

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3. Vol. 22.

August, 1942.

IN THIS ISSUE.

AGENDA FOR THE FIFTY-SIXTH
CONFERENCE

to be held at the
HOLBORN RESTAURANT, LONDON
SEPT. 30th & OCT. 1st, 1942

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ACCOUNTS & BALANCE SHEET FOR 1941

+ + +

Executive Committee Meeting

Head Office of the Association :

No. 13, SMALL STREET, BRISTOL.

Sir JOHN H. INSKIP, K.B.E., Solicitor and General Secretary
to whom all communications are to be addressed.

THE PILOT

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No. 3. Vol. 22.

August, 1942.

CONFERENCE AGENDA

1. Conference opens at 10 a.m. on Wednesday, September 30th, 1942 at the Holborn Restaurant, London.
2. Report of Secretary and Solicitor.
3. Debate on the Report.
4. Report of Finance Committee (Balance Sheet on Pages 6 and 7).
5. Resolutions of which notice has been given. (See below).
6. Post-war Pilotage Problems.
7. Pilotage Rates.
8. Pilot Benefit Funds.
9. Pilot Cutters.
10. Any other Resolutions or matters to be brought forward by or with the consent of the Executive Committee.
11. Election of Officers.
12. Appointment of Auditor.
13. Date and place of next Conference.
14. Any other business.

RESOLUTIONS

CINQUE PORTS BRANCH.

"That, in view of the increasing work which the Secretary of the United Kingdom Pilots' Association is doing, this Conference should give consideration to the question of Sir John Inskip, Secretary of the United Kingdom Pilots' Association, being given authority to appoint an assistant."

SOUTH SHIELDS.

"That the Executive Committee consider the unfavourable position of those pilots who, suffering injury while following their employment, do not come within the scope of the workmen's Compensation Act."

EXECUTIVE COMMITTEE VACANCIES

1. In accordance with Rule 11 the three members who have been longest in Office must retire from the Executive Committee.
2. One of the retiring members will be **Mr. J. H. A. SMITH** (Southampton) who was last elected in 1937.
3. The other retiring members will be two of the following members, all of whom were elected in 1938 namely:
Mr. J. J. JONES (Cardiff). **Mr. J. A. SPARROW** (Gravesend Channel).
Mr. A. H. WILCOX (Liverpool). **Mr. M. M. MARSHALL** (South Shields).
4. Rule 11 provides that failing agreement amongst the four last named members, the two to retire this year shall be determined by lot. Those two of the last four mentioned members who do not retire this year will do so at the following Conference.
5. The three retiring members are eligible for re-election without nomination.
6. In addition to the three vacancies created by retirement as explained above, there will be two casual vacancies to be filled due to the resignation in the course of the year of **Mr. H. A. SMITH** (Gravesend River) and to the retirement from service of **Mr. C. F. Young** (Manchester).
7. These two casual vacancies were filled by the Executive Committee in accordance with Rule 11 by the appointment recorded elsewhere in this issue of **Mr. G. WINDASS** (Gravesend River) and **Mr. F. S. CHESTERFIELD** (Humber) who were appointed to fill these two vacancies until the next Conference, and who are also eligible for re-election without nomination.
8. In addition to the five retiring members, the following will stand for election having been duly nominated:—
Mr. J. P. BENNETT (Barry). **Mr. E. T. DAY** (Cinque Ports).
Mr. ALEXANDER LOVE (Glasgow). **Mr. R. A. COWELL** (South Shields).

THE PILOT.

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EXECUTIVE COMMITTEE MEETING

in London on June 10th, 1942.

A MEETING of the Executive Committee was held at the Holborn Restaurant, London on Wednesday, June 10th, 1942: Mr. Bernard C. Webb was in the Chair and the others present were Messrs. J. H. A. Smith, J. J. Jones, J. A. Sparrow and H. B. Eagle, members of the Executive, T. Stoodley and W. T. Small, trustees and Sir John H. Inskip, general Secretary and solicitor, M. F. S. Chesterfield, Humber attended as a visitor.

AGENDA.

1. Finance—Balance Sheet and Accounts for 1941.
2. Pilotage Rates—
 - (a) Applications already disposed of.
 - (b) Pending Applications.
 - (c) Affect of War on certain Ports.
 - (d) War Risk Money.
 - (e) Future policy.
3. Pilotage Act 1913.
4. Post War Conditions.
5. Pilot Moore's Appeal (Clyde).
6. Case of Pilot Frederick Dodds.
7. Compensation for War Injuries.
8. Pilot Cutter Companies.
9. Salvage Awards and Poundage.
10. London Pilots' Benefit Fund.
11. Forth Pilots' Benefit Fund.
12. Transport and General Workers' Union and Pilots.
13. To discuss questions of principle arising on the Application of the Bristol Pilotage Authority for new By-laws.
14. Income Tax on Pilots' earnings — Allowance for expenses.
15. Conference.
16. Vacancies on Executive Committee.
17. Next Meeting of the Executive Committee.
18. Any other business.

Before beginning the business the members stood in silence as a token of respect for those who had passed on since the outbreak of war.

BALANCE SHEET.

The balance sheet and accounts for 1941 were before the meeting and are printed on pages 6 and 7 of this issue of "The Pilot."

Mr. Webb reported that the finances of the Association were in a healthier condition than they had ever been, and Mr. Smith thought it should be pointed out to members that this was chiefly due to there having been no Conference or Executive meeting expenses; also that it

was necessary to accumulate funds which would be required after the war.

Mr. Sparrow called attention to the drop in income from members' subscriptions and asked if it were due to lack of members.

The Secretary said the fall in the number of members was in the main due to a reduction in personnel at several ports and to withdrawals at Liverpool and Manchester. But for these factors the membership would actually show an increase, and leaving Liverpool and Manchester out of account the proportion of members to the number of pilots was higher than ever before. All the Port Talbot men had come back, seven had joined from Milford Haven and four from Whitehaven; also, he had had a number of inquiries from pilots at various small Trinity House outports.

The Balance Sheet was accepted.

PILOTAGE RATES.

The Secretary, dealing with item 2(a) on the agenda, said that the applications already disposed of had all been reported in "The Pilot." In the Bristol Channel those of Swansea and Newport had been turned down because their earnings were up to and above pre-war standard. Both were in difficulties with their cutters and he was trying to help them in that matter. He emphasized the difficulty of getting financial aid for a Cutter Company unless the Balance Sheet and accounts were forthcoming.

The Chairman: We should not be in half the trouble we are today if the Seven Points Policy had not been turned down.

Sir John, continuing, said applications from Blyth and Manchester were also turned down. With regard to the latter he knew nothing about it until after the application had been made to the Ministry.

Dealing with No. 2(b) on the agenda he reported that applications were pending from the Humber, Dundee, Blyth, Newport, Port Talbot, Dartmouth, Tees and Tyne — "so our hands are pretty full," he added.

On No. 2(c), Sir John said that this subject had better be borne in mind when they discussed future policy. He sent a circular letter to all ports and had collected information with regard to earnings. There were two ports with earnings below £200. Three pilots at one port received £102 each and three at another £128 each. Before the war there were six pilots at the former port earning

£300 a year. The remaining three pilots were not allowed to go because the authorities said a service must be maintained. It was pointed out that there were not enough ships to pay an adequate income even if the rates were increased 100 per cent. He suggested that there must be something wrong with a system of remuneration which allowed that.

Sir John put before the meeting the comparative figures of more than 30 ports. In some cases pilots who earned small incomes in 1938 had made big increases, while others who formerly had good incomes were now considerably worse off.

With regard to No. 2 (d), Sir John said it was also wrapped up with future policy. He had a suggestion from one port rather supporting the Liverpool proposal for a war risk bonus.

PILOT MOORE'S APPEAL.

The circumstances of this case were explained to the Executive by Mr. Sparrow. There was a collision on the Clyde between a vessel Mr. Moore was piloting and a new craft coming off the slip. He was informed by the Port Emergency Committee that he was to stop working pending consideration of the case and three or four days later he was called before the Pilotage Authority. At that meeting the pilot representatives were outvoted and the pilot's licence revoked, although it was known at the time that a collision action was likely to follow.

The Chairman said that after hearing Sir John's legal view on the subject, there was no doubt that this question was important to every pilot in the kingdom and raised vital matters of principle.

THE CASE OF PILOT DODDS.

Pilot Frederick Dodds lost his life when disembarking from a vessel he had taken to sea.

The Secretary informed the Committee that the widow was claiming damages from the Pilotage Authority, and after stating the facts explained that the case raised the question of the responsibility of a Pilotage Authority with regard to the pilot cutters owned by them.

COMPENSATION FOR WAR INJURIES

This subject, the Secretary said, had been dealt with in "The Pilot" and he reminded the Executive that the final ruling had been published in the February issue of this year.

SALVAGE AWARDS & POUNDAGE.

This item was put on the agenda to obtain information as to whether Pilotage Authorities required a pilot to pay the ordinary percentage deduction from a salvage award. Sir John did not think it likely but he mentioned that he now had two cases of such awards to London pilots.

From remarks by members of the Executive he concluded that it was not the

practice at other ports. Poundage was only due on money payable under the bye-laws for pilotage services and in law a man could not be pilot and salvor at one and the same time.

FORTH PILOTS' BENEFIT FUND.

The Secretary outlined what he had done in this matter and said the Forth pilots were now in a fair way to getting a fund. He explained the difficulties which he thought could be surmounted and he was now awaiting replies to certain questions which he had addressed to every port in the Firth of Forth. He had had a meeting in London with the Chairman and Secretary of the Authority when some progress was made.

Mr. Smith mentioned that there were three or four scales of pensions in the out-ports. London and Southampton were the maximum and others pro-rata.

Mr. Sparrow said the London Trinity House scales were governed by the poundage paid in, and Mr. Smith said that the figures were taken over a number of years: each port knew the scale it came under.

TRANSPORT AND GENERAL WORKERS' UNION AND PILOTS.

Events in Manchester and Liverpool were then dealt with by the Secretary.

Sir John said that the first he knew of trouble at Manchester was in a letter from Mr. Arthur Evans and later one of the senior pilots wrote stating that it was a purely domestic matter and nothing whatever to do with this Association, of which he intended to remain a member. He concluded that it was all right but later he heard again from this pilot that he could not undertake to collect the subscriptions of the others but emphasizing that there was no complaint against the U.K.P.A. He had heard nothing more and twelve Manchester pilots were still members out of approximately 35. The first event after the others joined the Union was an application for an increase of rates. The Chamber of Shipping opposed it, and then after objections had been lodged, he was asked for the first time to support the application which he did.

On top of that came the Liverpool case. He heard nothing from Mr. Evans until he received a list of 112 pilots headed by Mr. Lewis Jones who wished to resign their membership. He wrote to Mr. Wilcox who replied that he was going to retain membership of the U.K.P.A. but he did not say what the trouble was. There had been no request from the Liverpool pilots for the Association to take any action on their behalf for some considerable time.

Mr. Small said the first intimation he had was when half a dozen members came to see and told him what was "on the carpet." They admitted that they had

not written to Mr. Webb or Sir John stating what their grievance was. He told them they had the finest service and the finest Association and advised them to get back among the crowd and tell them so. Mr. Small added that the matter was still in the melting pot.

The Chairman said he did not see how they could work in harmony with Manchester when two-thirds of the men had left the Association or Liverpool where 70 per cent had gone, any more than they had been able to at Bristol. He did not want to hurt the feelings of the few men who remained loyal but he was going to move that Sir John should write to the two ports telling those who remained loyal that he was free to advise them, but that the Association could not take up cases for these ports where the majority of the pilots looked to another Union to support them.

Mr. Smith: Three or four of our young people went to Liverpool and to the best of my knowledge they were very appreciative of what we had done for Liverpool. We had helped to fight a big battle for the pilots there and we had done quite a lot for Manchester.

Sir John: And taken up individual cases.

Mr. Smith suggested that Mr. Wilcox should be written to for his opinion.

Mr. Sparrow: We want to get at these people who have left us. "The Pilot" will not reach them. There is a motive about it — power. I presume they think that by joining this union they will have more power and be able to get what they want.

The Executive adopted the suggestion that Sir John should write to Mr. Wilcox and ask him if he would be quite frank and give his views of the Liverpool development.

QUESTIONS OF PRINCIPLE AT BRISTOL.

The Bristol pilots had applied for an increase of rates, one of the grounds being that the Pilot Cutter Co. was in need of assistance. The Secretary explained that the matter was on the agenda because the form of the application raised one or two points of general interest and importance.

One point was that the Bristol Pilotage Authority proposed to ignore a 6½ per cent cut which had been made and so increase the pre-war standard of earnings. It was important that they should keep to actual earnings for purposes of comparison, as to do otherwise would seriously prejudice very many ports who are enjoying percentage increases. Another point was that Bristol had three classes of pilots and it was proposed to treat the earnings as if they were shared equally by all three classes. At the majority of ports where there is more than one class of

pilots this principle would be to their very great disadvantage and so I expressed the view of this Association long adhered to, that the First Class earnings should be taken.

In reply to a question by Mr. Smith Sir John said that the Ministry of War Transport, in accordance with usual practice wrote to the Association asking for its views on the application of the Bristol Pilotage Authority. There were other points which had to be dealt with. Sir John explained that the application was made by the Bristol Pilotage Authority.

INCOME TAX — EXPENSES.

Information was sought by the Secretary regarding the experience of the ports from which members of the Executive came in the matter of allowances for Income Tax purposes. He mentioned that various ports, had written to him on the subject because some of their pilots had been put to heavy expense in changing their moorings to meet war conditions.

One case was mentioned where the allowance was £35 a year; another £40, while at others there was a flat rate, which covered all the little expenses round the dock, per ship piloted.

FUTURE POLICY.

With this agenda item (No. 2e) were taken Nos. 3 (Pilotage Act, 1913), 4 (Post War Conditions), 8 (Pilot Cutter Companies) and 15 (Conference).

A general statement was made by the Secretary who said there was no question at all that an amendment of the Pilotage Act was in the minds of a good many people. The Chamber of Shipping were already considering various points which had arisen since the Act had been in operation on which they would like revision. This Association as representing the pilots would be asked at some date — it might be soon or late — for its views. Wrapped up with that would be the question of reorganization which they would do well to consider with the following possibilities in mind.

- (1) That pilotage would be administered in the future as in the past by the existing Pilotage Authorities.
- (2) An amendment of the Act to bring in a different administration of pilotage altogether, namely (a) a nationalised service or (b) a central authority, such as Trinity House, with local pilotage committees.
- (3) A simplification of the present method of fixing and providing the remuneration of pilots, including pension.
- (4) Some change in the matter of the ownership and running of pilot cutters.

A lengthy discussion followed at this point, and in the course of it Sir John emphasised that he was not suggesting

UNITED KINGDOM PILOTS' ASSOCIATION

Income and Expenditure for the Year Ending 31st December, 1941.

EXPENDITURE.	1940		1941		INCOME.	1940		1941	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
To Printing, Postage, Stationery, etc. ...	49	13 3	35	0 5	By Members' Subscriptions:—				
„ Badges	5	3 4	—	—	Due 1941	1956	19 0	1785	11 0
„ Preparing and Printing Magazine "The Pilot"	90	8 1	78	11 11	Less Subscriptions in arrear	519	0 0	477	5 6
„ Expenses of Executive & other Meetings and of President and Officers ...	122	18 10	54	12 0		1437	19 0	1308	5 6
„ Travelling Expenses	—	—	7	19 0	„ Subscriptions in arrear, since collected	388	15 0	450	12 0
„ Auditor's and Accountancy Fees ...	31	10 0	36	15 0	„ Entrance and Rejoining Fees	65	2 0	53	11 0
„ General Secretary & Solicitor, including all Office Expenses, Rent, Clerks, etc.	1000	0 0	1000	0 0	„ Badges	14	0	9	0
„ Local Secretaries	31	3 1	28	3 8	„ Interest on 3½% War Loan (less Income Tax)	74	9 3	64	15 0
„ Corporation Duty 1941/42	8	5 3	9	16 9	„ Interest on 3% War Loan (less Income Tax)	4	6 3	8	1 3
„ Gratuities and Sundries	7	15 7	—	—	„ Interest on Railway Finance Corporation 2½% Guaranteed Debenture Stock (less Income Tax)	25	17 7	22	2 1
„ Annuity—Mr. Michael Joyce	47	2 3	—	—	„ Interest on London, Midland & Scottish Railway Co. 4% Preference Stock (less Income Tax)	15	0 0	8	12 0
„ Balance—Surplus for year	618	3 1	676	1 7	„ Interest on 3% Defence Bonds (less Income Tax)	—	—	10	12 6
	<u>£2012</u>	<u>3 1</u>	<u>£1927</u>	<u>0 4</u>		<u>£2012</u>	<u>3 1</u>	<u>£1927</u>	<u>0 4</u>

Balance Sheet as at 31st December, 1941.

	£		s. d.			At cost.		Value at 31st Dec., 1941.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Income and Expenditure Account:—					War Loan—3½% £3700	3697	19 3	3885	0 0
As at 31st December, 1940	6847	11 1			War Loan—3% (1955-59) £500	500	0 0	505	0 0
Add Surplus or year	676	1 7			London, Midland & Scottish Railway Co. 4% Pref. Stock (1923) £400	275	6 0	206	0 0
			7523	12 8	Railway Finance Corporation Ltd. 2½% Guaranteed Debenture Stock (1951/52) £1725	1656	0 10	1712	1 3
Sundry Creditors:—					3% Defence Bonds £1,000	1000	0 0	1007	10 0
Subscriptions prepaid for 1942	10	16 0				7129	6 1		
Sundries	75	5 10	86	1 10	Cash at Bank—Current Account	446	1 7		
					Office Furniture, Fixtures, etc., as per last Account	18	11 0		
			<u>£7609</u>	<u>14 6</u>	Interest accrued	15	15 10		
						<u>£7609</u>	<u>14 6</u>	<u>7315</u>	<u>11 3</u>

AUDITOR'S REPORT.

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 and in arrear. The Accounts appear to be properly stated. The securities for the investments have been produced.

Bristol, May, 1942.

J. B. WATLING,
Chartered Accountant.
Public Auditor under the Friendly Societies Act.

that the Chamber of Shipping had come to any conclusion at all as to the post-war administration of pilotage but they knew, as he did, that the Ministry of War Transport was likely soon or late to ask for the views of the representative organisations, the Chamber of Shipping and their Association as to the amendment of the Pilotage Act. It was most improbable that pilotage administration would remain unaffected in the aftermath of the war.

The present position of pilots' pensions was not a satisfactory one. He had a letter from Falmouth suggesting that pilots should come under the Merchant Navy Pension Scheme. All sorts of questions would have to be considered if that proposal or any other revised scheme was put forward.

After the war, like everybody else, pilotage would be in the melting pot; they could hardly expect to settle down to the conditions they had before the war.

The Chairman: I do not know that we would not be better as a national service.

Mr. Smith: We are not going back to a Merchant Service as it was before the war.

Sir John added that it would be a vital mistake to make up their minds to resist any change. It was too early to make up their minds on these very important matters but he thought they should all think them over very carefully.

Sir John said he proposed making the following minute:

The Secretary made a report to the Executive Committee on post-war pilotage problems. He informed the Committee that no organisation or person, as far as he knew had made any definite proposition with regard to any reorganisation of the service after the war but he thought the time had come to tell the Committee to turn it over in their mind and see on what lines, if any, they would like to see a revision of the Pilotage Act.

He added that there were a good many questions the pilots would like to see opened. In the light of experience they would like to see something done for instance about pilotage certificates and the revocation and suspension of licences. He was not suggesting that the Association should take the initiative but only warning them to be prepared.

In discussion, compulsory pilotage was raised and Sir John said that under nationalisation or centralisation a measure of compulsion would be likely to result in some form.

INSURANCE SCHEME.

The Secretary reported that he had a letter from Mr. Letten (Harwich) setting forth the terms of a new insurance policy. It was a policy somewhat similar to one

operating for officers of the Merchant Navy. Mr. Letten had received a letter on the subject from Mr. Martin Davies of Dovercourt.

It was agreed that Sir John should make inquiries regarding the benefits, and the cost of the Scheme.

EXECUTIVE MEMBERS.

The membership of the Executive was discussed for sometime. It was reported that Mr. Young was no longer an active pilot, and Mr. H. A. Smith had resigned.

Sir John read Rule 11 on the subject showing that the Committee had power to fill casual vacancies until Conference met.

On the motion of Mr. Webb, Messrs. Windus (Gravesend River) and Chesterfield (Humber) were elected to the Executive in accordance with that rule, the former being seconded by Mr. Sparrow and the latter by Mr. Jones.

£19 A MONTH AT HULL.

Mr. Chesterfield mentioned, with regard to the Humber application for higher rates, that the pilots there had been down to £19 a month. When the application was first sent in, as soon as the letter was read to the Pilotage Committee the reply was given that they saw no reason for an increase. So it was placed in the hands of Sir John Inskip.

LONDON'S GRATITUDE.

Mr. May expressed the gratitude of the London pilots to Sir John for all that he had done for them in the matter of the Benefit Fund. He had been to Trinity House and the Chamber of Shipping on frequent occasions on their behalf and they much appreciated his efforts.

Sir John: The London pilots are equally thankful I am sure to Mr. George May for all he had done.

CONFERENCE.

It was decided to hold a Conference in September at a date to be arranged with the Chairman and Mr. Small was cordially supported when he "moved that the Chairman and Sir John keep hold of the wheel."

Mr. Chesterfield thought useful stimulus would be given by the personal touch afforded by a Conference, even if there were not a full attendance.

THE PRESIDENT.

At the suggestion of Mr. Smith, the Secretary was asked to send a letter of good wishes to Lord Apsiey, on service in the Middle East.

The meeting then terminated.

The Executive Committee will meet on the Tuesday afternoon before the Conference.

There will be no social functions, but luncheon will be provided for delegates on both days of the Conference.

MR. WILCOX & THE UNION.

On June 15th the Secretary wrote to Mr. Wilcox in the terms suggested at the Executive meeting, expressing the Committee's appreciation of the loyalty of the Liverpool men who had remained members of the Association. They as individual members, he explained would enjoy the help and protection of the Association, but all matters affecting the general body of Liverpool pilots would have to be dealt with by the local association now that it had dissociated itself from the U.K.P.A.

Sir John also asked Mr. Wilcox to confirm the impression that he was not in favour of the affiliation with the Transport and General Workers' Union. This Mr. Wilcox did in his reply, and he also said he was busy getting signatures of the pilots who wished to remain in the U.K.P.A.

It is hoped that Mr. Wilcox will be able to attend the Conference and give the delegates more information about the position at Liverpool.

BELGIAN PILOT VESSELS NOW CORVETTES.

Belgian pilot vessels taken over by the Admiralty are acting as corvettes on convoy duty and the original crews are serving in some of them. They were part of the State-owned fleet, including the cross-Channel packets which came over to England when the Low Countries were invaded in May 1940. Indeed, the greater part of the tonnage under the Belgian flag made for the British Isles in accordance with instructions from the Belgian Government.

Of all the Allied fleets the Belgian in proportion to its size, has suffered most heavily, nearly half the original tonnage being lost in the first year of participation in the common cause. The British Government, appreciating the help given is assisting the Belgians to replace some of the lost tonnage. Seven ships to be manned entirely by Belgians are being specially built or purchased by the Belgian Government.

CAWLEY MEMORIAL BRASS.

In the November issue of "The Pilot" last year there was an account of the damage done in the Bristol "blitz" to the church of the Missions to Seamen, not far from the old headquarters of the U.K.P.A. in Queen Square. The Association had some interesting links with the Church having erected a Memorial window there to Rear Admiral Bedford Pim, an outstanding figure in the seafaring world who later became a barrister and was Counsel to the U.K.P.A. in its early

days. The window is no more, but on a recent visit to the church the editor saw the Pim memorial brass which was mounted on oak from the admiral's old ship H.M.S. Resolute and the memorial brass to Commander Cawley, first president of the U.K.P.A. Both memorials are in good condition and will it is hoped some day be given positions of honour in the restored church.

MERCHANT NAVY CLUB.

London Rendevous Financed by American Gift.

The old Florence restaurant in Rupert Street, Central London, was opened on July 23rd as a Merchant Navy Club. The club has been financed by a gift of about £18,000 from the International Ladies Garment Workers' Union of America made before the entry of the United States as a tribute to the work of the merchant navy in maintaining the world's sea trade.

All officers and men are welcome at the club and their women folk may accompany them.

The B.B.C. is broadcasting its weekly programme of "Shipmates Ashore" from the club.

The Minister of Labour opened the club and the American Ambassador, Mr. John G. Winant, who is chairman of the Club, presided.

Mr. Bevin said there had never been full recognition of the services our merchant seamen had rendered. Even the people of a maritime nation had scarcely realized how much of their wealth and prosperity depended on sea transport. The men of the merchant navy must be given their rightful place in the national life with proper training, proper apprenticeship, and proper opportunities for a continuous career.

In the autumn the Ocean Club will be opened in Lord Street, Liverpool, as the Liverpool Seamen's Welfare Centre. Later two rest centres for merchant navy officers and men will be opened on the North Wales and Lancashire coasts. This is the first section of a much wider scheme. The chairman of the Liverpool welfare centre is Mr. John W. Booth, chairman of the Booth Steamship Company.

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Presented to their Majesties.—Among those presented to the King and Queen when they visited Glasgow earlier this summer was Mr. Bernard C. Webb, who was introduced as senior Clyde pilot and Vice-President of the United Kingdom Pilots' Association by the Chairman of the Clyde Trust, Mr. William Cuthbert.

NAMES & NUMBERS IN A LITTLE GREEN BOOK.

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Two London Retirements and an O.B.E. for "No. 1"

An interesting little green booklet has been compiled by Captain Fred Maltby, Cinque Ports. In it he sets out the name of each pilot in the London Trinity House Sea service with a number indicating seniority, another number indicating seniority on station G (for Gravesend), D (for Dover) and H (for Harwich). The date of entry of each pilot is shown and there is a space for "remarks".

No. 1. in the list is Mr. J. P. Morris, who received the O.B.E. in the Birthday Honours. In the "seniority on station" column he is 1G and entered the services nearly 40 years ago.

Last of the Square-Rigged Masters.

No. 2 and 1D is, or rather was at the time of the compilation, Mr. J. W. Budgen who has "swallowed the anchor" after more than 54 years association with the sea. Practically all his career at sea was spent in the Australian and New Zealand trade, the only exception being when, in command of the "Dunbritton" he tramped to the four corners of the globe.

Mr. Budgen went to sea in 1888 in the old China clipper "Searapis" which made Melbourne in 71 days from Plymouth. Next he was in the "Glen Ormond" and then the barque "Beltana" for nearly four years. While in the latter he applied to Trinity House to enter the Inward Pilotage Service. The qualifications required, however, included three years as master of a square-rigged ship, so after a spell of steam with the Prince Line he went back to sail in the full-rigged ship "Lake Superior" as chief officer. From there he went to the four masted barque "Cedarbank" the largest of the Bank Line of sailing ships, in the same position, and then in December 1900 he returned to the "Lake Superior" as master, remaining in her until she was sold to Norway. Next he joined the barque "Dunbritton," belonging to Andrew Weir and Co and remained with her until Sept. 1905 when he was called for the pilot service which he entered in December of that year. He later became appropriated pilot of the Bay Line and Shaw, Savill. He retired in March 1942, the last master of the square-riggers in the Cinque Ports section.

"My heart and soul have been in the sea" he wrote "and it came as a wrench bidding farewell to my old shipmates and associations."

Tribute from all Sections.

On June 12 pilots of all sections and officials joined in honouring their veteran colleague at the Clarendon Hotel, Gravesend. On their behalf Mr. G. M. Brewer presented him with a handsome wallet and notes and referred to Mr. Budgen's remarkably fine record and the regard in which he was held by all his shipmates.

In reply, Mr. Budgen, who looked remarkably fit, expressed deep appreciation of the gift and pleasure at seeing so many of his colleagues again. He regretted that his age had forced him into retirement at a time when he was fit and anxious to carry on.

Other pilots and the Ruler, Captain L. E. Owen spoke of the excellent service Capt. Budgen had rendered both Trinity House and the nation during his long career. Capt Owen said that his conduct as a pilot was an example to younger men. He also paid a tribute to the way in which the London Sea pilots were working together in these troubled times.

A picture of Mr. Budgen appeared in "The Pilot" of November, 1941.

No. 12 of Dover.

Another retirement since Capt. Maltby prepared his booklet is Mr. L. Waters, No. 12 of Dover and with seniority No. 50. He went to sea as a boy and ordinary seaman in the Faversham brigantine "Venus" in 1905. Later he saw service in the barque "Gwydyr Castle," of Liverpool the barque "Dee" then, as an officer in the four masted barque "Colony," the Faversham barquentine "Hilda," the "Apennine" owned by Furness Withy & Co., the "Crown Point," the "Eagle Point," and the Poapahannock." He left the last named in 1915 to sit for his master's square-rigged certificate. Being successful, he was called up for examination as a Cinque Ports pilot and obtained his licence in July 1916. At that time he was one of the youngest men to enter the service. Unhappily, ill-health caused his retirement at the beginning of this year, to the general regret of the service among whom he had the reputation of being a staunch friend, a good Freemason and a true sportsman.

His eldest son, Sergeant Gunner Douglas Waters is a prisoner of war in Germany, the second son, is an officer in the Port Line and the youngest is in the R.A.F.

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Although written primarily for the layman Lieut-Commander Allan Baddeley's new book "Royal Navy" probably holds many new facts and certainly some new angles for pilots. It is most interesting reading, contains some good photographs and is published by Frederick Muller at 5s.

CRICKETER PILOTS.

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Hanging in the Pilot Office at Gravesend are photographs of groups of pilots with flowing beards. They belong to the "nineties" and those pictures are a clue to the origin of the United Pilots Cricket Club for those men were keen cricketers.

With the coming of the motor car the teams ventured further afield in the county which is the veritable home of the game and they had the reputation of playing it as it was meant to be played. If the standard of performance was not brilliant it was certainly bright and breezy and few matches terminated indistinctly.

During the season many well known clubs look forward to their Monday matches for several reasons, not least among them being that they will play on the famous Bat and Ball ground, the county ground and one of the oldest in the kingdom, where too, the Austrialians played their early games.

In recent years another formidable opponent has been added—the Training Ship "Worcester," when it sometimes happens that father opposes son and old boy plays against the new. The youngsters enjoy the way the old boys chase the leather, or perhaps stop it, as I once did, with the fleshy part of the anatomy.

Visiting teams know when they accept a game that in the middle of an over or when in sight of a century the pilot may be called away. Some matches have been known to finish with only half the original pilots team in the field.

The captaincy never produces any headaches; he is chosen alternately from the two branches of the service. He need not be a brilliant exponent of the game as long as he carries on the tradition of the club of giving every man a chance.

The match of the season is the one between the River and Sea pilots. When it is over victor and vanquished collect their cares and adjourn to a certain "local" steeped in Dickensian history to enjoy a cold supper with pickle onions, washed down with something straight from the barrel. Thus fortified (in pre-black out days) they retired to the woods, selected a suitable spot, formed a ring of the cars with headlights to the centre and joined in singing sea songs and shanties as only sailors can.

In war time the club's activities are of course, curtailed but the game goes on and under the changed conditions more talent is available.

J.A.S.

The Last Column

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Railway "Lines."—Two new locomotives of the Southern Railway of the Merchant Navy Class have been named "Aberdeen and Commonwealth" and "Shaw Savill."

Polish Merchant Navy.—The Polish Government is aiming at a merchant navy of between 180 and 200 ships of from 600,000 to 800,000 tons, in the immediate post-war period. The men for the ships will be trained in Great Britain.

Captain Branthwaite.—A well-known personality on the Thames has retired. . . . Capt. William G. Branthwaite, commodore of the General Steam Navigation's fleet since 1934. He was in command of the Lapwing, one of the first ships to carry the British Expeditionary Force to France in 1914 and in this war has been engaged in special duties in the Thames Estuary.

Lucky "Heather."—Many pilots have probably encountered the corvette H.M.S. Heather. She is known as the lucky mascot of the North Atlantic escort service, never having sighted a U-boat or hostile craft in 19 months on the work. In that time she steamed over 50,000 miles, escorted some 1,600 ships in 52 different convoys without loss of, or damage to, a single one of her charges.

Half a Bottle.—When a bow section 200 feet long, complete with bridge, was launched from a famous yard to be later fitted to the after-part of a 12,000 ton British tanker damaged by a mine, half a bottle of champagne was appropriately used at the ceremony. It takes a year to build a tanker: this job of restoration will have been completed in two-thirds of that time.

Might and Main.—Six cargo vessels and two destroyers were launched on one day this month in Maine. Five of the merchantmen, totalling over 50,000 tons all destined for Great Britain, were floated at the same shipyard. Two of them were launched only 48 days and the others 61 days after their keels had been laid. It is expected that all will be completed within three weeks of launching.

Birthday Honours.—In the Birthday Honours a baronetcy was conferred on Mr. T. Harrison Hughes who was head of the LNER Division of the Ministry of War Transport from November 1939 until he returned to his own business some months ago.

A knighthood was conferred on Mr. Reginald Herbert Hill, Deputy Director General of the same Ministry of War Transport.

Mr. James Postgate Morris, Senior Trinity House sea pilot of Northfleet, received the O.B.E.

THE PRESIDENT :

Lord APSLEY, D.S.O., M.C., M.P., 18, Buckingham Gate, London, S.W.1.

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

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Mr. J. STANLEY AYRE, 42, Trajan Avenue, South Shields

Mr. M. M. MARSHALL, 26, Trajan Street, South Shields.

Mr. J. A. SPARROW, 20, Old Road, East, Gravesend.

Mr. A. H. WILCOX, 13, Parkhill Road, Prenton, Birkenhead.

Mr. H. B. EAGLE, "Feld View," Wilton Road, Southampton.

Mr. G. WINDASS,

Mr. F. S. CHESTERFIELD,

LOCAL SECRETARIES:

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ARDROSSAN	J. A. Cunningham	The Harbour, Ardrossan, Ayrshire.
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BELFAST	F. J. Hurst Pilot Office, Clarendon Dock, Belfast.
BLYTH	W. T. Carr51, Ridley Avenue, Blyth.
BO'NESS	D. McAlister ... ..	... "Asgog," Grahamsdyke Road, Bo'ness
BOSTON, LINCS.	H. Fountain ... ..	... Pilot Office, Custom House Quay, Boston Lincs.
BRISTOL	S. J. Ray ... ..	... "Hillboro'," Elberton Rd., Westbury Lane, Bristol.
BURNTISLAND	L. McAlister ... ..	... The Pilot House, The Docks, Burntisland.
CARDIFF	D. Edgar Morris ... ..	...13, Woodland Place, Penarth, Glam.
CLYDE (GOUROCK)	J. Summers ... ..	...23, Victoria Road, Gourock, Renfrewshire.
CINQUE PORTS	E. T. Day ... ..	... Channel Pilots' Room, Royal Terrace Pier, Gravesend.
DARTMOUTH... ..	R. Gatzias ... ..	...Pilots Watch House, 3, Bayards Cove.
DEE	T. Bennet	7, Railway Terrace, Connah's Quay, Nr. Chester.
DUNDEE	N. Dew ... ..	... "St. Olaf" 268 Broughty Ferry Road, Dundee.
FALMOUTH	Duncan Robinson ... ..	... Pilot Boat Association, 14, Arwenak Street.
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.
GOOLE	H. Cowling ... ..	...117, Brindley Street, Holderness Road, Hull.
GRANGEMOUTH	A. Fleming ... ..	... The Docks, Grangemouth.
GRAVESEND (River)	H. Fife ... ..	... Clare House, 24 Singlewell Road, Gravesend.
GRAVESEND (Sea)	T. Flinn ... ..	...20, Overcliffe, Gravesend.
HARTLEPOOL	J. T. Nicholson ... ..	...70, Church Street, West Hartlepool.
HARWICH	T. R. R. Letten ... ..	... "Rivington," Fronck's Road, Dovercourt.
HOLYHEAD	William Owen8, Hibernia Row, Holyhead.
HULL	L. Walford35, Glencoe Street, Anlaby Road, Hull.
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KING'S LYNN	J. W. Smith "The Haven" Hardwick Road, King's Lynn.
LEITH	E. C. M. Ross28, Starbank Road, Trinity, Edinburgh.
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LOWESTOFT	J. Riches170, Denmark Road, Lowestoft.
MANCHESTER
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MIDDLESBROUGH	D. H. Tate44, Cranford Gardens, Acklam, Middlesbrough.
MILFORD HAVEN	T. H. Roberts4 Hill Street, Hakin.
NEWHAVEN	E. W. Chidgey ... ..	... "Quantock," Hillcrest, Newhaven, Sussex.
NEWPORT (MON.)	C. J. Page ... ..	...1, Caerau Road, Newport, Mon.
PLYMOUTH	E. Rogers ... ..	...43, Woolster Street, Plymouth.
POOLE	W. Brown ... ..	... "Elgar," 28, Hermitage Road, Parkstone, Dorset.
PORTSMOUTH	R. Russell ... ..	...10 Dolphin Court, Craneswater Gardens, Southsea.
PORT TALBOT	H. A. Gunn ... ..	...5 Adare Street, Port Talbot.
PRESTON	H. Halsall ... ..	... Pilotage Office, The Docks, Preston.
St. IVES	W. H. Treloar ... ..	...14, Barnoon Terrace, St. Ives.
SHEERNESS	P. J. Hannan ... ..	...113, Minster Road, Sheerness.
SHOREHAM	A. J. Blaker ... ..	... "Braeside," Old Rectory Gardens, Southwick, [Sussex.
SOUTHAMPTON	I. H. A. Smith ... ..	... Pilot Office, 18, Queen's Terrace.
SOUTH SHIELDS	R. Marshall ... ..	...12, Green's Place.
SUNDERLAND	R. Wilkinson ... ..	... "Cordova," Park Lea Road, Roker.
SWANSEA	S. J. Hanson ... ..	... Pilot House, West Pier
TRENT	Robert Acaster ... ..	...30, Cranbrook Avenue, Hull.
WHITEHAVEN	R. H. Steveson ... ..	... Bridge House, Netherton, Maryport.
WISBECH	I. P. Burton ... ..	...35, Custom House St., Sutton Bridge, Wisbech.
YARMOUTH	F. Armstrong ... ..	...66 Victoria Road, Gorleston-on-Sea, Yarmouth.

SECRETARY AND TREASURER:

Sir JOHN H. INSKIP, K.B.E. 13, Small Street, Bristol.