

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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August, 1940.

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1939-1940 OF THE

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THE PILOT

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The weeks immediately following the issue of "The Pilot" in May saw unexpected developments in the war situation and with the growing menace to these islands, it was decided to postpone the Conference which had been arranged for June 18th and 19th. Although the daily round in London has not been disturbed by unwelcome visitors and life proceeds as normally as war conditions permit the danger of invasion has not receded, as the Premier warned the Country very recently and no one will question the wisdom of the decision not to hold the Conference on the dates arranged. In these times we do not look far ahead with any certainty but a marked improvement in the situation would enable the Executive to consider the possibility of holding a Conference, or, perhaps a General Meeting in the Autumn. The Executive have not met since March but the Secretary, of course, keeps in touch with them and they will probably come together again next month.

DO YOU WRITE ?

It was felt that in the meantime there should be an issue of "The Pilot". We usually have one about this time recording the proceedings of the Conference and while the current number lacks that feature it will serve the very useful purpose of letting members know that their interests are being carefully watched.

Sir. John Inskip has contributed a special report on the work of the five months since the March meeting of the Executive. We read little of the part which the pilots are playing in the war. That is inevitable but it is a very important part and we hope when peace comes again to reveal it fully in this little magazine. Men living dangerously as the pilots are, do not readily take up the pen to record their experiences but it would be helpful if we could be collecting material useful for inclusion in a comprehensive account of the achievements and sacrifices of the service. There must be many stories of torpedoings, minings, and bombings in which pilots by their calmness and resourcefulness have averted disaster. They must not be allowed to flicker out with fading memory in years to come.

THE HONOURS OF VICTORY.

There have been accounts in the newspapers and on the wireless of deter-

mined aerial attacks on convoys passing through the narrow waters of the English Channel. We have been thrilled by the supreme courage of our airmen going up against odds and routing them, but the honours of victory are shared by those on the ships below. They are the targets for the bombs, and even at ten or twelve knots are relatively slow-moving targets. They owe their safety in no small measure to the skill of the pilots. While regarding the present we must be discreetly silent and the future is all unknown there is no harm in recalling the past. Let us go back to the early thirties in the life of the Association and while refreshing the memories of the older members, not weary, we hope, the younger ones who in those days were more concerned with safety pins than brass buttons.

TWENTY-FIVE YEARS AGO.

Twenty-five years ago, we had just entered the second year of the First Great War. For 1915, Conference had accepted an invitation to Hull but that event did not materialise until June 1919. Instead, there was a meeting of Officers on May 14th at Anderton's Hotel, Fleet Street, London a place of many associations to which the pilots contributed not a little, but alas, its career has ended. Of those who attended only a few remain, among them, Mr. Michael Joyce, then a Member of Parliament and President of the Association, Sir John Inskip, Captain Harry Davis, and the Editor of "The Pilot" as "official reporter", the magazine being no more than an idea at the back of our minds at that time. It was the custom then to produce a booklet giving an extended report of the proceedings. Many of the older members have preserved copies of the "proceedings" and must get a lot of interest from looking through the pages.

IN A FRIENDLY WAY.

Our attention is attracted by passages in the President's address in 1915. They might have been written for today:

"With regard to the war, I am sure that it has hit our people in a good many ports. In some ports, perhaps there has been an acceleration of trade, and from a monetary point of view our people have not suffered; but in a great many ports they have suffered, notably in the small ports, because trade has been more or

less stagnated. Difficulties have arisen in various places with the authorities, but we are living in abnormal time and it would never do, to my mind, to start a fight with any Government Department or any body controlling pilots. In a friendly way we will try to get over any difficulties that may arise, but when you are face to face with the fact that the Government, and especially the great Departments — the Admiralty and the War Office—are placed in a very strong position by the Defence of the Realm Act, it would be hurtful rather than servicable to raise any row in the House of Commons which might bring us into collision with those Departments."

In the discussions which followed various problems were dealt with and some of them are with us to-day.

MARCH 1918.

In 1916 and 1917 similar procedure was followed but in March 1918 there was a general meeting in London and nearly 60 officials and delegates attended. They included quite a number who to this day take a very active part in the work of the Association, notably Mr. Bernard C. Webb, who came as the Glasgow delegate, Messrs. Harry Smith, J. A. Sparrow, N. Woolcock and H. J. Wynn from Gravesend, Messrs. George Richardson and J. M. Holland from the Humber, Messrs. Lewis Jones, Andrew Wilcox and Arthur Evans from Liverpool and Mr. J. Jones from Cardiff, and the Sir John of today was then Lieut. J. H. Inskip. There was a ceremonial opening attended by the Lord Mayor, the Sheriffs, Dr. T. J. Macnamara, who was then Parliamentary Secretary to the Admiralty, and Mr. T. W. H. Inskip, now Viscount Caldecote, Secretary for the Dominions. On the second day Lord Beresford, the famous Admiral was present and made a typical fighting speech. We have just read it again and some of its passages are so applicable to current events that if we attempted to reproduce them the censor would probably raise objections!

VICTORY CONFERENCE.

In February and March, 1919, there were officers meetings in London and then came what was called the "Victory Conference" at Hull in June. It lasted four days and the proceedings including many speeches at various functions, occupied a booklet of more than 60 pages. Apart from the fact that the generosity of the entertainment was in striking contrast to the strict rationing of the closing period of the war, the Conference was one of the most momentous in the history of the Association. We will quote some passages from the introductory notes to the report:-

"During the war the Association was not free from the spirit of unrest which had its influence on the life of the entire

(continued at foot of next column)

Here and There.

A well known Southampton pilot Mr. A. E. Gadd is "Captain" of the Southampton Master Mariner Club known as "The Cachalots". The majority of its 350 members are in the services but the club is continuing with its activities somewhat curtailed.

The new submarine chasers which are being built for the Royal Navy, will be classed as "corvettes", according to a Canadian Government announcement. They will bear little resemblance to the ships originally given that classification by the French, which were flush-decked full-rigged ships of under 20 guns and without quarter-deck.

In the days of the old East India Company, portside cabins on the outward journey always cost more than those on the starboard because they escaped the afternoon sun. On the return voyage the reverse applied, so the most comfortable and expensive way of travelling was "Port Out, Starboard Home". That put briefly is "Posh" and it has been suggested that it is the origin of the word in common use today. On the other hand it may be no nearer the mark than the popular impression that "S.O.S." came from the words "Save our Souls".

"Generally, the shipping position for this country in the eleventh month of the war is distinctly better than could have been expected last September, . . . while anything in the nature of overconfidence is to be shunned there is no need at all for Great Britain to be downhearted about the way it is being served by its shipping. There is actually much reason for encouragement in the changes that have taken place during the last few months". —

Shipbuilding & Shipping Record.

(continued from previous column)
community, and this culminated at the Hull Conference in a decision to enter into the alliance of the various sections of the Mercantile Marine known as the Seafarers' Joint Council, and also the organisation embracing the Merchant Services of many nations under the title of the International Seafarers' Federation, who, at Glasgow in 1914 thought for one moment that in five years events would move so rapidly?."

These alliances remained in the forefront of the affairs of the Association for some years but ultimately there was a return to the original status and today the U.K.P.A. is as strong in membership, financial resources and influence as it ever was.

PROBLEMS OF THE WAR CONDITIONS

Association's Constant Watch on Pilots Interests

By Sir John H. Inskip, K.B.E.

THIS REPORT is intended to deal with the more important matters which have been engaging my attention since the last Executive Meeting on March 7th, 1940, a report of which appeared in the May issue of "The Pilot." In the ordinary course I would have presented an annual report to Conference which would have dealt fully with all these and other matters of general interest to pilots.

In the main the matters dealt with have been problems arising out of war conditions, and these have been, and continue to be, disposed of one by one without up to the present presenting any difficulty requiring a meeting of the Executive Committee. It is proposed, therefore, to report more fully than is usually done in the quarterly epitome upon the various matters, and members will be able to gather from this report that the Association has been very active in the interests of its members generally, and also on behalf of particular ports who have had domestic problems to settle.

1. Compensation for War Injuries and Detention.

This matter has continued to engage my attention, but it is still under consideration by the Ministry of Pensions. The proposal reported to the Executive Committee at its last meeting was that with a view to getting over the anomaly of a senior pilot receiving a lower pension than a pilot of perhaps one or two years' standing owing to the basis of pension being dependent upon the tonnage of vessels piloted during the twelve months preceding the accident this period should be increased to three years. Even this did not remove the objection, which has been expressed from many quarters, to the proposed scheme so far as it affects the pilots, and I am still in communication with the Ministry of Pensions and the Ministry of Shipping with a view to arriving at a more equitable scheme.

It has been pointed out to the Ministries that, for instance, so far as the Port of London is concerned, the average tonnage of vessels now being piloted is smaller than ever and the pilots are very concerned as the risks do not lessen with the size of the vessel piloted. It seems unfair that a pilot who has handled the largest ships for a number of years, and who possesses the highest qualifications, should find himself compensated for war injuries on a lower basis than a very

junior pilot with not more than one or two years' experience, but as the scheme stands at present, this would happen quite frequently.

2. Proposed Relaxation of War time Compulsion.

There has been a move by local ship-brokers and shipowners on the Humber to get a relaxation of war time compulsion and I have been in correspondence with the Admiralty and the Ministry of Shipping and had a meeting with representatives of the Humber pilots with a view to countering this move. The present compulsion was introduced following the war as a navigational safeguard, not only on the Humber, but at other ports, and it is surprising, therefore, to find any proposal to relax this measure of compulsion at one port and not at others, but that is what is proposed, because I have heard of no similar steps at other ports. It has been pointed out too that the present state of affairs hardly justifies any relaxation in the conditions which it was thought prudent to impose at the commencement of the War, particularly so far as the East Coast is concerned. Further, I have pointed out that from the point of view of affording protection to a port in time of war, it did not seem that the smaller vessels presented any different problem from the larger vessels.

The Humber Pilotage Authority appear to have fallen in with a request from the Flag Officer, Humber, to draft an amendment of the Humber Public Traffic Regulations to bring about the proposed relaxation, but it is now understood that this proposal had not, as the Authority thought, received any consideration by the Admiralty.

3. Temporary Pilots.

A number of ports are making by-laws providing for the licensing of temporary pilots, and many of these have joined the Association. It is hoped that every effort will be made to get these temporary pilots into the Association during their period of service.

In this connection, I have had some correspondence with the Wisbech pilots who are concerned with regard to the contribution by temporary pilots towards the cost, upkeep and running expenses of the cutter which is owned by the pilots. The complication arises from the fact that some of the pilots have left the

service temporarily and will not, therefore, be contributing towards this cost. It is essential that a sufficient contribution be received from the temporary pilots, who will be using the cutter without having any rights of ownership. The matter may require some adjustment, but it ought not to be difficult to come to a satisfactory arrangement.

DUNDEE. This long outstanding matter is gradually being cleared up. The Dundee basic pilotage rates were made subject to a reduction of 37½ per cent. some years ago and the Ministry of Shipping has now reduced this reduction to 15 per cent., which the pilots have accepted upon the understanding that a bye-law will now be confirmed cancelling the present bye-law 52 under which the pilots receive a weekly wage of £4, which is supplemented at the end of the year by such amount as the Authority may decide to award out of any balance in the Pilot Fund. The pilots have been agitating for a long time to free themselves from this most unusual arrangement, and the Authority has at last agreed to promote a bye-law which will bring the Dundee pilots into line with every other pilotage district.

In order to get this vital matter through, the pilots have agreed to postpone until after the war consideration of certain other matters which have been under discussion.

BELFAST. The revision of the bye-laws has now been completed by agreement, subject to the pilots reserving the right to re-open after the war certain matters which have been under discussion for some time. The pilots have temporarily waived their objection to certain existing bye-laws in order to get the new code of bye-laws into operation.

DEE. This matter continues to be a very troublesome one, and I have had considerable correspondence and have also attended a meeting at Trinity House, which was attended by representatives of the shipowners and the sub-commissioners.

The Dee pilots continue to receive a very inadequate remuneration and every effort has been made to obtain by agreement with the shipowners a satisfactory increase. The best offer forthcoming was an additional 5/- per trip, which was to be regarded as a "danger bonus." It has been pointed out that the pilots were not asking for any danger bonus, but for a rate which would provide them with a reasonable living quite apart from war conditions. In 1938 the Dee pilots received no more than £117, and it therefore, appears somewhat unnecessary to stipulate that any increase granted to the Dee pilots should not be regarded as a danger bonus to be withdrawn as soon as the war is over.

I have had to take this matter up strongly with Trinity House, although it is only fair to remember that the Elder Brethren have only recently taken over the Dee Pilotage District from another Authority and that they are in no way responsible for the present condition of the pilotage service on the Dee.

The proposed increase of 5/- per trip would, on the basis of the last four months, have produced no more than £97 per annum for division amongst four pilots who are at present working the Dee service, as compared with seven before the commencement of the war. The pilots are asking for an increase which will provide at least £250 net per annum for the minimum number of pilots, which

I have always understood to be six. The Association will continue to press for a reasonable increase and the matter is now again before the Ministry of Shipping.

LONDON. The Cinque Ports, Channel and North Channel pilots have received an increase of 23½% to the rates applicable to sea pilots, which with the existing increase of 13½% makes a total increase of 40% over the basic rates. This was granted following an interview with representatives of the pilots on the 16th February and a further interview which I had at Trinity House on the 28th March.

The application for an increase by the river Thames pilots had to be separately dealt with and is now under consideration by Trinity House whose decision is expected now almost at once.

GOOLE. I have been in correspondence with the pilots and the Ministry of Shipping in reference to an application for an increase in rates. On the 9th July a bye-law was confirmed granting a temporary increase of 33½% on the existing rates.

KING'S LYNN. There has been further considerable correspondence with the Ministry of Shipping and the Pilotage Authority, from whom certain information has been asked for by the Ministry of Shipping before a final decision can be made on the pilots' application for an increase. It is understood that this matter will be dealt with on the same lines as the Goole application, that is to say, by means of a temporary increase pending further consideration of the matter in the light of the information to be furnished by the Authority, and an early decision is expected.

BLYTH. The Blyth pilots have been considering an application for an increase and I have had some correspondence with them but no application has been made at present.

WHEN PEACE COMES

Need of Shipping Strength Recognized by Government.

* * *

A Government White Paper issued on August 6th contained a great deal of interesting information for the shipping community, and the references to the industry after the war have an important bearing on the pilots' living. Agreements reached as the results of negotiations between the Ministry of Shipping and the Chamber of Shipping and the Liverpool Steam Ship Owners' Association for the requisitioning of British ships either for particular purposes or in accordance with general policy are included in the memorandum.

It is recorded that in the course of the negotiations the two shipping bodies "called attention to the difficulties with which the British shipping industry would find itself confronted at the end of the war in replacing vessels lost through marine or war risks or rendered obsolete by age, and they also expressed apprehensions regarding enhanced competition from foreign shipping.

TONNAGE REPLACEMENT.

"A Tonnage Replacement Scheme is designed to go some way towards enabling ships lost by war risk to be replaced, but the scheme, which is a scheme of insurance, cannot, by its very nature, guarantee that funds will be available to the extent necessary to enable owners to replace after the war even those vessels which are lost through war risks, and that it does not deal with the need of replacement which may arise from other causes.

"His Majesty's Government felt bound to take the view that the rates of hire to be paid for the use of the vessels during the war should be based upon a proper allowance for running expenses, a proper provision for current depreciation, and a reasonable return on capital. They were unable to agree that it would be proper to include in these rates, the cost of which would fall on the community during the war, any allowance towards making good past arrears of depreciation (apart from the allowance for accruing depreciation) or towards building up provision for replacement in the future.

"At the same time, His Majesty's Government recognize that their predecessors in office in 1939 found it necessary to formulate a number of proposals for according financial assistance

(Continued on page 8)

DARTMOUTH. I have a good deal of correspondence and have also discussed the matter at Trinity House. The Dartmouth pilots have been through a difficult period and there is a good deal that requires to be cleared up in order to put the pilots on a satisfactory footing so far as their earnings are concerned. Matters are still under consideration and I have been in constant touch with the local Secretary.

SUNDERLAND. I have been advising the pilots with regard to an application for an increase in their rates and the matter is still under consideration, but no application has yet been made.

HUMBER. The pilots have felt compelled to make an application for an increase in their pilotage rates and charges, and at the moment I am waiting to hear the result of the approach which the pilots are making to their Authority. The decision to make this application was taken at a meeting which I had here with three representatives of the Humber pilots.

ST. IVES. The pilots have been in touch with me with a view to an application for an increase in their rates. The local shipowners have since granted an increase of 5/- per ship and the pilots are therefore seeing how this will work out.

HARTLEPOOL. The pilots have received a restoration of the ten per cent. cut which had been in operation for some time.

Various matters of minor importance have been referred to me from other ports, but these are hardly of sufficient general interest to call for special mention in this report. I have had a considerable amount of correspondence with pilots at different ports on various matters, but in the main these points have been mentioned in the May issue of "The Pilot," and hardly call for further notice now.

MEMBERSHIP.

The membership of the Association keeps up remarkably well and since the last Executive meeting on March 7th in London, 30 new members have been enrolled, including a few temporary pilots. As against this there have naturally been a few withdrawals, temporary or otherwise, but in many cases pilots who have left the service temporarily in order to join H.M. Service or take up war duties of another kind are retaining their membership of the Association and continuing to pay their contributions. It would be difficult to give an accurate figure of these withdrawals at the moment but in the next issue of "The Pilot" it will be possible to give more information on this point which will be of general interest to members.

LOSSES AT SEA

Admiralty's Policy keeps the Germans Guessing

* * *

Pilots get to know a lot of what is happening at sea under war conditions and probably realize the good reasons the Admiralty has for much of its secrecy. There may be some, however, who think the country "could take it" and should be told more. The more important point, however, is that the enemy should not know and once these things get into the papers and on the wireless or even talked about, Germany hears of them fast enough.

The great thing is to keep the enemy in the dark, lest he is able to profit by past successes — and failures — and damage us more effectively.

Some of the fantastic figures which are mentioned in the German reports may not be sheer exaggeration for the mere love of lying. Only a week or so ago they claimed to have sunk 1,267,007 tons of merchant shipping in the previous five weeks. Yet at the time that claim was made we had not lost that amount of shipping since the war started. The Germans get their starting figures by lumping together the shipping they think they have sunk and the shipping they have damaged. You who know the sea conditions will realise that from a plane travelling at well over five miles a minute and many feet above the sea target a close shot might easily seem to be a direct hit. Even when attacks are made by dive bombers the target is often hidden by huge fountains of water and the airman is quite unable to say whether he has obtained a direct hit. So he gives himself the benefit of the doubt.

Then how can the enemy know very precisely what damage is done to shipping by mines? It is impossible for them to keep constant watch over the minefields. They would like us to tell them what the damage is. In the early part of the war our naval Authorities did so, giving details of how, when and where merchant ships were lost. We are wiser now and try to avoid giving them any help in deciding the best places to lay mines or the most successful types of mine to use. The same applies to the attacks by air craft and submarines. In withholding

(Continued on page 8)

Obituary.

* * *

Sir James H. Readhead, Bart.

A Good Friend of the Pilots.

The pilots have lost a very good friend by the death of Sir James Halder Readhead, Bart., who was elected an Honorary Vice-President of the Association at Newcastle-on-Tyne last year. He died suddenly at his home, Kirkby Hall, Ponteland, Northumberland on May 8th, and was 61 years of age.

When he was elected an Honorary Vice-President it was said of him by Mr. M. Marshall "We on the Tyne know him as a benefactor of the South Shields and the Tyne as a whole".

Sir James entertained the Conference delegates, visitors and ladies to luncheon in Newcastle but unfortunately another engagement prevented him attending. His nephew, Mr. G. H. R. Towers presided and his daughter Mrs. H. M. Coatsworth was present. The former has been appointed Managing Director of Messrs. John Readhead & Sons, Ltd., Shipbuilders of South Shields, a position Sir James combined with that of Chairman. Mr. Towers has been twelve years with the firm. Mr. Coatsworth, who has been concerned largely with the engineering section of the firm's activities has joined the directorate.

Educated at Fettes College, Edinburgh, Sir James received his technical training in the family shipyard.

In 1906 he married Miss Mary Evelyn Readhead, of South Shields, and he is survived by his widow and three daughters. Sir James succeeded his father to the baronetcy in 1930.

Sir James was kindly, unpretentious and took a keen personal interest in the welfare of his employees and was held in high esteem by them.

* * *

Mr. T. Hunter, Tees pilot of 24 Kensington Road, Middlesborough, is presumed to have lost his life when the ship he was piloting was blown up. Mr. Hunter was a first class pilot and 57 years of age.

* * *

Mr. B. D. Vincett, Channel pilot died on June 10th, after six months' illness, aged 59. He leaves a widow and two brothers, both of whom are in the Channel service. Mr. Vincett served his apprenticeship in sail and was appointed to Trinity House Pilotage Service in 1913.

HISTORIES of the SERVICES.

No. 2 THE TYNE (conclusion)

In the May and July issues of "The Pilot" last year appeared instalments of the history of pilotage on the Tyne prepared by Mr. John Bone Junr. Under war conditions again a new chapter is unfolding but it cannot be written yet. Mr. Bone's account, however, should not be left "in the air," so to say, and we have pleasure in printing the concluding section which takes the story to the eve of the Tyne Conference last year, when many of us had the pleasure of visiting the smart motor launch "Vigilant" which he mentions was ordered in the previous year.

At the end of the previous instalment, Mr. Bone mentioned that between the years 1852 and 1855 the pilots had out of their own pockets provided at different times the cost of four steam vessels to act as pilot vessels in bad weather. He continues:—

During the time they were not thus employed they acted as tugboats, though it would appear that income from this source was credited to management expenses. Eventually the Board agreed to provide a steam vessel when necessary and pay for it out of the Boarding Fund instituted in 1885. After paying each year for the hire of a vessel, which in one year alone amounted to £1,550 this Fund by 1906 stood at £11,000 when it was decided that the time had arrived for a steam cutter to be obtained for the whole time use of pilots.

"PROTECTOR"

In 1907 the pilot cutter "Protector" was built to the order of the Commission by J. P. Rennoldson & Sons, South Shields and the system of seeking in cobbles abolished.

Assistants now had to serve five years probation aboard this vessel, one year in sail and one in steam.

The "Protector" was 110 feet long with accommodation for 19 pilots and gave very satisfactory service during her short life. About the same time the twin screw vessel "Miner" was purchased from the War Department to act as an outward tender and relief vessel.

Owing to the growth in the size of ships using the port it was considered that the step from "acting order" (500 tons) to "branch" licences was too great. In November 1904 second class

licences were introduced limiting pilotage to ships of 800 tons net and these three classes of licences continue to the present time.

A candidate must now, apart from the present probationary period of six years as assistant serve at least two years each as acting order and second class before applying for a first class licence.

The outbreak of war in 1914 made the Tyne ports along with others a compulsory pilotage district and saw the passing of constant pilotage except for new vessels built on the river.

On 31st December, 1916, during the early hours the "Protector" whilst on station was sunk, presumed by enemy action, with the loss of all hands, a total of 19 men.

"QUEEN O' THE MAY"

In 1917 the Commission purchased the "Queen o' the May," a steam yacht originally owned by the Coats family of cotton thread fame. This vessel has proved particularly suitable as a pilot vessel and though expensive to run, has given yeoman service throughout her 22 years of piloting.

In 1920 the "Miner" was considered no longer suitable and was sold. At the same time a motor launch was obtained for the outward service. This vessel the "Tertia" was lost shortly afterwards. To relieve the "Queen o' the May" the Commission purchased the steam drifter "Britannia" which after conversion was found to be a wet and uncomfortable sea boat.

To replace the "Tertia" the "Sheldrake" was next obtained. This vessel was also unsatisfactory, not being sufficiently strong for the rigours of the service and in 1925 Mr. J. G. Mitchelson of South Shields was commissioned to build two motor launches the "Tyne" and "Team" to work the outward service.

In 1925 the "Queen o' the May" was involved in a serious collision when, unfortunately, two pilots were lost. Following this accident the vessel was re-boilered. A fire in the "Tyne" led to her being rebuilt in 1936 and fitted with a diesel engine.

In 1938 the unsatisfactory "Britannia" was sold for scrap and a new diesel motor launch to be named "Vigilant" ordered from Messrs. Walter Reekie of St. Monance.

In 1905 Mr. A. L. Ayre followed Mr. John Purvis as Pilot Master and retired

PILOT MASTERS.

in 1908 when Capt. Chas. K. Sergent was appointed. He was followed by Capt. L. M. Lamb in 1915 and on his

decease in 1932 Mr. William Marshall succeeded after serving 25 years as deputy.

Under the Pilotage Orders Confirmation Act, 1922, the Board became known as the Tyne Pilotage Authority with an authorized composition of twelve members, viz., three members of the Tyne Improvement Commission, three shipowners appointed by the North of England Shipowners' Association, three members of the Trinity House of Newcastle-upon-Tyne and three pilots elected annually from their number.

Mr. James Robinson followed Mr. George Lyall as Secretary in 1893 and on his decease in 1916 Mr. Arthur Surtees succeeded.

Mr. John Thomson became the present Secretary on the retirement of Mr. Surtees in 1937 after over 50 years in the service.

Mr. Roger Clayton and Mr. Geoffrey S. Clayton, the present Law Clerks, followed Messrs. T. C. Lietch, J.P. Dodd and T. Y. Bramwell, all succeeding members of a firm which has been associated with the office since the inception of the Commission.

Thus, this humble endeavour to record some of the outstanding events of pilot-

age history on the Tyne over a period of four hundred years concludes.

Successing generations of pilots have ever been proud of the progress of a river that once knew only the collier brigs and to-day produces and accommodates many of the largest and latest ships afloat. They are likewise jealous of its high reputation and in their turn are always ready to demonstrate their skill in the safe handling of vessels plying its narrow waters.

The Tyne, once a shallow and dangerous stream inundated with sandbanks, has been transformed into one of the safest of modern waterways and a great world port, due chiefly to the ability, resourcefulness and pertinacity of the Tyne Improvement Commission which for the last 88 years has watched so closely over its development. It was not, like many of our other ports, endowed by nature with the essentials of commercial greatness in an age of big ships and what nature denied has had to be supplied by man.

Time has shewn with what depth of foresight the Tyne Improvement Commissioners worked and justified their faith in the possibilities of the river and their confidence in the future. With them the pilots of the Tyne have been ever ready to co-operate and support.

When Peace Comes.

(Continued from page 5)

to British shipping which they invited Parliament to authorize by the British Shipping (Assistance) Bill, 1939. The progress of this legislation was interrupted by the outbreak of war, but the necessity of maintaining the British Mercantile Marine in adequate strength and in a position of full competitive efficiency is recognized no less strongly by the British Government today. They, will therefore, keep this question constantly in mind as one with which it will be necessary to ask Parliament to deal in due course."

The White Paper (Cmd. 6218) is published by the Stationery Office at 4d.

Losses at Sea.

(Continued from page 6)

such information we are only doing what the Germans have been doing for a long time. They never publish their losses in men-of-war and merchant ships and do not mention cases of damage unless they are convinced that the world knows of them — and not always then.

So when you hear the fantastic German claims the correct deduction is not that our people are telling only a part of the truth but that the policy of keeping the enemy guessing is succeeding. That is just what is wanted.



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Mr. G. N. RICHARDSON, 853, Anlaby Road, Hull

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Mr. H. A. SMITH, "Harlech," The Avenue, Gravesend.

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LOCAL SECRETARIES:

ABERDEEN	J. M. Wyness	2, Belvidere Crescent, Aberdeen.
ARDROSSAN	J. A. Cunningham	The Harbour, Ardrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor	164, Balke Street.
BARRY	C. Carpenter	Pilotage Office.
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BLYTH	F. Henderson	"Fairview," Ridley Avenue, Blyth.
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BOSTON, LINCS.	G. W. Wilkinson	"Torinana," Rochford Crescent, Boston, Lincs.
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BURNTISLAND	Andrew Gilmour	Salinas Villa, Heriot Gardens.
CARDIFF	D. Edger Morris	13, Woodland Place, Penarth, Glam.
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DUNDEE	D. Grafton	2, Kiffin Terrace, Law Crescent, Dundee.
FALMOUTH	Duncan Robinson	Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD	A. Wright	12, Armour Street, Fleetwood.
FOWEY	James Salt	Seaside Cottage, Polruan, Cornwall.
GLASGOW	A. A. Love	8, Frikland Street, Glasgow, W.2.
GLOUCESTER	L. C. Taylor	Pilotage Office, Sharpness.
GOOLE	H. Cowling	17, Brindley Street, Holderness Road, Hull.
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GRAVESEND (River)	Geo. W. Coles	14, Warner Street, Gravesend.
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HARTLEPOOL	J. T. Nicholson	73, Church Street, West Hartlepool.
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ISLE OF WIGHT	W. Akerman	"Craig-y-don," Princes Esplanade, Cowes, I. of W.
KING'S LYNN	J. W. Reed	Friars Road, 5, Whitefriars Road, Kings Lynn.
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LONDONDERRY	John McLaughlin	Pilot Station, Innishowen Heads, Co. Donegal.
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METHIL	J. R. Davidson	"Glen Coval," Macdonald Street.
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MILFORD HAVEN	R. J. Powrie	31, St. Ann's Road, Hakin, Milford Haven.
NEWHAVEN	E. W. Chidgey	"Quarlock," Hillcrest, Newhaven, Sussex.
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PORTSMOUTH	R. R. Russell	10, Grand Parade, Portsmouth.
PORT TALBOT	G. C. Fairweather	57, Tan-y-Groes Street.
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St. IVES	W. H. Treloar	14, Barnoon Terrace, St. Ives.
SANDWICH	G. Lurnbard	Chilton Farm Cottage, Pegwell Bay, Ramsgate.
SHEERNESS	P. J. Hannan	113, Minster Road, Sheerness.
SHOREHAM	A. J. Blaker	"Braesida," Old Rectory Gardens, Southwick,
SOUTHAMPTON	J. H. A. Smith	Pilot Office, 32, Queen's Terrace. [Sussex.
SOUTH SHIELDS	R. Marshall	12, Green's Place.
SUNDERLAND	R. Wilkinson	"Cordova," Park Lea Road, Roker.
SWANSEA	J. G. Byrne	Pilot House, West Pier.
TRENT	Robert Acaster	30, Cranbrook Avenue, Hull.
WISBECH	I. P. Burton	35, Custom House St., Sutton Bridge, Wisbech.
YARMOUTH	C. H. Burton	4, Elm Grove Road, Gorleston.

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