

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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to be held at the

HOLBORN RESTAURANT, LONDON

JULY 1st and 2nd, 1947

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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

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1946-1947 of the

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MR. F. R. E. GOLDSMITH (Gravesend Channel), Cedarbank, 36, Pine Avenue, Gravesend
MR. G. S. WARD (Humber), 34, Ella Street, Newland Avenue, Hull

Auditors :

MESSRS. WATLING, PARKER AND CO. (Bristol)

General Secretary and Solicitor :

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

Editor of "The Pilot" :

ALFRED CURTHOYS, 70, High Holborn, London, W.C.1

THE PILOT

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THE SIXTIETH CONFERENCE

The Diamond Jubilee Conference of the Association will be held at the Holborn Restaurant, London, on Tuesday and Wednesday, July 1st and 2nd, 1947. The usual eve of conference meeting of the Executive Committee has been arranged for 4.30 on the afternoon of June 30th.

The President, Admiral Lord Mountevans will open the Conference at 10 o'clock on the Tuesday morning.

The Conference Agenda is :—

1. Opening of Conference.
2. Report of Secretary and Solicitor.
3. Debate on Report.
4. Balance Sheet and Accounts.
5. Resolutions of which notice has been given.
6. Any other Resolutions brought forward by or with the consent of the Executive Committee.
7. Pilotage Rates and the Ministry formula.
8. Sickness Insurance.
9. National Insurance.
10. Secretaryship.
11. Election of Officers.
12. Appointment of Auditors.
13. Date and place of next Conference.
14. Any other business.

Note.—Owing to special circumstances this year, it was impossible to give the usual length of notice and therefore some extension of time within which to submit resolutions must be allowed. In any case, resolutions of which notice has not been given are permitted with the consent of the Executive Committee.

RESOLUTIONS

BARRY

Each branch of the Association shall have the right to elect one or more deputies to each annual meeting in the proportion of one to every ten members belonging to the branch, but no branch shall have more than five deputies who shall be duly registered in the books of the Association.

GRAVESEND RIVER

1. That the pilots of the larger ports take action to raise the basic qualifications for a license to a Foreign-going Master's certificate.

That the Association should approach the Minister of Transport with the object of raising the qualifications for a license at minor ports to a Home Trade Master's certificate where the traffic using the port warrants the appointment of a full time pilot.

2. That the Association approach the Minister of Transport with the object of reviewing the exemption from pilotage granted to vessels at various ports.
3. That the Association approach the Minister of Transport with the object of obtaining more effective representation of pilots on the various Pilotage Authorities.

FALMOUTH

That outward bound vessels wanting a pilot or being compelled by law to have a pilot should be required to order a pilot well in advance of the intended sailing time.

EXECUTIVE COMMITTEE VACANCIES

Pursuant to the rules of the Association the three members who have been longest in office retire from the Executive Committee and when there are more than three, lots have to be drawn.

The position is as follows:—

The two members who have been longest in office and will therefore retire this year are

Mr. F. R. E. Goldsmith (London Channel) Mr. C. E. Mock (Swansea)

both of whom were elected in 1943.

The third retiring member will be decided by ballot from the four members who were elected in 1945, namely

Mr. M. M. Marshall (South Shields) Mr. H. B. Eagle (Isle of Wight Inward)
Mr. G. S. Ward (Humber) Mr. J. H. Innes (Gourock)

The result of the ballot when taken will be reported to Conference.

The three retiring members are eligible for re-election without nomination and will stand for election with the following who have been duly nominated:—

Mr. J. P. Bennett (Barry) Mr. H. G. Pead (Cardiff)
Mr. D. H. Tate (Tees) Mr. H. J. Wynn (Gravesend River)

ASSOCIATION'S APPEAL TO MINISTRY ON
1936/38 FORMULAPilots' Right to Same Rate of Increase as Other Sections of
Shipping Industry

THE Association has appealed to the Ministry of Transport regarding the formula based on the 1936/38 average earnings. Following the discussion at the March meeting of the Executive Committee reported in another page of this issue of "The Pilot," Sir John Inskip addressed the following letter dated May 23rd, 1947, to the Secretary of the Ministry:—

"This Association has been giving close consideration to the question of the Ministry formula, which has been regulating pilots' earnings during and since the war. The Ministry is aware of the fact that this Association has long thought that the time has come for a new formula, and when the question was first raised at the Ministry some little time ago, I was informed that any proposal upon which the Chamber of Shipping and this Association were agreed would have consideration. The Chamber of Shipping were informed accordingly, but up to the present it has not been possible to get down to the discussion of any new formula for submission to the Ministry.

"In the meantime, however, the matter has become more urgent and complicated, and this Association desires to ask the Ministry to initiate some formal discussions with the interested parties in support of this, I would make the following points.

"The present formula ties the pilots to the 1936/38 average earnings and conditions of working plus a bonus in accordance with the Civil Service scale. The conditions of life or service of a pilot cannot be likened to those of the Civil Servant. The regular hours of day time duty, the pension rights, week-end holiday, Bank Holidays and regular meals and night rest are all unknown to pilots, and the Civil Service bonus scale which was accepted unwillingly under war conditions has proved more and more unreasonable and unfair in its operation.

"There was before the war plenty of room for improvement in working conditions, but nevertheless it is frequently suggested that a port has too many pilots. The number of pilots is dependent upon a variety of conditions and the number of ships piloted is by no means the only consideration. It sounds reasonable enough to say that pilotage rates should be fixed at a level designed to produce sufficient revenue to support the number of pilots required by the trade of the district, but there is something more than the trade requirements to consider. There are the obligations of and penalties imposed by the Pilotage Act, and there are the rights

which the shipowner is naturally anxious to preserve and which the licensed pilot has to bear in mind and protect himself against.

"It is too often argued in the case of some of the small ports that it is only a part time occupation for one or two pilots as the case may be, but if that is really to be the case, then the part time man cannot be expected to hold himself at the beck and call of the shipowners, and he must not be held to blame if his other part time occupations prevent him from meeting his obligations under the Pilotage Act. There should be no such thing as a part time pilot, and if any port is in need of a pilotage service of any kind that service should be properly remunerated unless a part time pilot is to be freed from all ties and obligations other than to respond to a call when able.

"I introduce the part time question into this matter because it provides instances of cases which the Ministry formula cannot possibly meet. The pilots object to being tied down to the pre-war conditions of working which is what this strict adherence to the pre-war number of ships piloted by each pilot really means.

"Out of the gross individual earnings a percentage has to be contributed to maintenance and administration, the cost of which has risen to a level which must be close on 100 per cent at most ports. The small increase which the Ministry formula allows is not sufficient to meet the increased costs of administration and maintenance, let alone the extra cost which a pilot has to meet out of his net earnings by reason of the nature of his calling, such as clothing of a very comprehensive kind, travelling and very frequent meals taken away from home. The cost of clothing has increased more than 100 per cent travelling over 50 per cent and food anything up to 150 per cent above the 1936/38 average. These last mentioned expenses are getting more serious and are a more expensive item for a pilot than for a Civil Servant.

"It is admitted that any increase has to be borne out of shipping earnings and must, therefore, bear comparison with similar levies such as port dues, light dues, tug-boat rates, stevedoring, etc. All these have been increased to a level which in many cases is well over 100 per cent of pre-war charges. Freights have consequently been increased accordingly and to an extent which would make any additional cost of pilotage appear relatively insignificant.

"In the meantime, it is, of course, common knowledge that shipping is making big profits.

(Continued column 2, page 6)

THE SECRETARYSHIP

The Executive Committee has given a good deal of time to the question of Secretaryship, and, as a result of advertisements in the *Daily Telegraph*, the *Journal of Commerce* and *Lloyds List*, a number of applications were received. These have been gone through very carefully and the first short list prepared for references. It is hoped then to make up a final short list for interview, but this will not be done before Conference meets.

In the meantime, applications are invited from any member of the Association, but they should reach Sir John Inskip at once so that they may be considered with those from whom references have already been asked.

REGULATION 43

In the House of Commons on May 12th Mr. G. Allighan (Lab., Gravesend) asked the Minister of Transport whether he was aware that the Defence Regulations are still made applicable to London river pilots, although they have been lifted from the pilots operating in all other parts of the country; what was the reason, and whether he was now in a position to make the relaxation general.

Mr. Barnes: An order was made in September, 1939, by the Admiralty under Defence Regulation 43 applicable to Trinity House pilotage districts. Proposals to amend the pre-war bye-laws, including proposals made by the compulsory River Thames Pilots' Committee, are under consideration by Trinity House, and pending the completion of the negotiations, the current arrangements are being maintained in effect under the Defence Regulation.

THE ASSURANCE

In the House of Commons on March 3rd, Mr. L. J. Calleghan (Lab., Cardiff) asked the Minister of Transport if he intended to give power to the Transport Commission to operate or control the whole or any part of the pilotage services at present provided under the Pilotage Act of 1913.

Mr. A. Barnes replied that the Transport Bill contained no proposal for amendment of the Pilotage Act, 1913.

The *Western Mail* commented that while the Minister had merely stated what was already known, the opinion was that he had no intention of taking over pilotage services.

Mr. F. W. Llanfear, 6, Clement Place, Barry, is the new secretary of the U.K.P.A. at Barry.

(Association's Appeal—continued from p. 5)

The price of practically every shipping share has risen 100 per cent since 1936/38, and some of them very considerably.

"It is believed that officers and every grade of seaman in the Merchant Navy have received wage increases far in excess of the comparatively small percentage increase allowed by the Ministry formula, and it would greatly interest this Association to be put in possession of the actual figures. It will have been noted that the Chairman of the King Line Ltd. at its annual meeting recently referred to the new wage agreement which gave substantial increase in the rates of pay and also to security of tenure which seafarers are now enjoying.

"The Parliamentary Secretary to the Ministry of Labour in a written reply to a question in the House of Commons this week stated that the increase in the weekly wage of men in the principal industries and services between September, 1939, and April, 1947, is estimated to have been about 64 per cent.

"These are some of the main reasons for this appeal to the Ministry. If it is desired to adhere to some simple formula as the one which is in operation at present, then this Association claims the right of pilots to receive the same rate of increase as other spheres of employment in the shipping industry, and some of those increases are providing as much as 100 per cent of the 1936/38 figures. The very uneven and varying conditions as between one port and another are impossible to justify except on the ground, which can have no support, that these conditions have existed for many years.

"This Association hopes very much that the Ministry will give this letter immediate and serious consideration, and that some definite action may be taken at a very early date."

Cardiff Pilotage Authority is applying to the Ministry of Transport for an increase in the pilotage rates to 60 per cent above the 1939 level.

Barry pilots were congratulated at the annual meeting of their Authority on their good work, casualties being only 1.3 per cent.

Humber Pilotage Committee's suggestion that pilot apprentices called up for service with the Forces should be directed into the Merchant Navy on completion of their apprenticeship has not been supported by the Ministry of Transport or the Shipping Federation.

How the £8,000,000 battleship *King George V.*, which was built on the Tyne, was piloted out to sea on a dark autumn night without lights or other navigational aids was one of the war-time achievements referred to by Mr. John Thomson, secretary of the Tyne Pilotage Authority, in a recent address at the Youth Centre, North Shields.

Capt. JAMES LEARMONT RETIRES

Milestones in the Life of a Great Sailor

"Some 40 years ago the sea 'called' the small son of the skipper of a 46-ton schooner. The boy had no liking for school, but the sea was no cure; instead it turned out the genial sailor who at the Manchester Conference was elected a Vice-President of the United Kingdom Pilots' Association—Mr. James S. Learmont."

If you take down the third number of the seventh volume of *The Pilot*—it will be 20 years old this month—you will find the above quotation was the opening paragraph of an article we wrote on one of the stalwarts of the Association in those days.

Now we recall those words as a suitable introduction to a message of good wishes to him on his coming ashore to a well earned retirement brought about by the inexorable age limit rule, although in this case it was given one year's elasticity.

No apology is necessary for re-printing the picture which appeared 20 years ago. Those who know him now will appreciate how lightly the hand of time has touched him.

COMMAND BEFORE HE WAS 24

In that earlier copy of *The Pilot* you may read about his early days in sail and his first command, the ship *Brenhilda* before he was 24. In April, 1900, he sailed from Shields and reached Valparaiso in 70 days. He claims that his record run of 39 days from the Line to Valparaiso has not been beaten by any ship. His next advance was to the ship *Brenda* which was destroyed by fire at Valparaiso in May, 1906. The owners then bought a four-masted barque, renamed her *Bengairn* and put Capt. Learmont in command. In January, 1910, he left her to join the Cinque Ports pilot service.

From the time he entered the service he interested himself in pilots and pilotage in the widest sense and from 1920 to 1922 was their representative on the London Pilotage Committee. During that period there was a ten days' inquiry into rates which brought him into close contact with leading figures in the legal world. He was one of the pilots deputed to work with Dr. Isserlis on the change over to footage and tonnage.

LOSS TO THE TEES

The Tees pilotage service lost one of its most esteemed members, Mr. Henry Watson Dixon, on March 9th, 1947, at Redcar, Yorks.

Mr. H. W. Dixon, who was 54 years of age, was apprenticed in May, 1910, and received an acting order licence in June, 1920, and a first-class licence in 1926.

He was a member of the U.K.P.A. for many years.



Capt. JAMES LEARMONT

DANGER AREA RECORD

In 1922 he was elected to the Executive of the U.K.P.A., and, as the opening paragraph indicates, he became a Vice-President five years later. While holding that office he attended many meetings on the change in helm orders. During this period he also took municipal affairs in his stride and was elected a member of the Dover Town Council.

In the first war he was torpedoed twice in three weeks and his mileage in danger area was the highest in the London district.

Then, after 22 years as a pilot, he was appointed Superintendent of pilots at Harwich in 1932. It was a promotion which brought many regrets for no longer could he continue his active participation in the work of the U.K.P.A., but the 1942 Conference paid him tribute by electing him an honorary Vice-President.

In all his years as a pilot he never missed a turn through sickness and the same good fortune went with him to the Harwich station where he has been held in high esteem, even affection by the fraternity. May it go with him through the years of leisure ahead.

At Poole Harbour Board meeting recently it was reported that the pilotage of vessels was now a day and night service at any state of the tide, but, pending completion of dredging operations, pilots were not prepared to move vessels from Brownsea Roads to the Quay at night.

EXECUTIVE COMMITTEE MEETING

The Executive Committee met at the Holborn Restaurant, London, on March 12th, 1947. There were present: Messrs. J. H. A. Smith (in the chair), Alex. A. Love, F. R. E. Goldsmith, J. J. Jones, G. S. Ward, J. H. Innes, Stanley J. Ayre, M. Marshall, N. Line, C. E. Mock, H. B. Eagle and Bernard C. Webb, hon. treasurer, and Sir John H. Inskip, secretary and solicitor.

Before commencing the business the Chairman referred to the death of Mr. G. W. Windass, a former member of the Committee, and asked the members to stand as a token of sympathy.

NATIONAL INSURANCE

Arising out of the minutes Mr. Ward asked if there was anything further regarding National Insurance, adding that people were getting restive.

Sir John reported that the proposition had been put to the Chamber of Shipping for a meeting to see whether the shipowners would undertake the responsibility of employers for the purpose of the scheme.

It was agreed that Sir John should press for an appointment with the Chamber of Shipping to discuss the matter.

MEMBERSHIP

Mr. Love asked if there had been any more secessions.

The Secretary replied that there had been no developments anywhere.

RE-ADMISSION TO THE ASSOCIATION

The Finance Committee reported that a pilot at one of the Forth ports had asked on what terms he could rejoin the Association. It was recommended that the Executive should exercise the discretion provided by the rules of dealing with each individual case on its merits, and allow him to return on payment of the entrance fee of one guinea.

Mr. Marshall urged that the entrance fee should not be imposed. It was possible to walk into the Transport Union for nothing.

One answer to this is that the Union has a good deal to say if a pilot walks out.

Mr. Line agreed that such cases should be given most favourable terms but there was a danger of it being treated frivolously.

The matter will probably be raised at Conference.

PILOTAGE RATES

The Secretary reported on pilotage rates. He said that he had received replies from only 32 ports to his circular letter asking for information. From these he had prepared two lists, one of those ports whose present earnings were above the pre-war standard plus the allowance provided by the Ministry

of Transport's formula; and the other of those below the line. Fifteen ports were in the former category and Sir John pointed out that those were the figures the Chamber of Shipping would have in mind when discussing an alteration of the formula. It was a strange thing about some of the ports that they did not ask for the increase they were entitled to and he had had to write to them about it. The next thing they would be told was that the Association had done nothing for those ports.

A lengthy discussion ensued.

First, Mr. Ayre pointed out that many of the figures were inflated by increased trade.

"You are absolutely right," said Sir John, "but the present system on which pilots are paid allows some ports to derive a benefit when trade is good. When the trade goes off, however, you must take the rough with the smooth. Wisely or unwisely pilots have been content for 50 years or more since pooling arrangements became general, to be paid on this up and down system."

Mr. Ayre said the pilots had been far too complacent for many years. It was astonishing how wages in the mercantile marine had gone up but the formula of the Ministry was worth only about 10 per cent to the pilots.

Mr. Love said the Ministry appeared to have concentrated on the earnings of the pilot rather than allow him to make a fair charge for what he did. It would be nearer what the pilots wanted if the Association went forward for an increase in pilotage rates based on the present cost of living.

Another aspect of the subject, mentioned by Mr. Goldsmith, was that the earnings of pilots were not likely to attract the best type of man from the Merchant Navy into the service and this was of vital concern to shipowners who had to entrust their ships to them.

Mr. Mock did not think the shipowner cared about that; he was for keeping the cost down.

Several members emphasised that pilotage was piece-work.

Mr. Love suggested that the only way to deal with the situation was to attack the limitation of earnings. If pilots were doing the work why should the Ministry worry?

Mr. Line said that if an act of pilotage was worth so much a few years ago it should be worth considerably more in these days.

Mr. Innes contended that if the formula were attacked from the point of view of the ship as an individual act of pilotage the pilots were bound to get more money.

"Freights," said Mr. Mock, "are out of all proportion to rates. Our rates at Swansea are 35 per cent above those of 1936-38 but freights have gone up 200 or 300 per cent. We are ground down for some reason—I think it is because we do not kick against it."

Mr. Goldsmith said that Mr. Innes assumed that pilots were prepared to do the same number of ships as in pre-war days, but

pilots were looking for improved conditions and felt that something should be done to reduce the number of ships per man.

There was criticism of the system used in the compilation of the Abstract of Pilotage Earnings on the ground that it did not present a fair picture.

Mr. Line maintained that instead of taking for the purpose of the returns "the number of pilots working as at December 31st," the basis should be the number of licensed pilots on a station when all were working.

Sir John advised those ports dealt with in this way to insist on the basis being the number of licensed pilots, which was applied at other ports.

Eventually a motion was put forward by Mr. Line that a new formula should be submitted to the Ministry.

This was seconded by Mr. Eagle but Mr. Ayre pressed for an increase of 100 per cent on 1936-38 average. This was seconded as an amendment by Mr. Marshall and seven voted for it. It was then put to the meeting as the substantive resolution and received a unanimous vote.

Sir John pointed out that the form in which it was submitted to the Ministry, the Chamber of Shipping and all the Pilotage Authorities would need careful preparation. It could not be done that day and it should, perhaps, come before the next meeting of the Executive Committee.

It was agreed at the suggestion of Mr. Innes, that the members should send their observations to Sir John who undertook to crystallise them.

Mr. Marshall urged that the matter should not wait for another Executive meeting.

The Chairman expressed the opinion at the end of the discussion that pilots were being penalised for what they did during the war. They worked like galley slaves and were now told "You did it during the war, why can't you do it now?"

PASSENGER CARRYING VESSELS

The Executive approved a suggestion by the Secretary that as the first step in dealing with a question of passenger-carrying vessels which was troubling the London River pilots, he should put a case to counsel for his advice.

Sir John told the meeting that some Dutch ships were making a practice of coming in with two or three "non-fare-paying" passengers. Trinity House had given certificates which purported to exempt these vessels.

BRISTOL CHANNEL PILOTAGE

The Secretary reported on a proposed Bristol Channel Conference for which the Transport Union was pressing on behalf of Newport. The Area Secretary of the Union had asked for co-operation by the Association and Sir John replied that he would decide when he received a rough agenda of this conference. He was still waiting for that information. When he knew what the conference was about he would inform the

ports east of Breaksea—Swansea were not in it—so that they could decide whether they were prepared to attend. From inquiries he had made it seemed that some kind of amalgamation of the Bristol Channel services was in mind, but apparently the Ministry did not propose to arrange an inquiry such as that at the Firth of Forth.

Mr. Jones was suspicious of this move. Only Newport and Bristol were in the Union, and the Association should have nothing to do with the proposed conference until informed as to the purpose of it.

Sir John: All our members in the Bristol Channel are in agreement with that and the Area Secretary of the Union has been so informed.

GRADUATION OF SUBSCRIPTIONS

Teignmouth, the Secretary reported, had written asking whether there was any graduation of membership fees and also if membership could be made compulsory.

The Chairman said that in the past when graduation was discussed there was a lot of argument against it and Mr. Love added that some of the small ports objected to differentiation.

INCOME TAX CLAIM

The Secretary reported that the Barrow pilots had been called upon by the Income Tax authorities to shoulder a heavy tax liability. It appeared that the pilots had been paying into the Pilot Cutter Depreciation Fund substantial sums, and for which tax was claimed. It was really a matter of accountancy and he had advised them to go to an accountant, not a solicitor.

Mr. Line pointed out that the pilots had done nothing dishonest and he thought they should be helped.

It was agreed that Sir John should go as far as he could in supporting them without incurring expense, and then bring it before the Executive again.

MISCELLANEOUS ITEMS

Reference was made by the Secretary to a number of matters affecting various ports.

IPSWICH.—The local pilots objected to conditions of piloting at night on the river Orwell. Their case was being taken up.

GOOLE.—Three additional pilots were asked for by the pilots who were hard pressed but they had been told the present number was adequate. Recently the pilots' representative on the Pilotage Committee had refused to attend for duty because he had been summoned to a meeting of the Committee. The Pilot Master had asked for exemplary punishment. This raised a very important question and Sir John said he was tackling it for the pilot.

MANCHESTER.—The pilots were applying for an additional five per cent to their Benefit Fund and the Ministry of Transport had sent

(Continued column 2, page 10)

HUMBER PILOTS' COMMODORE Sudden Death of Capt. J. M. HOLLAND

With deep regret we record the sudden passing of Capt. John Middleton Holland, Commodore of the Humber pilots and formerly a most valued member of the U.K.P.A. Executive Committee. He was on his way to his office in the Old Town on May 16th when he suddenly collapsed and died. A few weeks before he had been ill but it was thought he had made a complete recovery. He was 67 years of age.

He leaves two daughters. Mrs. Holland died some years ago.

When he became master of the Humber pilot cutter, *W. A. Massey*, in 1927, it was with very great regret that he was unable to continue his work with the Association, a sentiment shared to the full by the other members of the Executive who valued his sound judgment and appreciated his sterling qualities.

TWENTY YEARS AGO

We recall the surprise his quiet announcement of the appointment created at a meeting of the Executive and the consternation when he pointed out that as cutter master he would not be able to remain on the Committee. Dick Lewis with characteristic impetuosity broke in "Oh, chuck the pilot cutter!"

Of course Jack Holland did not "Chuck" her but remained with her four years and was then transferred to the new cutter *J. H. Fisher*. In 1939 he took over the shore duties on appointment as Commodore.

Prior to 1927 he was Chairman of Humber Pilots Steam Cutter Co. Ltd. and was also a representative of the pilots on the Pilotage Committee of the Humber Conservancy Board.

For his earlier career we have turned to an article in *The Pilot* of March, 1926, and made this extract:—

"Once upon a time a barque was lying-to off Dungeness in a south-westerly gale taking a London pilot. As the boat came alongside with the pilot, a young apprentice in the barque said, 'I'm glad I'm not a pilot.' He knew all about the hardships of life in a sailing ship, but still he thought the pilot's lot was a little bit harder.

QUEEN'S PRIZE AT 13

"That apprentice was young Jack Holland, now Mr. John M. Holland, Humber pilot, and Honest John to all who know him. The barque was the *Andes*, a Hull ship in which many boys of that port had their initiation into the seafaring life. Before he joined her, young Jack had his mind fixed well on the sea, having been a pupil at the Hull Trinity House Navigation School at 11 years of age,

and the winner of the Queen's prize for nautical astronomy at 13.

"His four years' apprenticeship completed, he obtained his Second Mate's 'ticket' and joined the Wilson Line, remaining in their service twelve years. He served in all classes of vessels, and went to all parts of the world. At 24, while serving as second officer, he got his extra master's certificate.

"In 1910 Mr. Holland entered the pilotage service and promptly joined the U.K.P.A.

"It was a good piece of business which put him on the Executive Committee of the U.K.P.A. at the memorable conference at Hull, 1919. No one could have the welfare of the pilots of the kingdom more at heart than he has."

(Executive Meeting—continued from p. 9)

copies of the correspondence for the Association's views. One or two important issues were raised here and Sir John undertook to advise the Executive if he thought the Association should make any observations. SUNDERLAND.—Nothing further had been received regarding the application for compulsory pilotage. It was always better for the Pilotage Authority to handle a matter of this sort.

Mr. Marshall said he believed the pilots were quite happy about the matter which seemed to be going on all right.

RE-ORGANISATION OF THE OFFICE

The Executive discussed at considerable length the re-organisation of the office.

The Chairman recalled the efforts which had been made to deal with the matter in the past three or four years. Two or three plans had been explored and all sorts of difficulties were encountered. Now Sir John had intimated more strongly than ever that he wished to be relieved of the secretarial duties but he was prepared to carry on with the solicitor's business for so long as he could.

Mr. Smith added that he felt something had to be done about it, but at the same time they must not step too far or undertake responsibilities which the outlook did not warrant.

Sir John emphasised what the Chairman had said and added that his resignation could be in their hands that day but he did not want to put the Executive in a difficulty. He gave the meeting some details of what the position involved. Apart from routine work he had in the past fortnight written 80 letters dealing with various matters at 15 ports which came to him for assistance and guidance. He did not think that there was anyone, even on the Executive, who had any idea of the work which this Association was doing. All these matters required careful consideration and were right outside ordinary routine, most of them calling for legal opinion.

The Executive discussed the matter at length and eventually decided to invite applications for the position of Secretary by advertisement.

Local Secretaries:

Aberdeen	.....	J. M. Wyness	.....	2, Belvedere Crescent, Aberdeen
Ardrossan	.....	J. A. Cunningham	.....	The Harbour, Ardrossan, Ayrshire
Barrow-in-Furness	.....	William Taylor	.....	23, West Avenue, Barrow-in-Furness
Barry	.....	F. W. Llanfear	.....	6, Clement Place, Barry, Glam.
Belfast	.....	A. G. Starkey	.....	Pilot Office, Clarendon Dock, Belfast
Boston, Lincs.	.....	H. Fountain	.....	Pilot Office, Custom House Quay, Boston, Lincs.
Cardiff	.....	T. R. Beer	.....	The Hollies, Wordsworth Avenue, Penarth
Clyde (Gourock)	.....	J. H. Innes	.....	"Burnbrae," Victoria Road, Gourock
Cinque Ports	.....	R. E. Clare	.....	Woodend, Whitfield Hill, Kearsney, near Dover
Colchester	.....	H. C. Chamberlain	.....	64, Spring Road, Brightlingsea
Falmouth	.....	E. Ludlow	.....	Pilot Boat Association, 14, Arwenak Street, Falmouth
Fleetwood	.....	A. Wright	.....	12, Arthur Street, Fleetwood
Fowey	.....	James Salt	.....	Seaside Cottage, Polruan, Cornwall
Glasgow	.....	A. A. Love	.....	32, Falkland Street, Glasgow, W.2
Gloucester	.....	L. C. Taylor	.....	Pilotage Office, Sharpness, Glos.
Goole	.....	T. M. Mapplebeck	.....	45, Salisbury Avenue, Goole
Grangemouth	.....	M. I. H. Smith	.....	The Docks, Grangemouth
Gravesend (River)	.....	J. H. Fife	.....	Clare House, 24, Singlewell Road, Gravesend
Gravesend (Sea)	.....	W. J. Glassborow	.....	76, Central Avenue, Gravesend
Hartlepool	.....	J. T. Nicholsson	.....	70, Church Street, West Hartlepool
Harwich	.....	T. R. R. Letten	.....	"Rivington," Fronck's Road, Dovercourt
Holyhead	.....	William Owen	.....	8, Hibernia Row, Holyhead
Hull	.....	H. L. Marshall	.....	Caldey, 8, Hall Road, Hull
Ipswich	.....	G. A. Gardiner	.....	15, Ruskin Road, Ipswich
Isle of Wight (Inw'd)	.....	K. Hutchins	.....	25, Union Street, Ryde
Isle of Wight (Out'd)	.....	P. A. Cook	.....	Pilot Office, 18, Queen's Terrace, Southampton
King's Lynn	.....	C. T. Chase	.....	37, Park Avenue, King's Lynn
Llanely	.....	W. Hughes	.....	8, Union Terrace, Llanely
Londonderry	.....	C. O'Donnell	.....	Pilot Station, Innishowen Head, Co. Donegal
Lowestoft	.....	J. Riches	.....	"Kingston," Walmer Road, South Lowestoft
Middlesbrough	.....	L. Pickersgill	.....	6, Phillida Terrace, Linthorpe, Middlesbrough
Millford Haven	.....	T. H. Roberts	.....	4, Hill Street, Hakin, Pembrokeshire
Neath	.....	W. J. Jenkins	.....	"Fernleigh," Baglan, Briton Ferry, Neath
Newhaven	.....	E. W. Chidgey	.....	"Quantock," Hillcrest, Newhaven, Sussex
Newport (Mon.)	.....	C. J. Page	.....	1, Caerou Road, Newport, Mon.
Plymouth	.....	E. Rogers	.....	43, Woolster Street, Plymouth
Poole	.....	W. Brown	.....	"Elgar," 28, Hermitage Road, Parkstone
Portsmouth	.....	R. 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, Lancs.
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
South Shields	.....	R. Marshall	.....	Pilot Office, South Shields
Sunderland	.....	R. Wilkinson	.....	"Cordova," Park Lea Road, Roker, Sunderland
Swansea	.....	S. J. Hanson	.....	Pilot House, West Pier, Swansea
Whitehaven	.....	T. H. Stevenson	.....	Bridge House, Netherton, Maryport, Cumberland
Yarmouth	.....	F. Armstrong	.....	66, Victoria Road, Gorleston-on-Sea, Yarmouth