the Executive Committee on Tuesday, July 1st, 1952, at the same place.

AGENDA

1. The Conference opens at 10 a.m.
2. The adoption of Standing Orders as set out below.
3. Report of Secretary and Solicitor.
4. Debate on Report.
5. Balance Sheet and Accounts.
6. Resolutions as set out in this agenda (see next page).
7. Any other resolutions brought forward by or with the consent of the Executive Committee.
8. Pilotage Rates.
9. Proposed amendment of rules to enable ports to vote by post for election to the Executive Committee.
10. Election of Officers.
11. Appointment of Auditors.
12. Place of next Conference.
13. Any other business.

PROPOSED STANDING ORDERS

1. Whenever an amendment is moved upon an original proposition no second amendment shall be taken into consideration until the first amendment shall have been disposed of by a vote of Conference or by withdrawal.
2. If a first amendment be carried it shall take the place of the original question and shall become the question upon which any further amendment shall be moved.
3. If the first amendment be negatived, then a further amendment may be moved on the original motion under discussion, but only one amendment shall be submitted to Conference for discussion at a time.
4. Any member who intends to submit an original motion or amendment shall read the same before speaking to it.
5. The mover of an original motion shall have a right to speak on any amendment thereto before it is put to the vote, and shall also have a right of making the final speech in reply to the debate on his original motion. Subject to this order no member shall address the Conference more than once on any one resolution.

Agenda continued.

RESOLUTION

BARROW-IN-FURNESS

THAT the phrase "ships trading coastwise" in the Pilotage Act, 1913, be given some statutory definition, or, alternatively, that every Pilotage Authority be required to adopt one and the same definition of the word "coastwise" in this connection.

EXECUTIVE COMMITTEE VACANCIES

Pursuant to Rule II, three members who have been longest in office without re-election retire.

The two members who have been longest in office are **Mr. G. S. Ward** (Humber) and **Mr. J. T. Watson** (Falmouth), both of whom will retire and are eligible for re-election if they offer themselves.

The third vacancy will be created by the retirement of **Mr. C. E. Mock** (Swansea), who was one of the three members elected in 1950. Mr. Mock does not offer himself for re-election.

In addition to the three retiring members, **Mr. H. G. Pead** (Cardiff), who was elected in 1951, finds himself compelled to resign owing to the state of his health.

There are thus four vacancies that can be filled this year if Conference so decides.

In addition to any retiring member who offers himself for re-election there have been two nominations, namely:—

Mr. J. P. Bennett (Barry)

Mr. L. R. Slade (Cardiff)

EXECUTIVE NOTES

THE Executive Committee met in H.Q.S. Wellington, Victoria Embankment, London on March 13th, 1952. Those present were: Messrs. Alex. A. Love (in the Chair), D. H. Tate, H. B. Eagle, M. M. Marshall, C. E. Mock, H. G. Pead, W. E. Spencer, G. S. Ward, J. T. Watson and H. J. Wynn; Bernard C. Webb, hon. treasurer; Sir John H. Inskip, general secretary and solicitor and Mr. C. D. Griffiths.

FINANCE

The balance sheet and accounts for 1951 were put before the Committee by Mr. Webb. They are printed in this issue of *The Pilot* and will come before Conference in July for consideration.

NEGOTIATIONS WITH THE CHAMBER OF SHIPPING

Sir John Inskip, reporting on the negotiations with the Chamber of Shipping, said he had no real progress to report. There was a meeting with the Chamber in the previous

week and before long there was to be another meeting. Sir John Fisher had resigned the chairmanship of the Pilotage Committee owing to ill health and had been succeeded by Sir Gibson Graham.

Mr. Griffiths said that the negotiations on both sides were only exploratory and neither party committed its members in any way; they were only investigating the possibility of an agreed solution. Sir John and he were trying to find out what the pilots considered to be a representative ship of their respective ports.

LONDON PILOTAGE ORDER

The Chamber of Shipping was seeking a different set up of the Pilotage Committee which meant amending the London Pilotage Order. Although it had not yet come to the Association in any definite form, Sir John told the Executive that probably soon, rather than late, there would be a full dress inquiry by a Commissioner appointed by the Minister, with counsel. The various bodies of pilots had lodged objections to the proposed amendment and some had gone to a firm of solicitors, who would act for them, but the Cinque Ports wanted the Association to handle their case. He had pointed out that it was a waste of money for each section to be separately represented. The shipowners were seeking bigger representation on the

committee and suggested that the pilots should have equal representation.

Mr. Wynn gave the Executive information regarding the Pilotage Committee of Trinity House.

The London Pilotage Order, 1913, amended in 1924, says that the Pilotage Committee shall consist of:—

- (1) Such number of persons not exceeding four appointed by the Trinity House as the Trinity House think fit.
- (2) One person representative of the shipowners such person to be one of two appointed annually by the Board of Trade after consultation with the General Shipowners' Society of London and with such persons or parties having knowledge and experience of shipping in the Port of London as the Board of Trade think fit, provided that one only of such shipowners' representatives shall be entitled to attend, take part and vote in the proceedings of the Pilotage Committee at any one time.
- (3) One person nominated by the pilots' representatives.

Mr. Wynn explained that the London pilots elected each year four representatives (one from each station) who took it in turn to sit on the Committee. The shipowners' usual procedure was to elect one representative of the large vessels and one from the short sea traders who mutually agreed as to whom should attend the Committee.

In brief the Pilotage Committee consisted of:—

- (1) Four Elder Brethren one of whom was Chairman.
- (2) One shipowners' representative.
- (3) One pilots' representative.

The shipowners now proposed, Mr. Wynn continued, that the representation on that committee should be equalised and consist of four Elder Brethren, four shipowners' representatives and four pilots' representatives, all of whom should be entitled to sit and vote at the same time. The Committee met every week and the pilots' objection was that while they could afford to send one man they could not afford to send four. Owing to the size and nature of the district it would mean that four men would have to stand off duty two days every week which would put a very heavy strain on the stations, particularly the cruising stations. The pilots were of the opinion that the Committee as at present constituted functioned quite satisfactorily and wanted no change. He added that the River pilots had no intention of asking the Association to pay the bill.

After discussion the Executive agreed to a minute that in their opinion it would be advisable for the London pilots to act in concert.

THE CONWAY APPEAL

Mr. Love informed the Executive that the costs in the successful appeal by Pilot Conway were £959 of which £696 had been

recovered from the Pilotage Authority. The Clyde pilots were very appreciative of the way the Association had stood behind them and of the very considerable help given, and themselves contributed £137 towards the legal costs of the Appeal.

The Executive regarded the action of the Clyde pilots as very magnanimous.

A QUESTION OF POUNDAGE

There was a discussion on whether poundage should be paid on any money received by choice pilots from the shipowner over and above the ordinary pilotage dues. Sir John said that Trinity House had always insisted that the payments were liable to poundage, but his view was that the payment was not for a service rendered to a ship, and it was, therefore, outside the bye-law which laid down that "any monies received for any service to a ship must be returned for poundage." A choice pilot might get a fee and not pilot a single ship.

The question had been raised at Southampton, as a result, Mr. Eagle said, of a London man getting a choice job and writing to Trinity House asking whether he should pay poundage on the fee, gratuity or whatever they liked to call it. Mr. Eagle pointed out the various ways a pilot could be of assistance to the shipowner apart from piloting ships. Replying to Mr. Love, he said the fees were retained by the pilot; that had been the practice for fifty years and the matter of poundage had never been raised before.

PILOT CANDIDATES AND UNEMPLOYMENT PAY

The question of whether a candidate for a pilot's licence was entitled to unemployment benefit during the period of training led to some discussion. Sir John reported regarding correspondence he had had with Trinity House on the matter. The Ministry of National Insurance had decided that the training was not an approved course of instruction, one of the conditions being that the applicant must be in the "employed contributor" class. The effect of the National Insurance regulation No. 14 was to limit the course of training to those under a contract of service such as a master or member of the crew of a ship who would return to that employment at the end of the course. Pilot candidates were not considered to come within the scope of the regulations. The Ministry of Transport wrote to the same effect, and regretted that a course of training of men who might leave the Merchant Navy could not be treated as an approved scheme.

Mr. Tate pointed out that it was compulsory for the young man to take the training and to pay the insurance contribution.

Mr. Spencer said that during the period of training the trainee's stamp was put on his card.

Mr. Spencer said that under every training scheme unemployment pay was allowed

Executive Notes continued.

and the trainees often changed their jobs. Could something be done to put it to the Ministry that it was compulsory training?

The Committee left the matter in the hands of Sir John, and Mr. Spencer said that all that was necessary was for the Ministry to call the training an approved scheme.

PENDING APPLICATIONS

Sir John was "reasonably hopeful" concerning the Medway application for increased rates. The inquiry was held two weeks before the Executive meeting and the decision was awaited.

Mr. Tate was also "pretty hopeful" concerning the Tees application. Eight months ago they applied for the removal of exempted tonnage and the inquiry was held on the day before the Executive meeting.

THE PRESIDENT

Sir Peter Macdonald spent a little time at the meeting during the afternoon. He told the Executive that his Committee of M.P.s dissolved when Parliament dissolved. It had been reformed and some new names added. He did not propose calling the Committee together until he had something to put before them.

While Sir Peter was there the deferment of pilot apprentices' national service was mentioned by Mr. Tate. Up to now, on the Tees there had been deferment until a certain age and then exemption. Formerly the matter had been in the hands of a local committee, but it had been centralised and it was suggested that the apprentices might not enjoy deferment for long; then they had to go into the army for two years or into the Merchant Navy until they were 26. The pilots were not claiming treatment for their apprentices over every boy in the country, but a boy who had trained essentially as a pilot for the Tees or any other port could not be replaced.

The President undertook to go into the matter.

Mr. Watson mentioned that at Falmouth the apprentices were exempt as long as they went to sea in the Merchant Navy or became pilots.

GUERNSEY WANTED TO JOIN

Sir John reported that he had a communication from a pilot at Guernsey asking if they could join the Association. He was able to give them advice on one or two points, but he had to tell them that the Association could not be of any use to them.

SOUNDINGS

Port Talbot wrote about taking soundings in the channel entrance, contending that this work which had been put on them should really be done by the Port Authority.

Sir John who sought the views of the Committee, pointed out that the obligation for a pilot to keep himself fully acquainted with all matters affecting the channel and

to report any alterations to the Port Authority did not relieve the Authority of its duty to take soundings. There must be willing co-operation between the Authority and the pilots.

Mr. Pead said that at Cardiff the responsibility for the depth of the channel lay with the Docks Authority which gave the pilots all possible support.

Mr. Tate said that on the Tees the pilots took soundings and if there was any noticeable change they notified the Authority.

Mr. Marshall said it was the pilot's business to see that he had water in the channel.

Sir John advised them to be careful regarding the measure of responsibility they assumed.

MESSAGE TO THE QUEEN

The Association was invited by the Chamber of Shipping to join with the shipowners and various bodies constituting the Mercantile Marine in telegrams of sympathy to the Queen and the Queen Mother.

"MAY" AND "SHALL"

Mr. Tate recalled that some time ago the Tees pilots endeavoured to inaugurate a moving watch and the Association advised the pilot concerned that it was illegal to do this. As a direct result the Authority were seeking to impose a retiring age and the majority of the pilots were in agreement. Previously the rule was a pilot "may" retire at the age of 65; it was now proposed that he "shall" retire then or on the licensing date following his birthday, but with the provision that the Authority "may" retain him if during the current year the number of pilots is insufficient to carry on the service. Having issued a definite instruction, that a pilot "shall" retire, the Authority could not go on to qualify it with "may."

Sir John said an Authority had to lay down in a bye-law the terms on which they licensed a pilot. In effect the proposed bye-law said the Authority should have no power to renew a licence when the pilot reached a certain age and then went on to say that the pilot could retain it if he wanted to. It did not make sense.

Mr. Tate said it was only exploratory at present; the Ministry's solicitors were very strongly against these discretionary powers.

A FALMOUTH QUESTION

A Yank in Falmouth harbour fouled a Dutchman and got a pilot to take him "outside." What was the service? It was something outside transportation; was it salvage? That little problem was put before the Executive by Mr. Watson.

Mr. Eagle had a few words to meet it—"Service rendered £50!"

Mr. Pead said it was not pilotage, but "special services."

Sir John said that extra services had to be authorised by bye-law. This was a vessel in distress and there ought to be a claim for salvage.

CAPTAIN L. E. OWEN RETIRES FROM RULERSHIP

CAPTAIN L. E. OWEN, O.B.E., J.P., Ruler of Pilots, Gravesend, retired on May 5th. Captain Owen joined the Trinity House pilotage service as a Channel pilot in January, 1908, and was appointed Ruler in April, 1934.

His successor is Captain H. A. Fraser, M.B.E., formerly Superintendent of the Isle of Wight service at East Cowes.

At a farewell gathering of River and Channel pilots at Gravesend, Captain Owen was presented with his portrait in oils by Mr. Tom Hillier on behalf of the pilots.

Trinity House was represented by Captain R. L. F. Hubbard, warden; Captain G. C. Noakes, one of the Elder Brethren; Mr. S. Rawlings-Smith, principal, Pilotage Department, and Mr. T. H. Burleigh, secretary. Others present were the Rev. R. D. Dauntton-Fear, rector of Gravesend and rural dean, who paid a great tribute to Captain Owen

as Ruler and magistrate; Captain Owen's son, Commander R. A. Owen, and his daughter, Miss Elizabeth Owen; Mr. W. Thompson, acting Superintendent Customs and Excise; Captain Coleman, River Superintendent, P.L.A.; Captain H. A. Fraser; Surgeon-Captain H. Willoughby, Medical Officer of Health, P.L.A., and Captain R. McKellar, Captain-Superintendent, Gravesend Sea Training Establishment.

Mr. J. H. Fife said that they had gathered to wish Captain Owen a grand farewell. The pilots, especially the younger men had benefitted from his Rulership.

Mr. Hillier in making the presentation said that under Captain Owen's rule the station had changed considerably for the better. "We have a lot to thank him for" said Mr. Hillier; "for his consideration and kindness, and for his strict maintenance of discipline."

Captain Owen said that it was a very sad morning for him because he was parting with old shipmates, and it was very difficult to do so after a commission that had lasted 45 years. He thanked his colleagues for the consideration they had shown him and their realisation of his difficulties.

Captain J. F. Bammant, O.B.E., Harwich**Captain Bammant**

One of the outstanding men of the London service, Captain JOHN FOSTER BAMMANT has retired. He was a member of the U.K.P.A. throughout the 46 years he was a pilot.

In 1904, Captain Bammant obtained his master's square-rig foreign-going certificate and became a North Channel pilot two years later. He was the last pilot to sail a square-rigged vessel into the Port of London.

In his long career he piloted upwards of 5,000 ships and his record was free from accident. For many years he was choice pilot for the Shaw Savill and the Commonwealth and Dominion lines.

He was appointed O.B.E. in 1946, and a year ago was made a Knight of the Order of Dannebrog by the King of Denmark on board the *Kronprinsesse Ingrid* on the occasion of the Danish State visit to London.

Three other well known Trinity House pilots retired at the end of 1951: Messrs. J. T. SMITH, London Channel, 43 years' service; C. H. WATSON, Southampton, 40 years; and W. A. F. MALTBY, Cinque Ports, 38 years.

Mr. R. CRAIG, Belfast

Another retirement, in this case unhappily through illness, is that of Mr. R. CRAIG after 26 years in the Belfast service. He served in the 1914-18 war as skipper of a minesweeper. After obtaining his master's certificate he joined the pilot service. From 1939 to 1945, Mr. Craig was examination officer of the port of Belfast with the rank of lieutenant R.N.R.

OBITUARY**Mr. T. H. HARRISON, Middlesbrough**

The Tees-pilotage service lost one of its most popular U.K.P.A. members by the death of Mr. THOMAS HOWE HARRISON, on February 1st. He suffered a long illness with great fortitude.

Mr. Harrison was 62 years of age and a

director of the Tees-Pilot Cutters Co. Ltd. He joined the Tees service as an apprentice on August 4th, 1908, received an acting-order licence in December, 1914, and a first-class licence in February, 1919.

Channel pilots will row against River pilots at Gravesend Town Regatta on June 28.

Income and Expenditure Account for the Year ended 31st December, 1951

UNITED KINGDOM PILOTS' ASSOCIATION

1950			1951			At Cost			Valuation at 31.12.1951		
£	£		£	s.	d.	£	s.	d.	£	s.	d.
INCOME AND EXPENDITURE ACCOUNT :—											
7,629		Balance at 31.12.50	7,661	14	8						
—		Less Deficit for the Year	85	16	2						
33		(Add Surplus for the year)	—	—	—						
7,662			7,575	18	6						
10		PROFIT ON SALE OF SECURITIES	78	19	2						
SUNDRY CREDITORS :—											
9		Subscription prepaid for 1952	6	10	0						
213	204	Sundries	194	10	9	201	0	9			
			<u>£7,855 18 5</u>								
<u>£7,885</u>											

1950			At Cost			Valuation at 31.12.1951		
£	s.	d.	£	s.	d.	£	s.	d.
INVESTMENTS :—								
3,698			£3,700	3½		3,697	19	3
500			£500	3%		500	0	0
275			£251	3%		275	6	0
			(1978-88)					
1,656			£1,725					
			Railway Finance Corporation Ltd.	2½%				
			Guar. Deb. Stock 1951-52					
6,129						4,473	5	3
						<u>3,692 5 6</u>		
1,024			Post Office Savings Bank Account			1,549	10	8
7,153						6,022	15	11
19			OFFICE FURNITURE, FIXTURES, ETC.			18	11	0
702			CURRENT ASSETS :—					
			Cash at Bank			1,779	17	5
			Cash in Hand				15	0
11			Interest due			10	15	10
			Sundry Debtors			23	3	3
						<u>£7,855 18 5</u>		
<u>£7,885</u>								

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 but unpaid. The accounts appear to be properly stated. The securities for the Investments have been produced.

(Signed) J. B. WATLING, F.C.A.,

Chartered Accountant.

Approved Auditor under the Friendly Societies Act.

18th March, 1952.

THE PILOT

Local Secretaries :

Aberdeen	G. Flett	Aberdeen Harbour Pilots, Pilot Station, North Pier, Aberdeen
Amble	J. B. Dotchin	The Pilot House, Amble, Northumberland
Ardrossan	A. Knox	Pilot Office, The Harbour, Ardrossah
Barrow-in-Furness	S. Green	54, East Mount, Barrow-in-Furness
Barry	F. W. Llanfear	6, Clement Place, Barry, Glam.
Belfast	G. D. Clelland	"Twelve Trees," Galway Park, Dundonald, Co. Down
Boston, Lincs.	A. V. Howard	25, Main Ridge, Boston, Lincs.
Brixham	E. J. Mardon	"Ridley," Berry Head Road, Brixham
Cardiff	S. L. Duggan	5, Bettws-y-Coed Road, Cyncoed, Cardiff
Clyde (Gourock)	J. C. Taylor	Cloverhill, Victoria Road, Gourock
Cinque Ports	R. S. Percy	58, Leyburne Road, Dover
Dartmouth	R. R. Gatzias	24, Lower Street, Dartmouth
Falmouth	E. Ludlow	Pilot Boat Association, 14, Arvenak Street, Falmouth
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, Glos.
Goole	T. M. Mapplebeck	45, Salisbury Avenue, Goole
Grangemouth	A. McArthur	Pilot Office, The Docks, Grangemouth
Gravesend (Sea)	W. S. Campbell	72, Portland Avenue, Gravesend
Hartlepool	J. R. Hastings	25, Lansdowne Road, West Hartlepool
Harwich	T. R. R. Letten	"Rivington," Fronck's Road, Dovercourt
Hull	C. H. Walton	2, Alderidge Avenue, Hull
Ipswich	J. T. Montgomery	45, Clapgate Lane, Ipswich
Isle of Wight (Inw'd)	C. Pearce	25, Union Street, Ryde
King's Lynn	N. D. Smith	141, Wotton Road, King's Lynn
Leith	G. Duncan	1, Bangholm Villas, Edinburgh
London (River)	J. H. Fife	Clare House, 24, Singlewell Road, Gravesend
Londonderry	R. A. O'Donnell	Shrove, Green Castle, Co. Donegal
Lowestoft	J. Riches	"St. Anne's," Skamacre Crescent, Normanston Drive, Lowestoft
Middlesborough	L. Pickersgill	77, Southwell Road, Middlesbrough
Milford Haven	T. H. Roberts	47, Charles Street, Milford Haven
Neath	W. J. Jenkins	"Fernleigh," Old Road, Baglan, Port Talbot
Newhaven	W. Cross	62, Hill Crest, Newhaven, Sussex
Newport (Mon.)	C. J. Page	1, Caerau Road, Newport, Mon.
Penzance	A. de Rauffignac	Pilots' Lookout, South Pier, Newlyn
Plymouth	E. Rogers	Pilot Office, 2, The Barbican, Plymouth
Poole	A. W. James	Yacht <i>Wapi</i> , c/o Harbour Master, Poole
Portsmouth	P. A. Hawkesworth	Trinity House Pilotage Service, Victoria Pier
Port Talbot	W. D. Reed	26, Rice Street, Port Talbot
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	W. H. Treloar	14, Barnoon Terrace, St. Ives
Seaham	R. Hudson	Ivanhoe, Stockton Road, New Seaham
Sheerness	P. J. Hannan	113, Minster Road, Sheerness
Shoreham	A. J. Blaker	"Braeside," Old Rectory Gardens, Southwick, Sussex
Southampton	H. B. Eagle	Pilot Office, 18, Queen's Terrace, Southampton
South Shields	R. Marshall	Pilot Office, South Shields
Sunderland	S. Hall	Pilot Office, Old North Pier, Harbour Entrance, Sunderland
Trent	R. Acaster	30, Cranbrook Avenue, Cottingham Road, Hull
Weymouth	C. S. Monger	27, Southlands Road, Weymouth
Whitehaven	J. R. Tennant	"Brooklyn," Crow Park, Whitehaven, Cumberland
Wisbech	J. Barron	37, Clarkson Avenue, Wisbech
Yarmouth	C. Bewley	35, Sussex Road, Gorleston-on-Sea, Yarmouth