

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3. Vol. 24

Jnue, 1945

IN THIS ISSUE

CONFERENCE IN LONDON

On 24th and 25th July, 1945.

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SHIPMASTERS' CLAIM FOR PILOTAGE MONEY

☞ ☞ ☞

PORT WAR PILOTAGE

Shipowners' Committee

Preparing Definate Proposals

☞ ☞ ☞

EXECUTIVE COMMITTEE

Notes on the May Meeting

Transport Federation and Pilots

N.-E. Coast Ports' Deputation

1944 Financial Statement

☞ ☞ ☞

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 CONFERENCE

IT has been arranged to hold Conference at the Holborn Restaurant, London on Tuesday and Wednesday, July 24th and 25th.

The Executive Committee will meet on the Monday afternoon preceding Conference at 4 o'clock.

Some of the matters referred to in this issue are a clear indication that this Conference will be a most important one and the ports are urged to send their full quota of delegates.

It will be a strictly business Conference and no social functions are being arranged.

"UNITED WE STAND . . ."

Masters' Claim For Pilotage Money Emphasises Value of U.K.P.A.

M.M.S.A.

COLLECTING INFORMATION

The attention of all pilots and particularly those who have doubts about the value of the U.K.P.A. is directed to efforts which are being made by shipmasters to obtain payment for pilotage.

The *Merchant Navy Journal*, published by the Officers' (Merchant Navy) Federation, on behalf of the M.M.S.A. and the Navigators' and Engineer Officers' Union in its latest issue states that in the days leading up to D-Day and in the period that followed while ships were on special operations, numerous claims for pilotage were submitted to the Ministry of War Transport on behalf of members of the M.M.S.A. Payment by the Ministry was declined, *The Journal* states, on the ground that no compulsory pilotage applied.

The matter was evidently carried to a meeting with the Parliamentary Secretary to the Ministry, Mr. Philip Noel-Baker, M.P. and it is claimed that while he was sympathetic to the shipmasters' case he was unable to agree to any special payment.

"During these discussions, and in the light of the many letters which were received on the subject," *The Journal* continues, "It was made more patent than ever the widely varying practice of compensating shipmasters performing their own pilotage. We realise that it will be no simple problem devising a uniform scale to please everyone concerned, but the matter was raised at a Shipmasters' Panel Meeting of the National Maritime Board, and the Shipowners' Side agreed that there was much to be said for the suggestion. The Shipmasters' representatives were asked to prepare a memorandum as a basis for discussion at an early meeting of the Panel."

"Our aim is to reach an agreement which defines the compensation payable for pilotage and which will bring about some semblance of uniformity. The General Secretary of the M.M.S.A. asks those shipmasters undertaking their own pilotage to send particulars of their normal pilotage work and method of compensating."

There can be little doubt that these statements will be read with consternation by the pilots and the situation provokes some pertinent questions. For instance, how does the idea appeal to them of becoming associated with an organisation which is making these claims on behalf of the shipmasters? Once the principle is conceded of shipmasters being paid for the work licensed pilots claim the right to do, a large number of masters would no doubt be anxious to increase their earnings in this way. While there can be no doubt of the attitude of the U.K.P.A. it would be interesting to know what the Transport Federation is doing, if anything, to protect the interests of its pilot members in the matter. Never was it more necessary that they should take to heart their old motto which Joseph Brown delighted in quoting—"United we stand: divided we fall."

Mr. BERNARD C. WEBB

Mr. Bernard C. Webb, senior vice-president underwent a serious operation some time ago, but we are pleased to report that he is making good progress and shares our hope that he will be able to attend the Conference. It was a great blow to him that he had to miss a meeting of the Executive held in London on May 3rd, the first he had been unable to attend since he was elected to the Committee as far back as 1925 at the Swansea Conference.

Mr. J. H. A. Smith, the other vice-president, who was in the chair at the Executive meeting expressed the Committee's good wishes for Mr. Webb's speedy recovery; sentiments which will be endorsed by all members of the Association.

Lady Inskip happened to be in Scotland at the time of the operation and called at the nursing home to see Mr. Webb.

One of the tasks for Conference will be the choosing of a successor to "B.C.W." He has been senior vice-president since 1932, but as he has now retired from active service he is not eligible under the rules of the Association to hold office.

ASSOCIATION'S ACTIVITIES REVIEWED

The following statement is intended to give members some idea of the activities of this Association since the last publication of *The Pilot*. As on previous occasions, it mentions only the more important matters and those which are likely to be of more than purely local interest. Particular attention is drawn to the negotiations with which this Association has been directly concerned with regard to the pilotage fee to be paid by "led" ships, also to the counting of pilotage service for the purpose of fixing the age group for release of pilots who are serving in the armed forces, and the inclusion of pilots in the new National Insurance scheme.

Following negotiations with regard to the fee to be paid by "led" ships an arrangement was come to and the Admiralty has informed the Pilotage Authorities concerned of this arrangement whereby all vessels "led" will pay 50 per cent of the ordinary pilotage rate.

The Association took steps to procure for pilots serving with H.M. Forces that their service as sea pilots should be reckoned in arriving at the age group for release, and any pilot having a claim should make it through his Commanding Officer.

There have been further informal discussions with regard to post-war pilotage organisation and in November last the ports were circularised.

Seven salvage Claims have been dealt with, some of which have already been disposed of and others are pending.

There has been correspondence with several ports explaining the position with regard to Pay As You Earn.

The position of pilots with regard to their pension if called upon to resume pilotage duties has been under consideration.

There have been several cases of pilots finding themselves in trouble of one kind and another and the services of the Association have been placed at their disposal.

The right to order a pilot out of his district has been questioned and advice has been given on the point.

There have been discussions with Trinity House with regard to the position of a pilot suffering injury whilst out of his district, having regard in particular to the provisions of the Pensions Navy, etc., Mercantile Marine Act, 1939. It is thought that the position of pilots has been clarified and that they will be regarded as covered by the provisions of this act even though they might be outside the district whilst in the course of their duties, or returning to their home port.

There has been trouble at one port owing to the employment of an employee of a shipbuilding firm to pilot a vessel before

being handed over to the owners. The practice there apparently is for the shipbuilders to take out Coasting Articles and to sign on a certain employee as master, a position which he holds for a few days only and the articles are then superseded by other Articles with a different master.

The question of compensation for a pilot suffering loss of earnings owing to being carried to U.S.A. has been receiving attention.

The issue of seamen's ration books and clothing coupons to pilots has been the subject of discussion with one or two ports, and the concessions obtained have been the result of the activities of this Association.

One or two ports have been concerned about the rates of pilotage to be paid for work done outside the district and they have been advised as to the position having regard to their local bye-laws.

One port has suffered the loss of its pilot cutter which was run down and sunk by a U.S.A. vessel. The American Government limited its liability as they are legally entitled to do and this Association has been trying to get this decision altered having regard to the special circumstances of this case so that the pilots may receive full compensation for what is to them a very serious loss.

There have been several claims for injury sustained by pilots, some of which are still pending and others have been disposed of.

Representations have been made at the request of ports finding themselves short of pilots and it is believed that in one case at any rate these have led, or will very shortly lead to some satisfactory development.

There have been important negotiations with the Ministry of War Transport following a suggestion that temporary pilots in the London service should be paid during their probationary period out of the Pilot Fund. The matter has not yet been disposed of.

One or two rate matters have been under discussion including an application by one port for the restoration of a 5 per cent cut in their basic rate. This application was turned down by the Ministry, but is still having the close attention of this Association with a view to the matter being re-opened as soon as possible.

The position with regard to pilotage rates generally has been under discussion and will continue to receive the active attention of the Association.

Discussions with the Ministry of National Insurance with regard to the position of pilots in connection with the proposed new National Insurance scheme. At present pilots are expressly included in the Workmen's Compensation Act, but this protection will disappear when the new scheme comes into operation. The Executive Committee have had this matter under consideration.

U.K.P.A. AND THE UNION

Branches which change their Allegiance to be closed Position of the Individual Member of the Association

At the May meeting of the Executive Committee there was a passing reference to the Transport and General Workers' Union arising out of a request from the Newport pilots to this Association for Sir John Inskip to represent them at any Conference in connection with Post War Pilotage. It had to be explained to the Newport pilots that it was very difficult, if not impossible, for one body of pilots to be represented by two separate organisations, and that the pilots must decide by a majority which body they wish to look to. Matters were further complicated by the fact that Newport members of the Association had recently represented their port at a conference called by the Transport and General Workers' Union, and further that the Union had represented the Newport pilots in the last two unsuccessful applications to the Ministry of War Transport in reference to their rates.

A similar situation had arisen in the Firth of Forth where a number of pilots were also attempting to ride both horses, and the Association has recently been consulted by or on behalf of Forth ports which are understood to have joined the Union.

Pilots are, of course, free to join whatever organisation they may think is best qualified to look after their interests, which are varied, and there is no resentment at recent develop-

ments. It is simply a case of sheer impossibility on the part of any body of pilots to be loyal to two organisations, and, therefore, the Executive Committee decided that it would be better to close any local branch of the Association at a port which is known to have transferred its allegiance to the Transport and General Workers' Union although a number of pilots at that port may have retained their membership of the Association. So far as the individual pilots are concerned, they are, of course, at liberty to become or remain members of the Association and so secure for themselves as individuals the benefits which such membership provides.

This decision has an important bearing on Conference voting. Any individual pilot at a seceding port can attend Conference, but not being a delegate he would not be able to vote. If he were allowed to vote obviously it would be unfair to a port with 20 pilots and 100 per cent membership of the Association which is entitled to no stronger vote.

While the matter was under discussion Mr. Love said "We are open wide to the process of infiltration and we must stop it if we can. The matter is urgent and vital. We have this bludgeon held over our head and men say 'If you don't do so and so we will go to the Union.' We should say 'Well, go to the Union.'"

FUTURE OF PILOTAGE

Chamber of Shipping Committee Formulating Definite Proposals Attitude of the Ministry of War Transport

At the meeting of the Executive in May the Secretary reported that he had had one or two meetings at the Ministry of War Transport who were still anxious that something should be done regarding post-war pilotage. They did not want to grasp the nettle if the interests themselves would do so, and he gathered that the Chamber of Shipping now had a Committee getting down to the formulation of proposals in a much more definite way than the pilots had done. He could not, however, do anything more until Conference had met.

The Union had a Conference on post-war pilotage in February and representatives from Liverpool, Manchester, Bristol and Newport were there. The points discussed were reported to have been the same as this Association had discussed some time ago and had been reported in *The Pilot*. The Union appeared to have raised all the Association's points and come to very much the same decisions.

"We are going to be told directly" said Sir John "that the Union has been very active and that we have done nothing. That is not true, of course, because the

Ministry has been aware for a long time of the Association's attitude on such questions as general compulsory pilotage, a Central Authority, a National Benefit Fund and ownership of pilot cutters.

"We must leave it for the moment and I hope that at the next Executive meeting we shall be able to formulate some more recommendations to Conference."

"It is a pity we don't make some effort to get these fellows back" commented Mr. Mock. The Chairman: In my view it is all a part of the reaction from the war.

Mr. Mock: One hundred per cent at Swansea voted for not getting out of the U.K.P.A. They don't want to go into the Union.

The Chairman: I especially ask you to take notice of Sir John's remarks and hope Mr. Love will convey them to Dundee. If you have any trouble consult Sir John; if you go off on your own and things go wrong don't blame the Association.

Mr. Love asked if there was anything the Executive could do to contact wavering secretaries of wavering ports.

EXECUTIVE MEETING IN LONDON

At the meeting of the Executive Committee held at the Holborn Restaurant, London, on May 3rd, Mr. J. H. A. Smith was in the chair and the others present were Messrs. J. J. Jones, J. Stanley Ayre, M. M. Marshall, Alexander A. Love, H. B. Eagle, G. W. Windass, F. R. E. Goldsmith, C. E. Mock, and Sir John H. Inskip, solicitor and secretary.

AGENDA

1. Minutes of last Meeting.
2. Finance—Balance Sheets and Accounts.
3. Report of Sub-Committee appointed to consider the Secretarial position.
4. Matters arising on Secretary's Report.
5. Pilotage Rates.
6. Deputation from the North East Ports with regard to Compulsory Pilotage.
7. Post War Pilotage.
8. Report on negotiations:
 - (i) With regard to Pilotage of "led" ships.
 - (ii) With regard to temporary Pilots in the London District and their payment during period of training.
9. Report on:
 - (i) Dundee following the Ministry's approval of a new Bye-law increasing contribution to the Pilot Fund.
 - (ii) Rejection of Application for restoration of 5 per cent cut at Blyth.
10. (a) 1939/43 Ribbon and Star.
- (b) Pilotage service and demobilisation.
11. Conference.
12. Any other business.

(Some of the more important items on the agenda are dealt with under separate headings in this issue of *The Pilot*).

Mr. F. S. CHESTERFIELD

The intimation from Mr. F. S. Chesterfield that on his appointment as master of the Humber pilot cutter "J. H. Fisher" he could not continue to serve on the Executive Committee, was received with regret.

P.A.Y.E.

Arising out of the minutes Mr. Love asked the position regarding P.A.Y.E. The Chairman said that some wanted it; others did not, but the matter had now come before the Special Commissioners whose decision would be announced in due course. This would dispose of the matter.

FINANCE

The balance sheet and accounts for 1944 were adopted on the proposition of Mr. Mock. They are printed on pages 6 and 7 of this issue and will come before Conference.

MEMBERSHIP

The Secretary reported that all round the coast new pilots were continuing to join the Association and all the 12 Seaham pilots had just come in. There had been some resignations in the Firth of Forth and Dundee. Leith, however, had always been divided and never anything like 100 per cent for the Association.

1239/43 RIBBON AND STAR

The Secretary reported that pilots with six months sea service outside smooth waters were entitled to the 1939/43 ribbon and would eventually get the star.

The Chairman: You get your certificate from the Authority, take it to the Board of Trade and it is put through.

DEMobilISATION

The Ministry had agreed, Sir John reported, that pilots' sea going service should count as war service in fixing the code number.

"LED" SHIPS

The Admiralty's decision on this subject is referred to on page in resume of the Association's activities.

The Chairman said that Sir John had been in negotiation with the Admiralty and Ministry of War Transport. It seemed that the decision was an agreed compromise on a difficult question, and the Admiralty had written appreciatively of the help of this Association in reaching an agreement.

Mr. Love expressed surprise that the matter had arisen at this late stage of the war.

Mr. Windass said that his colleagues were satisfied on the principle that half a loaf was better than nothing.

PAYMENT DURING TRAINING OF TEMPORARY PILOTS

The Secretary said there was nothing more to be done on this matter (see resume) at present. It concerned the London District and the pilots were strongly opposed to any payment out of the Pilot Fund.

Mr. Windass said they were agreed that the men in training should be paid but not out of the Pilot Fund to the detriment of the Pension Fund. Hundreds of thousands of people had been paid during training for the war but not out of a pension fund. The State must pay it.

THE PRESIDENCY

The presidency was mentioned by Mr. Ayre who was told by the Chairman that the Executive had taken no steps to fill the position. Mr. Love pointed out that the matter was tied up with that of the Committee of Members of Parliament.

NEXT MEETING

It was agreed to hold the next meeting of the Executive Committee on Tuesday, June 26th.

UNITED KINGDOM PILOTS' ASSOCIATION.

Income and Expenditure Account for the Year ended December 31st, 1944.

EXPENDITURE	1943		1944	
	£	s. d.	£	s. d.
To Printing, Postage, Stationery, etc.	50	1 4	47	9 1
" Preparing and Printing Magazine "The Pilot", etc.	111	5 6	27	3 6
" Expenses of Conference and Officers' travelling expenses attending same	135	2 4	—	—
" Expenses of Executive and other Meetings, and of President and Officers	120	14 4	126	11 3
" Travelling Expenses	47	6 9	32	6 6
" Grants towards Pilots' legal and other Expenses	10	10 0	33	5 9
" Audit and Accountancy	36	15 0	36	15 0
" General Secretary and Solicitor including all Office Expenses, Rent, Clerks, etc.	1,000	0 0	1,000	0 0
" Local Secretaries	22	6 6	20	8 2
" Corporation Duty 1943/44 and 1944/45	—	—	22	12 6
" Balance—Surplus for year	128	7 1	227	11 7
	£1,662	8 10	£1,574	3 4

INCOME	1943		1944	
	£	s. d.	£	s. d.
By Members' Subscriptions:—				
Due 1944	1,486	18 0	1,505	7 0
Less Subscriptions in arrear	355	5 0	403	7 0
	1,131	13 0	1,102	0 0
" Subscriptions in arrear, since collected	377	16 6	332	3 0
" Entrance and Rejoining Fees	35	14 0	23	2 0
" Badges	9	0 0	9	0 0
" Interest on Investments (less Income Tax):—				
3½% War Loan	64	15 0	64	15 0
3% War Loan	7	10 0	7	10 0
London Midland and Scottish Railway Co. 4% Preference Stock	8	0 0	8	0 0
Railway Finance Corporation 2½% Guaranteed Debenture Stock	21	11 4	21	11 4
3% Defence Bonds	15	0 0	15	0 0
	£1,662	8 10	£1,574	3 4

Balance Sheet as at December 31st, 1944.

INCOME AND EXPENDITURE ACCOUNT:—					
Balance at 31/12/43	7,356	6 11	£	s. d.	Value at 31/12/44
Add Surplus for year	227	11 7			£ s. d.
	7,583	18 6			
SUNDRY CREDITORS:—					
Subscriptions prepaid for 1945	4	1 0			
Sundries	56	13 11			
	60	14 11			
	£7,644	13 5			
INVESTMENTS:—					
War Loan—3½% £3,700	3,697	19 3			3,852 12 6
War Loan—3% (1955/59) £500	500	0 0			510 0 0
London Midland and Scottish Railway Co. 4% Preference Stock (1923) £400	275	6 0			254 0 0
Railway Finance Corporation Ltd. 2½% Guaranteed Debenture Stock (1951/52) £1,725	1,656	0 10			1,720 13 9
Defence Bonds—3% £1,000	1,000	0 0			1,015 0 0
	7,129	6 1			7,352 6 3
CASH AT BANK—Current Account	481	0 6			
OFFICE FURNITURE, FIXTURES, ETC. as per last Account	18	11 0			
INTEREST ACCRUED DUE	15	15 10			
	£7,644	13 5			

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.

J. B. WATLING, F.C.A.,

Chartered Accountant.

Public Auditor under the Friendly Societies' Act.

BRISTOL, 23rd April, 1945.

WAR-TIME COMPULSORY PILOTAGE REVOKED

Concern at North East Coast Ports—Deputation to the Executive

The removal at very short notice of the Admiralty's war time measure of compulsory pilotage at the North East Coast ports created considerable concern among the pilots in the districts affected and they met to see what could be done to obtain its restoration.

The outcome was a deputation to the U.K.P.A. Executive at the meeting in London on May 3rd. Messrs. J. R. Hastings (Hartlepool) and L. Pickersgill (Middlesbrough) were the deputation and the position was fully discussed with them.

Compulsory pilotage in these waters was a defence measure imposed by the Admiralty who could remove it when they wished. It had nothing to do with the question of general compulsory pilotage and on that point the Secretary emphasised that the Ministry of War

Transport were very unlikely to think about any alteration of the system during the war.

Nevertheless the Executive were anxious to help the pilots concerned and explored possible lines of action. The most favoured was that a deputation to the Ministry of War Transport should ask for Pilotage Orders to be put through continuing compulsory pilotage at the N. E. Coast ports during the transitional period between the end of hostilities and any reorganisation of pilotage after the war.

It was agreed that Messrs. Hastings and Pickersgill should go into the matter further with Sir John and if they still desired that an approach to the Ministry of War Transport should be made on these lines that course would be taken.

PILOTAGE EARNINGS

Possibility of Shipowners seeking Reductions discussed

Pilotage earnings and the possibility of attempts being made by the shipowners to get them reduced were discussed at some length at the May meeting of the Executive and an important statement on the subject was made by the Secretary.

Sir John, who quoted the figures for some of the ports, said he had recently seen the Ministry of War Transport who were wondering how some of the earnings could be justified. The Chamber of Shipping, concerned about the position when Government control went, had started with an attack on Bristol where in 1944 the earnings were £1,191 net to which had to be added certain expenses which at this port were paid by the Cutter Company. The application to the Ministry had been made because the Bristol pilots were in receipt of a 25 per cent war increase and the case for the Chamber was that this increase, put on at a time when the earnings were £550 net or thereabouts, was no longer justified. There was also an application in the case of Boston where the pilots had a war increase. As far as he knew these were the only ports which had been attacked and the Association had nothing to

do with Bristol. The Union had been active at Newport and had applied for an increase but had been turned down for the second time. The pilots there seemed nevertheless to be quite happy. Blyth had applied for a five per cent increase which the Ministry refused. That was the only rebuff the Association had had in the matter of rates for a considerable time and he was hoping to get it reversed.

"If it were not for what this Association has done" added Sir John, "Pilotage earnings might well have been attacked long ago."

It was pointed out by members of the Executive that where the average earnings were high the pilots were working much harder than in normal times. Mr. Mock cited the case of Swansea where the earnings were £1,300 but there were only 18 pilots instead of 26; they were handling three times as many ships and the tonnage was more than doubled.

Mr. Ayre urged that the Association should fight as hard as possible against reductions.

Any port threatened with a reduction should immediately notify Sir John Inskip.

ASSOCIATION HEADQUARTERS

At the meeting of the Executive Committee in Bristol last November a sub-committee was appointed to go into the question of the headquarters of the Association and the secretaryship.

Mr. J. H. A. Smith who was a member of that sub-committee submitted their report at the May meeting. The recommendations to be made to Conference will be considered at the next meeting of the Executive with a view to Conference deciding certain points which must be settled before any progress can be made.

on May 13th, by Mr. J. H. A. Smith in his capacity as vice-president of the Association.

PILOTS AND INDUSTRIAL INJURY

"While the pilots are anxious to protect their rights as professional men they feel that the protection they have hitherto enjoyed under the Workmen's Compensation Act should be extended to them under the Industrial Injury measure."

That resolution was adopted by the Executive Committee in May following a statement by the Secretary of a recent interview with the Ministry of Health. In reply to a question by Mr. Smith, Sir John said the alternative to inclusion in the scheme was for the pilots to insure themselves against accident.

The U.K.P.A. was represented at the Thanksgiving Service at St. Paul's Cathedral

The Pilot, June, 1945.

Obituary

NORTH CHANNEL PILOT REPORTED MISSING

London Pilots were greatly upset by the news that one of the most popular North Channel men, Mr. Frederick E. Tyrrell, was reported missing. He had been unable to leave the vessel he was piloting and was taken out of his district. It is feared that he lost his life through enemy action when returning to the Thames in another vessel.

Captain Tyrrell, who was 47 years of age, was the eldest son of Mr. F. G. Tyrrell of Gravesend. He was sail trained and saw service in the *Colonial Empire* and *Mount Stewart*, later serving in the Australian Commonwealth "Bay" ships. He joined the pilotage service in September, 1930 and was stationed at Harwich but later served at Dover and Greenwich. He volunteered for special duties in the Royal Navy and for a time was in Iceland.

For a pilot he has an unusual accomplishment, being an organist of exceptional merit.

RIVER PILOT FOR 33 YEARS

The London River pilots have lost a very popular colleague and the Association a staunch member by the death of Mr. Albert A Tadhunter. He had been a River pilot for 33 years and was choice pilot for the United States and Port lines before the war. Formerly he was with the C.P.R. and the Elder Dempster lines. Before Mr. Tadhunter joined the pilotage service he was master of one of Messrs. Mead, Son and Hussey's Dunkirk steamers.