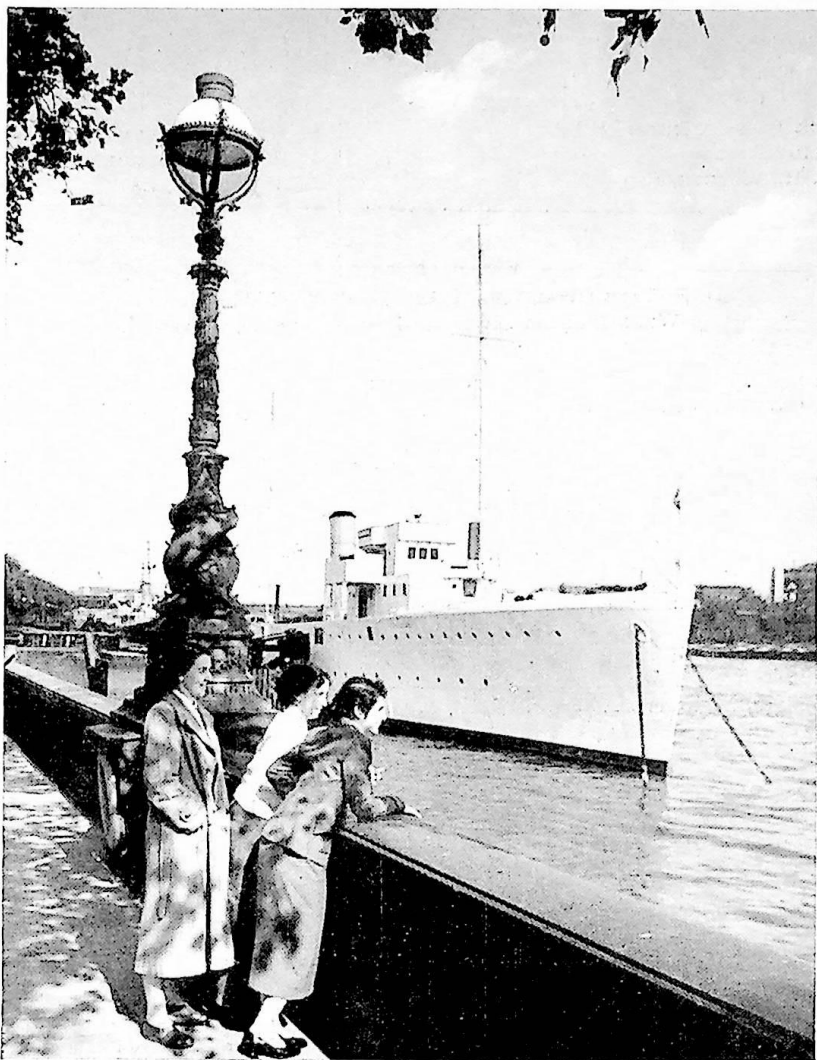


# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 2. Vol. 36

September, 1957



*H.Q.S. Wellington berthed in King's Reach off the Victoria Embankment, London, will again, by courtesy of the Honourable Company of Master Mariners, be the meeting place of the United Kingdom Pilots' Association Seventieth Conference, October 2 and 3, 1957.*

OFFICERS FOR **United Kingdom**  
1956-1957 of the **Pilots' Association.**

**President :**

CAPTAIN SIR PETER MACDONALD, K.B.E., M.P

**Honorary Vice-Presidents :**SIR JOHN H. INSKIP, K.B.E.  
LADY APSLEY  
J. H. A. SMITH, ESQ.SIR IRVING ALBERY  
MAJOR JAMES BURNIE  
ALEX. A. LOVE, ESQ.

BERNARD C. WEBB, ESQ.

**Vice-Presidents :**D. H. TATE (Tees), 266, Acklam Road, Middlesbrough  
H. J. WYNN (London River), 52, Malvina Avenue, Gravesend.**Trustees :**

C. CATTON (London River)

H. G. PEAD (Cardiff)

**Honorary Treasurer :**

H. J. WYNN.

**Executive Committee :**J. H. INNES (Clyde), 16, Belhaven Terrace, Glasgow, W.2.  
M. M. MARSHALL (Tyne), 8, Vespasian Street, South Shields.  
L. R. SLADE (Cardiff), 111, Windsor Road, Penarth.  
W. E. SPENCER (Cinque Ports), The Knoll, Archers Court, Whitfield, near Dover.  
D. GRAINGER (Humber), 39, Link Road, Cottingham, E. Yorks.  
D. MAIN, Ashtower, 22, Victoria Road, Gourock.  
S. GREEN, 63, Furness Park Road, Barrow-in-Furness.  
F. V. JANES (Southampton), Sunrise, Lakewood Road, Chandlers Ford, Hants.  
R. B. PAGE (Channel), Channel Pilots' Office, Royal Terrace Pier, Gravesend.**Finance Committee :**

THE TWO VICE-PRESIDENTS AND L. R. SLADE

**Auditor :**

J. B. WATLING, F.C.A., (MESSRS. WATLING, AND PARTNERS, Bristol).

**General Secretary and Solicitor :**

C. D. GRIFFITHS, O.B.E., D.F.C., Shannon Court, Corn Street, Bristol 1.

**Editor of "The Pilot" :**

ALFRED CURTHOYS, 79, Gloucester Road, S.W 7 (FREMANTLE 0500)

**CONFERENCE AGENDA**

1. The Conference opens at 10 a.m. on October 2nd.
2. Report of the Secretary and Solicitor.
3. Debate on the Report.
4. Balance Sheet and Accounts (see pages 10 and 11).
5. Earnings of Pilots—Report and Recommendations of the Committee under the Chairmanship of Sir Robert Letch.
6. Resolutions brought forward by or with the consent of the Executive Committee.
7. Rules—reprint.
8. Election of Officers.
9. Appointment of Auditors.
10. Place of next Conference.
11. Any other business.

**FOUR EXECUTIVE COMMITTEE VACANCIES**

There are four vacancies on the Executive Committee to be filled. One is caused by the retirement of Mr. W. E. Spencer of the Cinque Ports, the other three are in accordance with Rule 11 which provides that the three members who have been longest in office without re-election shall retire. They are:—

Mr. D. Main (*Gourock*)Mr. S. Green (*Barrow*)Mr. D. Grainger (*Humber*)

The following nominations have been received:—

Mr. J. P. Bennett (*Barry*)Mr. W. C. Duncan (*Cinque Ports*)**RESOLUTIONS***From the London River :*

That this Association expresses concern at the increasing number of masters of exempt vessels and in particular those belonging to nationalised undertakings doing their own pilotage at the expense of pilots in general the result of which can only eventually add to the expenses of the owners of vessels which are subject to compulsory pilotage.

*From Gourock :*

1. That a consultative body be formed of all interested parties i.e. U.K.P.A. Union, Chamber of Shipping, Ministry of Transport, and representatives of Trinity House and Pilotage Authorities, so that any alterations in the National Maritime Board rates of pay which affect earnings under the Port Grouping Scheme can be mutually agreed and implemented without delay. Also that pilots be represented on the National Maritime Board.

2. That the formation of a National Pension Fund for Pilots is a matter of urgency and that the Executive Committee be instructed to formulate plans for its creation and explore the possibility of incorporation with The Merchant Navy Officers' Pension Fund.

The customary meeting of the Executive Committee will be held in *Wellington*, on the afternoon before Conference opens, October 1st, but this year with considerable business to discuss it will begin at 3 o'clock.

After the business sessions on the opening day, October 2nd, the Association will hold a reception in the ship.

## AGREEMENT AT LAST

MANY years of intensive activity and persistent endeavour have at last resulted in representatives of the ship-owners and pilots reaching agreement on earnings for all the largest ports and many others, in all more than 30.

First thoughts should be of gratitude to those whose untiring efforts have brought this about, and as far as the United Kingdom Pilots' Association is concerned that means Mr. D. H. Tate and Mr. C. D. Griffiths in particular, and the sub-committee and Executive. No doubt many delegates to the Conference will be anxious to express appreciation of what has been done.

The extent of the change which is coming about in the pilotage service as the result of the agreement would be shown most effectively by a comparison of the agreed earnings with what the pilots received, say, ten and twenty years ago.

There has not been an issue of *The Pilot* since April when the progress of the negotiations since the beginning of the year was reported at length. The Executive Committee at their March meeting had before them a set of figures which had been described by Sir Robert Letch, the independent chairman at the negotiations, as "provisional suggestions." These figures had been sent to the ports under confidential cover and their comments were coming in.

Some very important remarks by Mr. Griffiths at that meeting in March concerning some of the ports may well be emphasised here :

Certain ports with predominantly coastal trade, he said, presented an especial problem and a few others where substantial changes in traffic were in process of occurring had perforce to be omitted. So, too, had all ports with less than six pilots, largely due to the special considerations applying to the small ports. Those who had been left out need feel no anxiety as their interests would be fully protected.

It was stated in *The Pilot* that Mr. Tate and Mr. Griffiths were meeting the Union representatives on March 27th preparatory to another meeting with the shipowners on the following day.

In the middle of April there was a development at a meeting at the Chamber of Shipping which caused considerable anxiety. Mr. Griffiths wrote to the ports to this effect :

Certain difficulties were encountered of so serious a nature, concerned with the application of the 10% toleration margin and the level of earnings of one particular port, that further discussion had to be abandoned for the day. Another meeting will be arranged shortly.

The matters in issue are of such importance that unless there is a complete change in the present attitude of the shipowners, the negotiations, having arrived at the eve of a settlement, once again look very like breaking down altogether. I should personally regard such a happening as a disaster, although I think it only right to add that so many ports, despite the substantial increases won for them, have written expressing dissatisfaction that one is led to believe that a failure to reach agreement might in some quarters be received with considerable relief.

Happily that disaster did not happen and on May 1st the report and recommendations of the committee under Sir Robert Letch was signed by all parties. One comment we heard at the time was "None of us have got all we want but it is certainly a great step forward."

Copies of the report were sent to all Pilotage Authorities from the Ministry of Transport and to U.K.P.A. local secretaries by Mr. Griffiths for distribution among members. In an accompanying letter he wrote :—

"Although in some instances the levels of earnings proposed are dis-

appointing, it will be seen that the overall result provides, for the majority of ports covered, a substantial increase in rates and, furthermore, introduces for an experimental period a degree of stability in earnings hitherto unknown. What has been done could never have been accomplished without goodwill and understanding on both sides and your representatives are happy to record that they found at the Chamber of Shipping a genuine desire to appreciate the pilots' legitimate aspirations and to reach an agreement which was fair and satisfactory to all concerned. That it does not go as far as we would have liked is perhaps inevitable when there is more than one point of view to be taken into account.

"Except in the few cases where unfortunately the pilots have not been able to agree, the next step will be for your Authority to convene a meeting to consider the proposals, and, if approved by them, to take urgent steps with the support of the pilots to submit to the Minister for confirmation appropriate amendments to your dues to give effect to the recommendations. It was not considered either possible or desirable to include in our report any suggestions as to how an Authority should proceed, but it was most certainly within the spirit of our agreement that in calculating the adjustments required regard should be had to what could properly be described as the general level of trade in the district, and which was fairly representative of the shipping using the port, in order to ensure, in common fairness to both sides that calculations were based neither upon a period of exceptional activity nor unusual depression. Any failure to observe so cardinal a principle would clearly tend to render abortive the operation of the 10% toleration margin which was not only introduced to avoid frequent rate changes, but also to enable pilots to take a little both of the rough and the smooth in the normal ebb and flow of the country's prosperity.

"A special meeting of the Executive Committee has been convened for May 29th for the purpose of considering the report in detail and in particular

its wider implications and suggestions. Meanwhile it is hoped that Authorities and their officers with the co-operation of pilot members will work together in the same spirit of mutual confidence and goodwill which prevailed in London under the guidance of Sir Robert Letch to ensure that the recommendations are quickly put into operations in a fair and equitable manner.

"In conclusion, it is not the intention of the Executive to overlook the vital interests and problems of those ports which have not been included, and I should like to receive at an early date from each of them the following information :—

1. Number of pilots.
2. Net earnings for 1956 and for the first quarter of this year.
3. Number of ships in and out.
4. Net tonnage.
5. Particulars of rate adjustments made since January 1st, 1956, or now being contemplated.
6. General remarks on present trade and likely developments.
7. Whether you are asking for any action by the Association at this stage."

Mr. Griffiths is still awaiting replies from a number of small ports.

The Executive Committee with Mr. Tate in the chair met on board *Wellington* on May 29th when Mr. Griffiths explained that the next step was for Authorities, after considering the report to submit bye-laws to give effect to its proposals. If they failed to do so within a reasonable time, the Association, on behalf of its members, would apply to the Minister direct and the shipowners' organisations were pledged in advance not to oppose the application.

An interesting point was raised by Mr. Marshall who asked what the position would be if the Tyne Authority decided that the port was not properly graded.

Mr. Griffiths said that if they were of the opinion that the appropriate level should be £1,400 to £1,500 they were free to submit bye-laws to give

effect to their views. It would be for the Authority to make application, no doubt with the support of the pilots, but the Association could take no part and would have to stand aside. The report and recommendations did not purport to be binding upon any body of pilots, any Authority or any shipowner. They were free to exercise their rights under the Pilotage Act, but the organisations whose representatives had subscribed to the report, were most certainly bound both by the letter and spirit of its provisions.

Concern was expressed by some members at the provisions of paragraph 8 of the report, particularly those relating to the pooling of earnings in the River Thames, the amalgamation of certain districts and the recommendation that ownership and administration of cutters should be in the hands of Pilotage Authorities.

The Secretary was strongly criticised and informed that he had had no authority to agree to such provisions which should have been referred back to the Executive Committee before the signing of the report.

In reply to these observations he pointed out that it had been exceedingly difficult to achieve the level of earnings finally agreed upon and the negotiations would unquestionably have broken down completely were it not for the making of certain concessions on the part of the pilots, which it was felt would not in practice have any prejudicial effect.

With regard to the recommendation to raise the exemption limit for compulsory pilotage on the Humber, it was explained that the pilots had been applying both for a substantial increase in earnings and the licensing of additional pilots. This was the port over which the negotiations had very nearly terminated. Following an adjournment of the meetings for some weeks to enable the shipowners to give further consideration to the pilots' requirements, they had come back with this proposal which was intended to obviate the necessity of licensing additional pilots and at the same time provide for present

numbers the level of earnings claimed. Sir Robert had favoured the suggested compromise as a sensible and practical solution to an admittedly difficult problem and had commended its adoption to the pilots' representatives.

Mr. Tate told the Executive Committee that he would be failing in his duty if he did not place on record the extremely valuable services of Mr. Griffiths. "I am quite certain," he added, "that although we have disgruntled pilots who think the result should be different, even they would agree that Mr. Griffiths fought very hard on their behalf, and indeed of all pilots."

Mr. Innes at the May Executive meeting asked when the scheme would come into operation. "As fast as you can persuade your Authority to put up the bye-laws," replied Mr. Tate.

Progress is in fact being made to give effect to the new level of earnings, but it is somewhat slow and the amended rates are in operation in very few ports.

Another important development occurred on July 22nd when a general increase in the National Maritime Board scale of pay for navigating officers came into operation. This increase was not made on a percentage basis but was expressed as a figure which varied greatly according to the nature of the ship, the cargo carried, whether home trade, coastal, foreign going, etc. and it became a matter of considerable difficulty whereby it could be applied throughout all the districts covered by the Letch Report.

After careful consultation with Mr. Tate, Mr. Griffiths approached the Chamber of Shipping and immediately found them extremely co-operative and anxious to arrive at a fair figure in order to express the effect of the award by a single percentage. The figure finally adopted was 7½% to which the Liverpool Steamship Owners' Association and the Union assented. A letter was accordingly written to the Ministry of Transport from the Chamber of Shipping stating that the four organisations which had subscribed to the report considered that the recommended

annual earnings should be increased by this amount. The Ministry have informed all Pilotage Authorities to that effect.

That is the position at the time of the preparation of this issue of *The Pilot*. There is still a month to go before Conference and any developments in the meantime will be reported to the delegates by Mr. Griffiths.

\* \* \* \*

Now let us look back along the way we have come. The Association throughout the years, in spite of many setbacks, never lost sight of its main objective to improve the "status, pay and conditions" of its members. It may well claim that the new agreement is a crowning achievement of those efforts.

In our association with the pilots now approaching half a century, earnings have always been one of the problems. When Mr. Griffiths was a newcomer in pilotage waters he very quickly realised that and in his first report (1954) referred to it as the "perennial question." But, for a long time ports were discussed separately and there was always the background on the Pilotage Act with its local inquiries. That is not yet a dead letter, far from it when you think of the number of ports not covered by the Letch Report.

The national aspect was not altogether ignored. General compulsory pilotage was plugged by some as the panacea for the service as a whole and then in 1933 came the Seven Points Policy. Incidentally in the light of the Letch Report, one of those points, apparently the outcome of a resolution adopted at that year's Conference, was:

That the cutters be owned and run by the Pilotage Authority with proper crews so that the pilots may confine themselves to their pilotage duties.

It was deleted before the policy scheme came before the 1934 Jubilee Conference by the end of which the seven points had become five. The 1935 Conference reduced them to three.

Point 1 you may remember—

That every ship entering or leaving a port and having the right to demand the services of a pilot shall be required to make a contribution to a fund to cover the administration expenses of the pilotage service and towards the cost of maintenance and upkeep of the cutter service.

—has echoed through the years, often accompanied by tears and lamentations that it never got anywhere, although when it came up at the 1950 Conference as a resolution from the London River and was carried there was a flash of renewed enthusiasm.

Out of the mists of the past comes the inflammable idea of grading pilots between masters and mates. At the risk of being told that red herrings are already dead, we will call it that, but now it seems to be well and truly buried.

The Ministry formula and the hunt for the elusive yardstick are other terms running through *The Pilot* records.

Some years after the war the "representative ship" was launched.

About this time there were indications of the *rapprochement* by the U.K. and Union pilots. They met round the table at the Ministry of Transport on November 28th, 1950, when the Ministry, at the instigation of the Association, called representatives of all interested parties to a discussion on the level of pilots' earnings and what future action could be taken.

In *The Pilot* of February, 1951, reporting that meeting, Mr. Tate said that the U.K. representatives left the meeting in a very pessimistic mood. The same issue carried an article by him entitled "The Search for a Basis of Agreement" in which he put forward a new formula.

The March, 1952, issue reported that Sir John Inskip said he was trying to find out what the pilots considered to be a representative ship in their respective ports.

At Conference in July, 1952, Mr. Tate suggested that instead of 60 ports going for different claims on the "master plus" basis, it might be possible to

arrange grouping of ports which were similar. His idea was not physical grouping, only for earnings. The Executive Committee at their meeting in the following September appointed Messrs. Tate, Innes and Spencer as a sub-committee to go into the matter and the result was the much discussed Port Grouping Plan. In a carefully phrased speech which was loudly applauded, Mr. Tate explained the scheme to the 1953 Conference.

Mr. J. P. Bennett said the sub-committee had done a very good job. The grouping of the figures might not be right but they represented a stepping stone to something further and most of all it meant an increase in practically everybody's earnings.

No Conference vote was sought on it, but the ports were asked to give it

### FAST PILOT LAUNCH

**LEADER**, a fast pilot launch of new design and conception has been built at the Woolston Yard of Messrs. John I. Thornycroft & Co. Ltd. for the Corporation of Trinity House, London, who are carrying out experiments with her at the Needles pilot station.

The vessel was launched on June 1st, the naming ceremony being performed by Mrs. Noakes, wife of Captain G. C. H. Noakes, R.D., R.N.R. (Retd.), an Elder Brother of Trinity House.

It is expected that the vessel will be the first of a new class of fast pilot launch designed to ship the pilot direct from the shore to the vessel to be piloted.

The *Leader* has an overall length of 70 ft. and a beam of 15 ft. She is powered by two Rolls-Royce C.8 S.F.L.M. diesel engines giving her a speed of 15 knots.

### MEDWAY PILOTS

The Medway pilots applied for the assistance of the Association to bring about an amendment of the London Pilotage Order whereby a Medway pilot could be included as a representative of the London district on the London Pilotage Committee.

It is understood, however, that arrangements have now been made which have satisfied the Medway men that the particular requirements of their station will be adequately represented on the London Pilotage Committee.

careful consideration and report their criticisms to head office.

It was at this Conference that Sir John Inskip gave his last report as Secretary and Solicitor, and handed over to Mr. Griffiths who had been Assistant Secretary and Solicitor since October, 1949, the appointment being confirmed by Conference in the following year.

\* \* \* \*

Members are familiar with more recent negotiations on earnings which have been recorded in *The Pilot*. Ports are no longer grouped, at any rate on paper, but some of the fundamental principles of the original scheme into which Mr. Tate put so much hard work are in the calculations which have led to the recommended figures in the Letch Report.

### MONEY MATTERS

**THE** annual audited accounts printed in this issue were considered by the Executive Committee at their meeting in May and it was noted with satisfaction that there was a surplus of £320. 11. 1d. "We are still solvent commented Mr. Wynn, the treasurer, when presenting the statement of accounts. "We have not had to touch any of our investments so we didn't break too badly," he said, "and added that but for the increase in subscriptions the situation would have been very different.

The Chairman (Mr. Tate) said that very naturally they would now be able to reduce the expense in connection with special meetings which had been exceptionally heavy.

The Treasurer raised the question of the payment of subscriptions in accordance with the rules, and inquired as to whether a certain number of smaller ports were still members.

The Secretary was instructed to prepare a report for presentation to Conference showing the position of every member port up to September 29, 1957. Mr. Griffiths pointed out that there was no real excuse for confusion as receipts clearly indicated the period up to which subscriptions had been paid.

The meeting of the Executive Committee on board the *Wellington* on May 29th was attended by Messrs. D. H. Tatc, in the chair, H. J. Wynn, J. H. Innes, M. M. Marshall, L. R. Slade, D. Grainger, W. E. Spencer, R. B. Page, F. V. Janes, and C. D. Griffiths. Messrs. D. Main and S. Green were unable to attend.

### Obituary

#### ADMIRAL LORD MOUNTEVANS

former President of U.K.P.A.

**ADMIRAL** Lord Mountevans—"Evans of the Broke"—who died while holidaying in Central Norway on August 20th, was for twelve months President of this Association. He was elected at the Conference at the Holborn Restaurant in July, 1946, and greeted the pilots as "sea brothers" in his inaugural speech.

He entertained the delegates with references to the escapades of his early years including his career in the *Worcester*. "However," he said with just a touch of pride, "I did live to fly my full admiral's flag on board the *Worcester* when I was Commander-in-Chief at the Nore, and I did live to achieve the ambition of every one of the older sailors among you of commanding a sailing ship and sailing round the world as I did in Captain Scott's little *Terra Nova*.

He went on to say that he knew every port from which the pilots worked because in his varied career he had once had charge of the fishery protection and patrol service which took the little *Harebell* wherever fishermen went and a good many places where they did not go.

The pilots were delighted that such a distinguished and popular figure was at their head again—the lamented death of Lord Apsley in the war had caused the office to be left vacant for some years.

In July the following year, however, after declaring the diamond jubilee Conference of the Association open, the President sprang a surprise by announcing:

"For various reasons I am afraid I must offer you my resignation, because I have not 'pulled my pound' having had to go to South America and Norway largely owing to the last world war. Another reason: I have reached the pension limit of 65. During the war I worked on an average 98 hours a week and now I am working up a dead horse trying to complete some of my commitments. I think you should have a live President who can give you his whole time, and if possible one who is in the House of Commons."

It is a pleasant reflection on that last sentence that we have had Sir Peter Macdonald substantially fulfilling those conditions since 1949.

After forty years full of adventure in the Royal Navy, Admiral Sir Edward Evans, as he was then, took over the not less hazardous job of London Regional Commissioner for Civil Defence. It was largely his energy that reorganised London's shelter life and brought order out of the chaos that reigned when the 'blitz' began.

When the war ended he was one of seven barons created to increase the Socialist Government's representation in the House of Lords. He took his title from the Antarctic peak named after him—Mount Evans.

Three years after the death of his first wife, he married, in 1916, Miss Elsa Andvord, a Lady-in-Waiting to the Norwegian Royal Court. He was a personal friend of King Haakon.

Lord Mountevans had more than 30 decorations including many from foreign Governments and also held numerous awards for saving life at sea. Several works on Antarctic exploration, as well as boys' books, were written by him and his memoirs, "Adventurous Life," were published in 1946, the year he became President of the U.K.P.A.

His wife and two sons of his second marriage survive him.

Mr. G. D. CLELLAND, *Belfast*.

The pilotage service, and that of Belfast in particular, has suffered a great loss by the untimely and tragic death of Mr. George D. Clelland. He was out fishing with some friends while on holiday at Millishi, Co. Down and was accidentally drowned.

Mr. Clelland was a master with Messrs. J. Kely & Co. for many years and joined the Belfast pilot service in 1941. He was local secretary of the U.K.P.A. and those who met him at Conference some years ago will remember him as a cheerful companion.

He was 50 years of age and leaves a widow to whom we extend deep sympathy on behalf of the President and members of the Association.

Commander G. C. B. LILEY, R.N.R., Rtd.

**WE** regret to report the death, after a short illness, on May 26th of Commander G. C. B. Liley, R.N.R., Rtd. a member of one of the oldest pilotage families in Gravesend. He was the son of Mr. G. C. Liley, a River Thames pilot now living in retirement.

Commander Liley was born in 1895 and before becoming a Channel pilot in 1927, served his time in sail, afterwards transferring to steam when he was for a time with the Orient Line. He was choice pilot for the Royal Mail Lines.

He saw service in both wars; in the first he took part in the battle of the Falkland Islands and in the second served in Egypt. For a short period he was attached to the Isle of Wight Pilotage Service.

Members will join with us in an expression of deep sympathy with Mrs. Liley in her loss.

## UNITED KINGDOM PILOTS' ASSOCIATION

### Income and Expenditure Account for the year ended 31st December, 1956

Expenditure		Income	
1955	£ s. d.	1955	£ s. d.
105 To Printing, Postages, Stationery, etc.	104 15 9	2,209 By Members' Subscriptions due for 1956	3,574 0 0
171 " Preparing and Printing Magazine <i>The Pilot</i>	141 16 8	259 " Less Subscriptions in arrear	260 17 6
" Expenses of Conference and Officers' Travelling	564 13 3	1,950 " Subscriptions in arrear since collected	3,313 2 6
" Expenses attending same	1,217 16 4	474 " Entrance and Rejoining Fees	240 10 0
642 " President and Officers	47 5 0	79 " Sale of Badges	87 2 0
54 " Audit and Accountancy	1,222 10 0	— " Interest on Investments ( <i>less Tax</i> ):	130 4 0
1,078 " General Secretary and Solicitors, including all Office	26 13 6	100 3½% War Loan	100 7 2
17 " Expenses, Rent, Clerks, etc.	—	8 3½% War Loan	8 12 6
56 " Local Secretaries' Expenses	11 5 7	4 3% British Transport Stock	4 6 8
11 " Insurances paid on behalf of Members	10 10 0	16 Post Office Savings Bank	16 17 8
11 " Corporation Duty	100 0 0	— " Insurance Arrears collected	18 11 8
10 " Subscription, to Honourable Company of Master	14 15 0		
Mariners	327 11 1		
61 " Legal Expenses	£3,789 12 2		
— " Presentation to Mr. Webb			
— " Gratuities and Sundries			
113 " Surplus for the Year			
	£2,631		£3,789 12 2

## UNITED KINGDOM PILOTS' ASSOCIATION

### Balance Sheet as at 31st December, 1956

1955	£ s. d.	1955	£ s. d.	Valuation at
£	£ s. d.	£	£ s. d.	31.12.1956
INCOME AND EXPENDITURE ACCOUNT:				
6,369 Balance at 31st December, 1955	6,517 13 0	3,815 4,698	4,986 18 2	3 3½% War Loan
35 Add Expenses over-reserved	25 0 0	472 500	£500 3% War Loan	500 0 0
113 Surplus for the year	327 11 1	184 275	£251 3% British Transport	481 5 0
148	362 11 1	— Stock	275 6 0	161 18 8
6,517	6,870 4 1	£4,471 5,473	5,473 5 3	£4,158 19 1
79 PROFIT ON SALE OF SECURITIES	78 19 2	1,181 P.O. Savings Bank Account	1,209 3 2	
50 RESERVE FOR LEGAL EXPENSES	—	CURRENT ASSETS:		
		174 Cash at Bank	404 0 10	
		14 Interest Due	14 10 9	
		£6,842	£7,101 0 0	
196	£7,101 0 0			

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.

BRISTOL, April, 1957.

THE PILOT

Local Secretaries :

Aberdeen	.....	W. A. Gervaise	.....	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan	.....	R. N. Knox	.....	Pilot Office, The Harbour, Ardrossan
Barrow-in-Furness	.....	S. Green	.....	63, Furness Park Road, Barrow-in-Furness
Barry	.....	F. W. Llanfear	.....	6, Clement Place, Barry, Glam.
Belfast	.....		.....	Pilot Office, c/o Harbour Office, Belfast
Berwick-upon-Tweed		T. N. Richardson		Pier House, Berwick-upon-Tweed
Boston, Lincs.	.....	A. V. Howard	.....	25, Main Ridge, Boston, Lincs.
Brixham	.....	E. J. Mardon	.....	Ridley, Berry Head Road, Brixham
Cardiff	.....	S. L. Duggan	.....	Polwithen, Pen-y-Bryn Road, Cyncoed, Cardiff
Clyde (Gourock)	.....	D. M. Main	.....	Ashtower, 22, Victoria Road, Gourock
Cinque Ports	.....	Robert S. Percy	.....	60, Leybourne Road, Dover
Dartmouth	.....	R. R. Gatzias	.....	24, Lower Street, Dartmouth
Falmouth	.....	E. Carlyon	.....	Pilot Boat Association, 14, Arwenak Street, Falmouth
Fowey	.....	M. Hingeston-Randolph	.....	Lamorna, Fore Street, Polruan-by-Fowey, Cornwall
Glasgow	.....	J. H. Innes	.....	16, Belhaven Terrace, Glasgow, W.2
Gloucester	.....	L. C. Taylor	.....	Pilotage Office, Sharpness, Glos.
Goole	.....	H. Richman	.....	Concord, Thorn Road, Hedon, Hull
Grangemouth	.....	A. McArthur	.....	Pilot Office, The Docks, Grangemouth
Gravesend (Sea)	.....	G. L. Baker	.....	38, Whitehill Lane, Gravesend
Hartlepool	.....	T. Pounder	.....	16, Gladstone Street, Hartlepool.
Harwich	.....	K. C. Davis	.....	9, Queen's Road, Dovercourt
Hull	.....	D. Grainger	.....	Humber Pilots' Society, 50, Queen Street, Hull
Ipswich	.....	W. Steele	.....	45, Dereham Avenue, Ipswich
Isle of Wight (Inwd)		K. E. Powell		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	.....	Saga, 28, Northridge Road, Gravesend
Londonderry	.....	C. M. O'Donnell	.....	3, Oakfield Drive, Londonderry.
Middlesbrough	.....	W. E. Guy	.....	27, Barker Road, Linthorpe, Middlesbrough
Newhaven	.....	W. Cross	.....	62, Hill Crest, Newhaven, Sussex
Penzance	.....	A. de Rauffignac	.....	Pilots' Lookout, South Pier, Newlyn
Plymouth	.....	E. Rogers	.....	Pilot Office, 2, The Barbican, Plymouth
Poole	.....	A. W. James	.....	15, Harbour Hill Crescent, Poole, Dorset
Portsmouth	.....	W. F. N. Quinton	.....	Trinity House Pilots, Victoria Pier, Portsmouth
Port Talbot	.....	E. Hare	.....	8, Bath Street, Port Talbot.
Preston	.....	H. Halsall	.....	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	.....	R. J. Martin	.....	Trewyn, Higher Ayr, St. Ives
Sheerness	.....	G. H. Taylor	.....	56, Minster Road, Sheerness
Shoreham	.....	A. J. Blaker	.....	26, Glebe Close, Southwick, Sussex.
Southampton	.....	K. J. Hutchings	.....	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
Workington (Whitehaven and Maryport)	.....	J. R. Tennant	.....	Brooklyn, Crow Park, Whitehaven, Cumberland
Wisbech	.....	E. M. C. Dale	.....	90, Edinburgh Drive, Wisbech
Yarmouth	.....	C. Bewley	.....	35, Sussex Road, Gorleston-on-Sea, Yarmouth