

# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3. Vol. 31

August, 1952

## IN THIS ISSUE

REPORT of the  
**65th CONFERENCE**  
held on board H.Q.S. "WELLINGTON"  
King's Reach, Victoria Embankment, London  
**JULY 2 and 5, 1952**

\* \* \*

	<i>page</i>
Review of the Year's Work, by Sir John Inskip, K.B.E. - - - - -	4
Debate on the Report - - - - -	7
Pilotage Rates - - - - -	10
The President asks for "Something Concrete" - - - - -	14
No Proxy Voting - - - - -	14
Elections :	
Mr. D. H. Tate, Senior Vice-President - - - - -	16
Mr. H. J. Wynn, Junior Vice-President - - - - -	16
Mr. L. R. Slade joins the Executive - - - - -	16
Reception at Trinity House - - - - -	17

Head Office of the Association :  
**13, SMALL STREET, BRISTOL**

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

OFFICERS FOR  
1952-1953 of the

# United Kingdom Pilots' Association

## President :

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

## Honorary Vice-Presidents :

LORD DULVERTON	BERNARD C. WEBB, Esq.
LADY APSLEY	LORD STRABOLGI
HARRY DAVIS, Esq.	SIR IRVING ALBERY
JOHN LEWIS, Esq. (Swansea)	MAJOR JAMES BURNIE
J. H. A. SMITH, Esq.	CAPTAIN J. S. LEARMONT

## Vice-Presidents

MR. D. H. TATE (Tees), 266, Acklam Road, Middlesborough.  
MR. H. J. WYNN (London River), 52, Malvina Avenue, Gravesend.

## Trustees :

MR. C. CATTON (London River)      MR. G. M. BREWER (Cinque Ports)  
MR. H. G. PEAD (Cardiff)

## Honorary Treasurer :

MR. BERNARD C. WEBB, 10, Auchendoon Crescent, Seafield, Ayr, Scotland.

## Executive Committee :

MR. H. B. EAGLE (Southampton), 221, Wilton Road, Southampton  
MR. J. H. INNES (Gourock), 59, Lauderdale Gardens, Glasgow, W.2.  
MR. M. M. MARSHALL (Tyne), 58, Julian Avenue, South Shields  
MR. L. R. SLADE (Cardiff), 1, Ceiriog Close, Penarth  
MR. W. E. SPENCER, (Cinque Ports), The Knoll, Archers Court, Whitfield, near Dover.  
MR. J. T. WATSON (Falmouth), 3, Park Rise, Falmouth

## Auditor :

MR. W. B. WATLING (MESSRS. WATLING, PARKER AND Co., Bristol)

## General Secretary and Solicitor

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

Assistant Secretary and Solicitor: MR. C. D. GRIFFITHS

## Editor of "The Pilot" :

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

PILOTAGE earnings provided the main topic of discussion at the 1952 Conference and the directive given to the Executive will be found in the resolution which is printed on page 11 of this issue of *The Pilot*.

Apart from this and the other topics relating to piloting which were discussed, the internal affairs of the Association were of more than usual importance. Mr. Alex Love, who had been Senior Vice-President since 1947, when Mr. J. H. A. Smith retired, did not let his name go forward again. The Clyde have found it difficult to allow two of their pilots to serve in executive positions and Mr. Love decided that he would be the one to resign. While regretting the loss of such a valuable and popular officer, members will appreciate the difficulty. Mr. Love was elected to the Executive in 1942, and Vice-President three years later. This year's Conference was the fifth at which he had presided.

Mr. D. H. Tate follows Mr. Love in the senior position and Mr. H. J. Wynn was elected Junior Vice-President.

Another important change was indicated by Sir John Inskip's announcement that he had sent in his resignation from the offices of General Secretary and Solicitor, but happily the break will not occur immediately.

For reasons which the discussion reported on page 17 will explain, the Executive Committee of the Association now has a slightly reduced membership.

The President, Captain Sir Peter Macdonald, K.B.E., M.P., spent some time at the Conference on the second day and addressed the delegates.

Mr. Love was in the chair throughout the Conference. The others present were:—Executive Committee: Messrs. D. H. Tate, H. B. Eagle, J. H. Innes, M. M. Marshall, H. G. Pead, W. E. Spencer, J. T. Waston, H. J. Wynn and Bernard C. Webb (*Hon. Treasurer*).

TRUSTEES: Messrs. C. A. C. Catton and G. M. Brewer.

GENERAL SECRETARY AND SOLICITOR: Sir John H. Inskip, K.B.E.

ASSISTANT: Mr. C. D. Griffiths.

## Delegates :

BARRY	.....	.....	.....	Mr. J. P. Bennett.
BELFAST	.....	.....	.....	Mr. G. D. Clelland.
BOSTON	.....	.....	.....	Mr. B. L. Parker.
CARDIFF	.....	.....	.....	Messrs. T. H. England, Windsor M. Baker, L. R. Slade, W. L. Harris and S. Rayer.
CLYDE (Gourock)	.....	.....	.....	Messrs. P. S. Mitchell and A. F. Findlay.
CINQUE PORTS	.....	.....	.....	Messrs. L. W. H. Pollard, W. C. Duucan, L. P. Marshall and R. S. Percy.
GLASGOW	.....	.....	.....	Mr. J. McKellar.
GOOLE	.....	.....	.....	Mr. T. M. Mapplebeck.
GRAVESEND (Channel)	.....	.....	.....	Messrs. R. B. Page and W. S. Campbell.
HUMBER	.....	.....	.....	Messrs. J. Banks, E. Sanderson, D. Grainger, C. H. Walton and A. E. Sherwood.
ISLE OF WIGHT (Inward)	.....	.....	.....	Messrs. C. J. G. Pearce and K. H. Ladd.
LONDON (River)	.....	.....	.....	Messrs. J. E. Jones, R. D. Balmain, A. R. Pow, J. H. Fife and D. Hunter.
LONDON (Channel)	.....	.....	.....	Messrs. H. F. Thomas, W. L. Taylor, R. S. Simons, A. A. Holland and R. G. Kay.
LONDON (North Channel)	.....	.....	.....	Messrs. J. C. Clark, J. F. Tootle and R. E. Sanders.
MEDWAY	.....	.....	.....	Mr. P. J. Hannan.
MIDDLESBOROUGH	.....	.....	.....	Mr. Leonard Pickersgill.
NEATH	.....	.....	.....	Mr. W. J. Jenkins.
SOUTHAMPTON	.....	.....	.....	Messrs. F. V. Janes and K. Hutchings.
SUNDERLAND	.....	.....	.....	Messrs. Stanley Hall and Thomas Brown.
TYNE	.....	.....	.....	Mr. Ralph Phillips.

In accordance with time-honoured custom the proceedings were opened with prayer, led by Mr. Webb.

The CHAIRMAN welcomed the delegates and declared the Conference open. He mentioned that they were again meeting aboard the *Wellington* by courtesy of the Honourable Company of Master Mariners. He also referred to the combination of unfortunate circumstances which was causing so many vacancies on the Executive this year.

Introducing the Standing Orders which were published with the agenda in the June issue of *The Pilot*, the CHAIRMAN said they were recommended by the Executive for the good management of the meeting. Mr. BAKER moved their adoption and Mr. HOLLAND seconded.

Mr. BENNETT asked if there was any time limit to speech making and Mr. Love replied, "I think the Chair might deal with that. I have never been willing to stop anyone who has something to say."

Mr. GRAINGER welcomed the Orders and said that he had always felt they were needed. *The Orders were unanimously adopted.*

The GENERAL SECRETARY AND SOLICITOR then read his report.

## REVIEW OF THE YEAR'S WORK

By Sir JOHN H. INSKIP, K.B.E.

MY annual report to Conference has taken many and varying forms. To a great extent it has reflected from year to year the changing circumstances and moods of the members of this Association and I have tried to bring out for discussion those matters which were arousing most interest in the ports. For many years subsequent to the passing of the Pilotage Act important questions in connection with Pilotage Orders were under discussion, but it is a long time since any question was raised on a Pilotage Order until now when, as most of you know, the London pilots are concerned with an application to vary their Order with regard to the constitution of the Pilotage Committee. Then the various codes of byelaws continued for many years to invite discussion, and wrapped up with all those very important matters was, of course, the Pilotage Act, in the promotion of which this Association played so important a part.

The earnings of pilots were in those days just as important as they are today. This Association did much to raise the general level of earnings and in doing so it encountered a certain amount of opposition among its own members because of the changes which had to be made. There are one or two older members who will recall those days and the lengthy debates which the Secretary's report to Conference used to provoke, followed by a keen and orderly discussion on a variety of topics. I am inclined to think that in those days, not too long ago, the Executive Committee felt able and sure enough of themselves to take a lead and carry Conference with them on a united front. I recall very many such occasions, and the tragedy is that so many of the younger pilots remain ignorant or blind to the victories of the past and unmindful of the fruits of those victories which they continue to enjoy.

Be the reason what it may, there has been since the war, at any rate, a change. It is significant that not many resolutions are proposed for Conference, and this year as last year there is only one resolution from the ports. And yet both these years have been remarkable for the number and variety of important matters that have engaged the attention of Mr. Griffiths and myself. I am very much afraid that we have allowed ourselves to be too much preoccupied with the matter of earnings, very important as this is. I suppose we shall all agree that it is not only the most important matter before us, but also the most difficult. Difficult because of its complexity and the conflicts which are aroused, not only between the pilots and shipowners, but between port and port. There is full agreement that the level of earnings at very many ports is too low, and that at others where the 1951 level

may have been reasonable the conditions are calling urgently for improvement. We must also all agree that the remedy which might be applied to the compulsory ports might well be rejected by many of the free ports for obvious reasons.

I make no excuse for opening out on this question of pilots' earnings at the commencement of this annual report. It has been exercising the minds of every one concerned with pilotage for a long time, and I suppose it would be true to say that the confusion has never been greater than it is today. As you are all aware, negotiations have been proceeding with the Chamber of Shipping, and shortly after last year's Conference they reached a stage when I began to be more hopeful than for some time past, but I am sorry to say that little progress has been made. It was found that the course which we were proposing to take towards reaching agreement could not for one reason or another be pursued, and we are still in search of some agreed basis upon which further negotiations can be continued. No one can be blamed for the failure to reach agreement up to the present. As a matter of fact, it can be no secret that the Executive Committee itself was divided on the proposal which I thought had in it the seeds of agreement.

### Quest for Agreed Basis

We are now thrown back to a position not far advanced from where we started in these negotiations. All I can say is that goodwill exists, and all parties to these negotiations are desperately anxious to reach agreement. There is, however, little hope of agreement until we can go forward together, and a proposal which seriously divides the Executive Committee is hardly worth while bringing before Conference. In any negotiations of this kind and of this complexity it is vitally necessary to try to look at the matter not only through the spectacles of those with whom one is negotiating, but also through the spectacles of other ports than one's own, and that I am sure, will be done at this Conference. Let us therefore see whether we can find some common ground of agreement upon which to negotiate.

When we talk of a reasonable level of earnings, by whom and by what means is that level to be fixed? Do you want to continue the search for a formula for universal application, as to the possibility of which I have expressed my opinion for what it is worth on frequent occasions? That opinion has, I gather, been endorsed at last by an unofficial conference of certain important ports. What then follows from this? Are we to take each individual port and fix, as it is so often put to me "a rate for the job"?

If so, what does this phrase mean exactly and what does it involve? For instance, how would you apply it when negotiating for the rates of, say Swansea and the Humber? Having put a value on the job of pilotage into Swansea, what comparative value must you put on the job of piloting a vessel from sea to the inner limits of the Humber Pilotage District? The "rate for the job" sounds reasonable enough, but I hope it will never fall to my lot to compare and value so precisely the act of pilotage at this port and that port. Are you ever likely to agree among yourselves what the level of earnings at each port should be? Are you not most likely to say that each port must fix its own level and that the matter must be left to each individual port, backed, of course, by this Association?

Mr. Griffiths and I have spent a lot of time considering this very important and difficult matter. More than one circular letter has gone out to the ports and the information obtained has been tabulated. No one looking at that tabulated statement, which I have here with me, could fail to be impressed by the anomalies, and, indeed, the injustices that exist, but it is abundantly true to state that both the pilots and the shipowners, not to mention the Ministry of Transport, are equally aware of all this and equally anxious to find the solution.

### Hours and Conditions essentially a Domestic Matter

So far as hours and conditions of working are concerned, it is quite impossible for this Association to find the remedy for each individual port. This is essentially a domestic matter, and it is for the pilots at each port to find the most efficient and economical way of running their own pilotage service and then to come to this Association with definite proposals. If the Executive Committee were to try to lay down conditions of working for every port, they would most certainly fail. Take the Bristol Channel ports for instance, and the system operating there. Would the London pilots, for example, like to adopt that system, and if so, could their service possibly be run on those lines?

I know only too well, not by experience, but from my files, the stress and strain under which pilots are working at many ports. But what I do not and cannot know is what the remedy is. You may tell me that the remedy in every case is a simple one, namely more pilots, but if the Pilotage Authority cannot be convinced on this point, there is no appeal to the Ministry on a domestic matter of that kind. In these circumstances, all that this Association can do, following the refusal by an Authority of a definite proposal to appoint more pilots, is to give the pilots full support in any reasonable action which they may feel it right to take in the interests, not only of themselves, but of the service.

I have taken up too much perhaps of this report on this matter, which will be debated once more at this Conference. I shall never cease to regret that a few years ago the Association rejected the unanimous advice of its then Executive Committee, which I believe, if it had been proceeded with at that time, would have saved us all a world of trouble.

### When Pilots are Divided

I now pass on to mention one or two matters which may be of general interest. First of all, I hope that Conference will consider once again the line which is to be taken when the pilots of any port are seriously divided on any point. Hitherto, the Association has in those circumstances remained strictly neutral, because it has felt the impossibility of supporting one section and opposing another section of the pilots at one port on a purely domestic matter, especially when it involves no question of principle. The only possible alternative to neutrality is to take up the case for the larger number against the minority, but even that alternative is scarcely open to us on every occasion.

### Allowable Expenses

I have been in communication for some time with the Ministry in reference to the expenses allowable against gross earnings, and not long ago I discussed this matter at the Ministry following an intimation of the line which they were proposing to take. The rent of a private telephone is conceded, but other items for which we were asking seemed to raise difficulties in the minds of the Ministry. We, therefore, continued to press for other unavoidable expenses, such as the rent and upkeep of shore stations or other suitable pilot offices, which has to be met in some cases out of earnings. Then we asked for allowances to cover hotel accommodation and subsistence when properly and necessarily incurred, also the cost of uniform, where worn, or an allowance for clothing which has to be worn in all weathers. These matters are still under consideration, and on this very day when I am writing this report I have discussed the matter further with the Ministry. It is likely, I think, that I shall have something further to report at Conference.

### A Question of Unemployment Benefit

I have been in communication with Trinity House following a discussion at the last Executive Committee meeting in reference to an application by a River Thames pilot for unemployment benefit while performing his qualifying trips for a pilot's licence. The Minister of National Insurance has felt unable to accede to this proposal and points out that one of the conditions for the receipt of unemployment benefit is that the claimant must be "available for employment in an employed contributor's employment." There is a regulation applicable to mariners whereby

the concession is available for persons who are employed under contract of service as master or member of a crew of a ship and who will return to that employment at the end of the training course. Under that concession the condition of availability is "deemed satisfied." There is, however, no such regulation applicable to the pilotage service, and, therefore, an apprentice has to satisfy the condition in fact by being actually available. The Minister of Transport has had his attention called to the difficulty, but his reply was not helpful as he does not see his way to recommend for inclusion in the arrangements courses of training for persons wishing to become pilots. Trinity House has been informed that this Association will be entirely with them in an effort to get this concession for persons wishing to qualify for a pilot's licence.

#### Tees Pilots and Retiring Age

The question of fixing a retirement age for pilots has cropped up on the Tees where the majority of the pilots are asking for a bye-law fixing the retirement age at 65. Seven of the senior pilots strongly object, mainly upon the ground that it is not fair to spring this upon them unless at the same time the retirement benefit is put on a more reasonable level. They say further that they received their licence upon the understanding that until such time as they were found to be unable to perform their duties they should be allowed to do so. This Association has never up to the present expressed itself in favour of a compulsory retirement age as a matter of principle for every port, and there are, of course, many ports without one. In these circumstances, I felt some difficulty in intervening at all, and, quite apart from the attitude of this Association to a proposal for a universal retiring age, there is the general question to which I have already made reference in this report, namely what part this Association can properly play in a domestic matter in such circumstances.

Issues of *The Pilot* have contained references to rate applications which in the course of the year have been decided and there have been several inquiries held at the Ministry including Cardiff, the Humber, the Tyne and Medway. Cardiff received an increase of 16½ per cent, the Tyne an increase of 15 per cent and the Medway had certain rates increased from 60 per cent to 70 per cent above schedule and the shipping and landing money increased by 100 per cent. Swansea suffered a reduction from 126½ per cent to 75 per cent above basic rate. There are at the moment several applications pending, some of which have not yet come before the Ministry.

There was an application by the Tees Pilotage Authority for the abolition of the existing tonnage exemption in their schedule of pilotage charges. Mr. Griffiths and I attended the meeting at the Ministry and supported the application which was granted.

It would not be a bad thing if other ports followed this example and attacked some of these preferential rates.

#### Swansea's Resignation

Swansea's case calls for some explanation, especially in view of their resignation from this Association. In 1938 their net earnings were £485, and in, or shortly after that year they received a further increase on their basic rate bringing it up to 126½ per cent over their basic rate. During the last year or two their earnings have shown a considerable increase and an application was made for a reduction in the percentage increase. This reduction came into operation in the latter part of last year, but their earnings for the whole year were at or about £1,500 per working pilot. For some time, and certainly long before the Inquiry last year, the Swansea pilots have been restive and trying to obtain admission to the Union. Nevertheless, their resignation is to be regretted, although I am completely in the dark as to any grounds for complaint so far as that port is concerned.

#### The Importance of Unity

I am concerned at the moment on behalf of the Ardrossan pilots who have at last got their Authority to grapple seriously with a new code of bye-laws.

Mr. Griffiths has visited the Humber and the Isle of Wight pilots, and is about to pay a visit to Gravesend. He is also under promise to visit Belfast when their negotiations for an increase in their rates are advanced a little further.

I would close this report by stressing the importance, and indeed the necessity, of any port which is in any kind of trouble putting its case before this Association as early as possible and with as definite proposals as possible for meeting whatever difficulty there may be. If this is done, then there can be no doubt that this Association, which was formed for the purpose of safeguarding the interests of pilots, and pilots only, is the right body to whom you can, as you have done in the past, safely entrust your affairs. At the same time, you will, I am sure, make allowances for your Executive Committee and officers when they find themselves up against difficulties arising out of the varying conditions and sometimes conflicting interests of the different ports.

Your profession, which is under the direction and protection of an Act of Parliament, enjoys a status and certain privileges for which you have to thank this Association. The way to lose these advantages is to allow yourselves to be split up into a number of separate units, or to drift into separate camps. You enjoy peculiar advantages and privileges which encourage and enable you to carry out your very onerous and responsible duties. They should not be lightly thrown away, and your strength and ability to preserve them rests upon your unity.

## DEBATE ON THE REPORT

The CHAIRMAN said they would agree that Sir John was to be congratulated on his report.

Concurring with the congratulation, Mr. BENNETT extended it to include the fact that the report was in the hands of the delegates some weeks before the Conference—a great advantage. They must agree with Sir John that the most important subject was the earnings of the pilots. A considerable part of the report dealt with earnings and Sir John attached some responsibility on the Executive for not reaching agreement. They seemed to be seriously divided. He hoped the Executive would make the position clear. In 1948 the Barry pilots presented a resolution calling on Conference to frame a policy which would suit all ports in the United Kingdom. It was passed unanimously by the Conference, but unfortunately it did not achieve what it set out to do. From that day to this nothing had been done by the pilots to frame that policy. In 1950 Barry forwarded another resolution asking Conference to agree that the minimum earnings for pilots should be £850. That was withdrawn by them because it did not receive support in debate. Other ports suggested various ways of putting this matter of earnings right and they looked to the Executive to present something at Conference. Mr. Bennett said that he came with no mandate from the Barry pilots and it was his purely personal view that there was only one fair solution of this question of earnings and he was trying to look at the subject from the point of view of both compulsory and non-compulsory ports. There was a wide gulf between them, but he felt it could be bridged. The only way was to try to negotiate with the authorities a minimum for pilots, and, if they wished it, a maximum. Some heed should be paid to Sir John's view, after all his years of experience, that settlement by a formula was impossible. Swansea in the last few weeks had been an example of the result of fixing pilotage earnings on a percentage increase. At a recent meeting of the Bristol Channel Pilots' Association, the Swansea pilots were asked why they left the U.K.P.A., and their answer was, "General dissatisfaction with the Association"; they thought they could get better treatment with the Transport and General Workers' Union. This question of ports leaving en bloc was as important as earnings. At Barry where, only last year, the U.P.K.A. was 100 per cent, they had now lost five members out of seven-teen.

"What I am anxious about," said Mr. Bennett, "is to stop the rot. As it is mentioned in the report that Mr. Griffiths is visiting ports, I extend a hearty invitation to him to visit the Bristol Channel."

Emphasising his request for Conference to consider the subject of minimum and maximum earnings, Mr. Bennett cited the case of the doctors, and said that if that could be

settled to the satisfaction of the Medical Council, surely something could be worked out for the profession of piloting in British waters.

Mr. HANNAN suggested that the reason why there were not more resolutions on the Conference agenda was not apathy on the part of pilots but their pre-occupation with earnings, the solution of which lay with the individual ports with the backing of the Association. While the pilots had been looking round for the yard-stick the ship-owners were driving the thin end of the wedge in other directions; they were trying to get control of the committees and increase home trade limits. Sir John had asked the pilots to give a lead on what the Executive should do when serious disagreement arose. Mr. Hannan said that on his station they decided to work on a two-thirds majority and it had answered very well. It was not fair to the Association if the ports tried to get it to solve their domestic problems.

Mr. WALTON did not think Sir John had sufficiently stressed the dangers of individual resignations by younger members; they were as dangerous as the block resignations. On the Humber, where they were formerly 100 per cent., they had lost three, and the younger members felt that there was insufficient lead from the Executive, who were not going forward with a national policy.

Mr. INNES said they did everything they possibly could to obtain the highest return for services, but the Executive could not dictate a common policy for all pilots.

#### EXECUTIVE HANDICAPPED

Mr. GRAINGER touched on many aspects of the report. He said that on the Humber they were experiencing the stress and strain to which Sir John referred. They endorsed what was said about trying to help the different ports in their negotiations concerning improved conditions.

"We have fallen into the habit collectively of being a bit lazy," Mr. Grainger said. "We seem to want the Association to mother us and are inclined to sit around, with the result that nobody gets anywhere."

The Executive had been handicapped by being pressed from too many sides on matters which were not relevant, he continued. Domestic matters were getting out of perspective.

Referring particularly to Humber affairs he mentioned that they suffered a reduction which left them with a figure far lower than Swansea's earnings. At the last Conference there was a resolution about pilots being forced to work unreasonable hours. The Humber regretted that the opportunity to discuss this was brushed aside; the importance of it was not realised. Conditions were becoming as important as earnings. Some of the Humber men were asked to keep log

books and they showed that they were away from home as long as fifteen hours, the hours of pilotage varying from two to six. When the log books were returned, the blue pencil was put through every minute the pilot was going to or coming from the ship. The pilots made a mistake when they agreed to keep the log books.

Reverting to Swansea, he said in conclusion that he felt last year they were on the way out, and that that would be their last Conference. In his opinion they had been very disloyal; they had used the Association to get a reasonable living and then washed their hands of it. (Applause).

Mr. PICKERSGILL referred to the "domestic matter" of the Tees bye-law regarding pilots retiring at 65. The pilots were unanimously in favour of it with the proviso that the pension of £2 10s. be doubled. Definitely, it could not be doubled, but it had to be increased. To qualify for the £2 10s., a pilot had to put in 35 years' service and the older men did not like being put off with that sum. With the rising cost of living those men were in a difficult position. In the draft bye-law there was no mention of £ s. d.

A point in Mr. Pickersgill's speech that Mr. TATE had stated that 35 pilots agreed to the bye-law brought Mr. Tate to his feet. "We have 42 pilots," he said. "Seven pilots objected to the bye-law. The inference is that 35 did not object to it. That is the statement I made."

Mr. SLADE asked if any delegate had something constructive to put forward. He had no mandate from his port, but his idea was centralisation and a fixed salary. What was the good of going on with rates at Cardiff; they wanted ships and trade.

Mr. MARSHALL (Cinque Ports) repeated the inquiry Sir John made in his report, "What do we mean by a rate for the job?" If a man boarded a ship 90 miles out it was obvious that he was entitled to a higher rate than the one who did five miles—90 miles was open water, five miles, "footing" round corners. If they took it on distance or difficulties they might still make a fair basis of a rate for the job. That was their contention at Cinque Ports. He suggested that each port or group of ports had something in common; possibly the ports of the South-West had something, London most certainly had. The London ports had got together and put a fair suggestion for the Association to work on. Allowable expenses had been concerning them; had anything come of it yet? They hoped something concrete would come from the Ministry. Regretting that Swansea had gone, Mr. Marshall commented, "They have milked the cow to a great extent, and when there is no milk left they go."

Mr. WYNN said the last two speakers had put the Executive's difficulties in a nutshell. Many of the schemes put before them would not work and when they found one the Chamber threw it out. "The only answer," he added, "is to deal with the ports in-

dividually. Let us have from them what they want in £ s. d., not all these variations of 75 per cent. 9 per cent. and so on, because the work is not there."

Mr. MARSHALL (Tyne) contended that what they needed was not so much individual ports as unity in numbers, strength and ideas. He urged that if they could not get agreement with the Chamber they should go straight to the Ministry. There had been talk about the master and mate but no pilots wanted to be related to the mate. The pilot belonged on the bridge and was there to advise the master, but how far had they got with this master business?

Mr. BALMAIN supported Mr. Slade. That was his fifth Conference, but year after year nothing happened. There had been one or two digs at the Executive, but if they were blessed with the judgment of Solomon they would not get anywhere. The only solution was for each port to formulate its own programme and let it go forward with the support of the Association. The pilots could not expect a Rolls Royce service from the Association for a Ford subscription.

Mr. PEARCE asked whether the Chamber really wished to solve their problem. Had they any hope that the Chamber would listen to them? All this talk year after year was getting them nowhere. They had been told that something suitable to all ports was needed but they could not get it. They should deal with the ports individually.

Mr. PHILLIPS also urged that the ports should tell them how much they wanted.

Mr. WATSON pointed out that Sir John had communicated with all the ports and got four replies. Everybody seemed to be afraid to say what they wanted. What could the Executive do on that? A central authority was the only sensible idea; if they thought they were going to get anything from the Chamber of Shipping they were wrong. "You will get a proper pension under the central authority," Mr. Watson added. "Let us have a proper pension and let the shipowners pay for it."

Mr. MAPPLEBECK said there was one thing lacking in Sir John's report. There should be a separate page giving all the earnings, the number of ships done and the average tonnage, so that each delegate could compare his port with the others.

Mr. EAGLE: May I congratulate the most optimistic delegate I have ever met!

The CHAIRMAN said the information could be obtained from the "Board of Trade's returns."

Mr. CLELLAND thanked Sir John for all the help he had given Belfast. He mentioned that they had had no increase since 1922 except a shifting rate which the Authority took. For some small jobs the Belfast pilots got 16s. 8d. and it cost them 1s. 6d. to get it and the Authority took one-third.

## Sir JOHN'S REPLY

Sir JOHN INSKIP replied to the debate which, he said, was one of the best they had had for some years, but there were one or two points on which he wished to clear their minds.

"Mr. Marshall said go straight to the Ministry, but you can only do that on an individual application from a port," said Sir John. "We cannot go to the Ministry with regard to finding some solution of the problem before us. The Ministry have their own solution—their yard-stick. The Chamber of Shipping don't like it; we don't like it. We want them to abandon that yard-stick for an agreed basis. How much for each port? or the "rate for the job?" The best people to fix the amount are the individual ports, but you must not put that on the shoulders of the Executive, and least of all on mine. One speaker seemed to think that I ought to know, after '36 years of trying to advise the pilots.

"I have here the statement of the earnings of each individual port for anybody who wants to see them. It would have been the greatest possible help in these negotiations to have had one item of information, namely, what the pilots want at the various ports. I sent a circular letter to 48 of the 60 ports and have had exactly 12 replies. That speaks for itself so the blame seems to lie with the ports, not the Executive.

## BARRY AND SWANSEA

"So far as Barry and Swansea are concerned; I am not aware that any approach from Barry had not been responded to by the Association. Swansea for years have been knocking at the door of the Union. They were not even satisfied with the Association when they got 126 per cent., making their earnings well over £1,500 a year. They have been a running sore, not for weeks and months but for years, and the Association will be the healthier without them for a time.

"With regard to fixing a minimum and a maximum there is a great danger that the minimum will become the maximum. Even if you decide to ask for both we still have the problem of how to get it. It is easier to fix the middle. I don't think it is going to be any help.

"The resignations are regrettable. All through my time hardly a month has passed without my getting a letter from some port saying that if the pilots don't get what they want they are going to resign. Directly pilots are not satisfied they say that. The right thing is to stop in the Association and get it working on the right lines.

"Allowable expenses. We have been doing all we can by interviews and writing to get the Ministry to give a decision."

*The report of the General Secretary and Solicitor was adopted on the motion of Mr. FIFE, seconded by Mr. McKELLAR.*

## FINANCE

Mr. WEBB submitted the balance sheet and statement of accounts which was printed in the June issue of *The Pilot*, and gave the assurance that nothing had been thrown away.

Mr. BAKER, in moving the adoption, said they could not have entrusted their money to anybody better than Mr. Webb. Mr. Findlay seconded it.

Mr. WEBB said he could not see anything better for a man to join than the U.K.P.A.

Mr. JAMES complimented the Finance Committee on doing so much on so little. He recalled that there had been a motion to increase the subscription and asked if the Finance Committee had gone into it, also if they had anything to report.

The CHAIRMAN said they were not inclined to ask some of the ports for more money because they knew how they were situated.

"That resolution came from Swansea," said Mr. WEBB, "to provide what they termed adequate salaries. Perhaps the reason they had in mind was that Sir John was on the same salary as in 1938." Mr. Webb also mentioned that it would cost the Association £2,000 a year more if they moved the head office away from Bristol.

Mr. GRAINGER asked how many members there were in the Association and it was suggested the approximate answer would be obtained by dividing the income from subscriptions by three.

*The Financial Statement was adopted.*

Conference adjourned for luncheon, which was served on the quarter deck.

## EXECUTIVE VACANCIES

After luncheon, under agenda item 7, "any resolutions brought forward by or with the consent of the Executive Committee," the following resolution in the name of Southampton was accepted.

**That arrangements be made, if possible, to publish the names of members of the Executive Committee who are to retire under Rule 11, and of any others who may have decided to resign, at least one month before closing date for nominations.**

The words, "if possible," were inserted at the suggestion of the CHAIRMAN, Mr. JAMES, who moved the resolution concurring. In introducing the proposal he said that they never knew until it was too late whether it was worth while nominating anyone. Lots could be drawn by the retiring members as easily in March as on the morning of Conference. Those who intended to resign could not be tied down three months beforehand.

The CHAIRMAN said there was no difficulty about the proposal and they could accept it as it stood.

## PILOTAGE RATES

No. 8 on the agenda was "Pilotage Rates." As might be expected, the subject provoked the longest discussion of the Conference, occupying most of the afternoon session on the first day and a considerable part of the morning session on the second day, in all between three and four hours.

Mr. BREWER was first off the mark and recalled that the subject exercised their minds last year and the year before. Two Conferences ago, they agreed to ask for 75 per cent. above 1939 rates, but last year they wanted 100 or 125 per cent. and he was called over the coals for mentioning a certain figure. If they were agreed on 75 per cent. why not implement it?

Before the matter went any further the GENERAL SECRETARY addressed Conference with a view to helping the discussion. It was their desire, he said, that something practical should come out of that Conference. They all knew what course the negotiations had pursued up to the present. The last meeting with the Chamber was some time ago and it was agreed that the Chamber should obtain information about the earnings of masters of vessels at various ports for use in the discussion. It was the intention to make a start at a few representative ports. The shipowners, however, said that payments made to their masters were a matter for them. Sir John said he surmised that the realisation by the Chamber of Shipping that the line of approach was not going to be agreed to was one of the factors which led them to "pack up" on it. The Chamber had told the pilots regretfully that they could not pursue that line and he received from them a long letter, which was by way of keeping the door open, but it could not be published. When he received it he rang up Mr. Bird, of the Transport Union, and suggested that they should meet and consider it. Mr. Bird, however, said he preferred to discuss it with his pilots first. The assumption was that up to the present he had not got the reaction of his pilots to the letter.

### Sir JOHN PUTS A QUESTION

Taking up a remark by Mr. Brewer that, although he thought "master and mate" was as dead as the dodo, but it was now a question of the "navigating officer," Sir John said: "I think you can take it that would never be acceptable to this Association. The shipowners know it, and so do the Ministry. The owners are saying it is their remedy and are now asking us to say what our remedy is. Is it agreed that the fair guide is to be found at some level in the earnings of the sea service?"

Mr. SPENCER said that as a member of the Executive he never had believed that the Chamber of Shipping ever wanted to agree with the pilots and he did not think they ever would. Anything the pilots put up to the Chamber was thrown back. At one stage in the discussions the Chamber definitely

agreed to wash out "master and mate," but now they brought it back. "Let us forget 'master and mate,'" said Mr. Spencer, "and come back to pilots. Say what each and every one of us want as pilots."

Mr. TATE suggested that the delegates might now see the difficulty of formulating a policy.

Mr. MARSHALL (Cinque Ports) said it had been suggested that pilotage rates might be tied up with port services. If so, bearing in mind how tug crews, stevedores and watermen had gone up, it could react very favourably for the pilots and unfavourably for the Chamber. If the Chamber meant that the pilots should tie up with the sea service and get a percentage, they might think about it.

Mr. GRAINGER contended that pilotage should be discussed on its own merits and earnings in conjunction with the circumstances of the port. Their last reply to the Chamber was that they would have none of it and would fight the case of each port on its merits.

### THE OTHER SIDE OF THE STORY

Mr. PEAD put "the other side of the story" as illustrated by the experience of Cardiff where the pilots had been reduced from 100 to 42, but had maintained 26 in retirement and 37 widows. Their Authority and shipowners went to London to fight the case for the pilots. Some of them were not so bad!

"The rate for the job," continued Mr. Pead, "is a pretty difficult thing. I wish we could dissociate ourselves from rates; it is what we take home. Cardiff, reduced by changing circumstances, is a shadow of its former glory, and what I say about Cardiff would cover Barry, too. We have had all the help and advice we have wanted from Sir John."

Mr. BENNETT, indicating the Battersea power station, said that if it were not for that Barry would be out.

Mr. TATE said that "master plus" was an acceptance of the sea standard. If the money was enough, were they prepared to accept that standard?

Replying to Mr. MARSHALL (Cinque Ports), Sir John said the object of an equalisation fund would be to maintain and keep stable the level of earnings after they had decided what those earnings should be.

The first definite motion on the subject came from Mr. SPENCER:

That the present method of fixing and adjusting from time to time the rates for the earnings of pilots be maintained and that the Ministry be informed that the U.P.K.A. has no practical proposal to make towards reaching an agreed basis on which to resume negotiations with the Chamber of Shipping.

Mr. PERCY seconded.

Mr. WYNN objected that the proposal was not true in substance. The Association had ideas, but the Chamber of Shipping would not listen to them. The Chamber came back to the mate and every time the Association gave them something higher they would not discuss it.

Sir JOHN said that until Mr. Spencer moved his resolution they had had no proposition before Conference. He was grateful to Mr. Spencer, because the proposal, which was intended to be provocative, cleared the air. If the resolution were defeated, it was only natural to expect that those who voted against it would have some practical proposition in its place, and it must be one based on the question of the Chamber as to whether the earnings of the sea service should be a guide. What is your proposition on that basis?

When Mr. Spencer's motion was put to Conference, only three voted for it.

Mr. HANNAN then submitted this:

With reference to the sea service standard, we will discuss this only on the formula, "shipmaster plus."

Mr. RAYER seconded.

Mr. GRAINGER thought they were on dangerous ground and Mr. Balmain said it was a waste of time.

Mr. FIFE said that the Chamber only thought of £ s. d. If the shipowner agreed to the service having six weeks' holiday with pay, free uniform, payment during sickness and retirement at 65 he would accept "master plus."

A Humber delegate said he could not see how the "master plus" basis could be tied up with the number of ships piloted.

The CHAIRMAN said the Chamber and Ministry knew that conditions of working would be discussed in conjunction with rates.

Sir JOHN: When the Ministry are informed that these negotiations have broken down they will, I assume, take some decision themselves, and we shall be told what it is.

Mr. WYNN said this "plus" was exercising everyone's mind. His own expenses worked out at £200 a year, travelling, telephone, etc., and he must make provision for sickness or being out of a job if his sight failed; he was trained only as a seafarer. The "plus" was going to be in the region of 150 to 200 per cent. Why did the Chamber of Shipping not

tell them in plain £ s. d. what they thought pilots should earn and then it could be discussed.

Mr. HANNAN: Let them ask us what "plus" is: we have all the answers.

Mr. GRAINGER said the Chamber wanted one thing, the pilots another, and the Ministry were supposed to be impartial, although a lot of Humber pilots felt they were not. "If you want a direct answer from the Humber as to relating our earnings to the sea earnings, it is most definitely in the negative."

Mr. Hannan's motion was lost, 16 voting for and 24 against.

Mr. WALTON moved:

That the Secretary and Executive of this Association inform the Chamber of Shipping that they have no authority to discuss pilotage earnings in general terms and particularly not in relationship with sea rates; they only have authority to discuss piloting as a separate profession, and to support the application of each port as required.

Mr. JANES seconded.

Sir JOHN's view was that the proposal was the same as an earlier one turned round the other way.

Mr. HUNTER: Are you going to be so negative that you have nothing more after all these years? Everything we put forward is thrown out.

Sir JOHN: Yes it is.

Mr. HUNTER went on to suggest sending to the secretary of every port asking, "what do you want in terms of £ s. d.?"

Mr. WYNN: I have begged and prayed them to tell us.

Sir JOHN: I have asked your port and never had a reply. How much do you want?

Mr. HUNTER: £2,000.

Mr. BALMAIN: Nett plus (Laughter).

The CHAIRMAN reminded Conference that the Ministry had said it was no use going to them unless they had something concrete agreed between themselves and the shipowner.

Mr. Walton's proposition was put to the Conference and carried by 23 to 17.

The CHAIRMAN suggested that in view of the closeness of the voting they should turn the discussion over in their minds and continue the debate on the following morning.

Conference then adjourned for the day.

When Conference resumed on the Thursday morning, the CHAIRMAN read Mr. Walton's resolution.

Mr. MARSHALL (Tyne) said that they knew the Transport Workers' Union were having a meeting on the same subject, but it was not known what their feelings were. He asked whether the voting on Mr. Walton's resolution was a fair reflection of what the pilots wanted.

Mr. WEBB: If this was carried yesterday by a majority how can you open it up again?

Mr. HUTCHINGS took the same line.

Mr. RAYER did not care much for the kind of business whereby each port must make an application for increased rates and, if the U.P.K.A. liked it, they would support it.

Mr. EAGLE protested against the words, "if they liked it"; if it was fair the Association would fight for it.

Mr. MARSHALL (Tyne) said that the Ministry would step in if the pilots and Chamber could not come to an agreement. The Ministry must have some idea what they would apply. Have you any ideas, Sir John?

Sir JOHN: Not the vaguest. They will only remind you that they are the arbitrators under the Act.

#### "BACK TO THE OLD POSITION"

Mr. SLADE felt that the resolution had put them in a rather difficult position. He thought they were going to get something constructive, but they were really back to the old position. The master was the basis on which to work but with the defeat of that resolution the Executive had nothing to work on. They seemed to have taken a retrograde step.

Mr. RAYER suggested they had shut the door themselves by passing Mr. Walton's resolution and they could not do anything about it.

Mr. JANES disagreed. They had said they would discuss pilotage as a separate profession. By that resolution they were doing what Sir John recommended in his report. There was no harm in it at all.

Mr. MARSHALL (Cinque Ports) took the same line. It was perfectly plain and straightforward, he said, and was only what they had done for years.

Mr. BALMAIN's view was that the shipowner would not like to see a common basis.

Mr. GRAINGER contended that if the issue were reopened more would vote for the resolution that day than did on the previous afternoon. He mentioned incidentally, as evidence that he was not so inexperienced, that he had been in the service twenty years, having joined it when he was fifteen.

"We want the identity of pilots to be established as distinct from any other section of the sea service, although we have much in common with them," he said.

He went on to refer to the reduction of 25 per cent. which the Humber suffered last year—an unjustifiable reduction in their opinion. It was not easy, but they succeeded after a few weeks in getting 10 per cent. restored, but it still rankled that they lost 15 per cent.

Mr. HANNAN then put the following "original motion appertaining to rates" to Conference.

That a 50 per cent. surcharge be charged on all rates and charges for work done on Sundays and public holidays and where the major portion of a service occurs during this period.

He pointed out that the pilots were the only people who got nothing out of this particular service. It saved the shipowner hundreds of pounds and he was happy to pay the stevedores, tugboat men and others for it. Sundays and public holidays were as important to pilots as anyone else.

Mr. POLLARD seconded.

Mr. WATSON said that if it meant getting a bit more out of the shipowner he was in favour of it. It was well worth trying.

Mr. BALMAIN contended that if they were prepared to work on Sundays or public holidays they would be working when other people were not, and they ought to be paid for it.

Mr. PAGE said that "this business of Saturdays and Sundays" could be used every time there was any discussion on rates of pay. Those rates must take into consideration that a pilot was "always on tap."

Mr. HUTCHINGS, while basically in favour of Mr. Hannan's proposal, objected to being lined up with tug men and boatmen.

Mr. HUNTER reminded Conference that a master was not paid overtime.

Mr. POLLARD said they had all the bargaining points and did not get far with them, but this resolution brought it to mind that pilots were doing something over and above what ordinary people did.

Mr. HANNAN said that he would expect to hear some of the remarks which had been made at the Conference at the Chamber of Shipping. "I am here to shout the U.K.P.A., not the Medway," he said. "With all this talk about dignity we are not in anything like the position we had before the war."

*The resolution was defeated, 14 voting for and 24 against.*

#### Mr. TATE'S SUGGESTION

Mr. TATE suggested that, instead of 60 ports going for different claims on the "master plus" basis it might be possible to arrange grouping of ports which were similar.

Mr. PEARCE agreed that if a group of ports wanted the same thing, they could be grouped. He suggested that they should go ahead with the 12 ports which had supplied information; the others would come along.

Mr. RAYER said it should be based on 125 per cent. above the 1938 basis.

Mr. JANES thought that some time something like centralisation would occur and they did not want it if they could help it. They did not like the idea of grouping with the

risk of pilots being moved from place to place; they saw something of that during the war.

Mr. TATE pointed out that his suggestion was not physical grouping; only for earnings. "The Ministry has made it clear," he added, "that these constant applications from ports are causing a waste of time—their words—and it has dawned on us that there is no universal rule."

#### DANGER OF GROUPING

Mr. WEBB: You are verging on dangerous ground if you let grouping go forward as from you. You could all say good-bye to home life; you will never know where you are.

Mr. POLLARD: We are not talking about that. It is not a question of being shifted about hither and thither, but of some common interest to put forward, merely as a basis.

Mr. BREWER asked why they could not make a clear-cut demand. Two years ago 75 per cent. was suggested; last year, 100 per cent.

The CHAIRMAN: It was argued here and, although a number of ports were dead against it, we took it up as a proposition, but the Chamber of Shipping would not accept it, and the Ministry would not look at it either.

Mr. SPENCER: You have to have one firm idea of what you are going to be and stick to it, then you will get somewhere.

#### Sir JOHN DISAPPOINTED

The GENERAL SECRETARY said that much of the discussion had gone over a lot of old ground and on different courses, some ahead, some astern, some appeared to be aground and some sinking!

"We ought to get back and keep in mind what we want. We have also to keep in mind what has led up to this situation. The Ministry are arbitrators under the Act and you cannot call upon them to say what standard they are going to apply to any particular port. During the war they did suggest what guide they were taking, but they had to abandon that; it did not suit anybody. The Ministry are not satisfied; they see anomalies and injustices exist and that is why they want the Chamber and this Association to put their heads together. It is a disappointment to me that we are now back just where we were. This Association has now to say that they have no practical proposal for a solution collectively. When each port makes its application we have no common denominator."

Sir John pointed out that there were 32 ports not represented at the Conference and

most of them would be in favour of the basis: "the master of a representative ship." He read a letter from Seaham Harbour as an instance, and emphasised a passage in the letter that the pilots there were standing behind the Association.

The pilots had been asked whether they were in favour of relating their earnings to the sea service. The answer was: "No." That being so, had they any proposal capable of practical application for the ports? The answer was also: "No."

Mr. WYNN interposed the remark, "No, we don't wish to be treated on a par with the sea service, but as pilots. The doctors' remuneration is not based on the wages of a hospital porter or those of the nurse, and it is the same in any other service."

Sir JOHN: It has always been understood that you are going to be assessed as pilots, but when that has been agreed by everybody concerned, have you any practical proposals as pilots for the whole body of pilots?

Mr. DUNCAN: We have a policy. We know what we want. The question is what do we do if we don't get it?

Sir JOHN: We are not looking for a basis for each individual port. We have to meet and deal with sensible business men. The question is "Have you a practical proposal for the pilots collectively?" and the answer is "No."

Mr. PEARCE asked what the intention of the Executive was when they asked for certain information.

The CHAIRMAN replied that they were negotiating along the lines of "master of a representative ship plus" at the time.

#### THE IMPORTANCE OF STATUS

Mr. GRAINGER contended that the answer was not an unqualified "No," because the pilots knew their worth in their own place. He added that he was insisting that they should maintain their identity; if status were lost sight of earnings went down.

Mr. JANES pointed out that even if they had a yard-stick, they would still have to deal with each port individually, and there would still be inquiries.

Mr. MARSHALL (Cinque Ports) asked where all the agitation came from. For years each port had put forward its proposals and it had worked very well.

Mr. BALMAIN suggested that it was about time the Chamber gave some of their ideas.

The arrival of the PRESIDENT brought the discussion to a close, although the subject of rates was referred to by him and subsequent speakers, but no resolutions were submitted.

## THE PRESIDENT ASKS FOR "SOMETHING CONCRETE"

The PRESIDENT, who was cordially received, briefly addressed Conference. He told the delegates that his Committee of M.P.'s was ready to come into operation at any time the pilots had something concrete for them to discuss, but so far they had not been asked to do anything. Rates were a thorny question, but it had to be settled one day and the way it could be settled was to agree among themselves. There was no hostility on the part of the Chamber of Shipping, and he was sure that if the pilots approached them with an agreed policy, the shipowners would meet them. That also applied to the Ministry of Transport. If the pilots put forward an agreed policy and found it was not acceptable he would be prepared to bring it before his committee who would do all they could to get an agreement.

Sir Peter also referred to the co-operation he received from the Department regarding the exemption of Tees apprentices from National Service. No pilots would be called up.

Mr. TATE thanked the President for his prompt and timely intervention in this matter. There was a great principle behind it. Under the National Service Act exemption could be obtained only by going into the Merchant Navy. Pilot apprentices were not included, although they were serving the leading shipping companies. Sir Peter took it up and not only had the call of apprentices been suspended; but it was hoped that the result would be that pilotage would be classed in the same grade as the Merchant Navy, which at least would recognise that the work was of some importance.

Mr. ANTHONY: Does the President consider the Ministry would like us to settle on a national or an individual ports basis?

The PRESIDENT: I think the Ministry would wish you to settle it on a national basis.

Thanks were accorded the President for coming to the Conference, and he was heartily applauded when he left for another engagement.

### NO PROXY VOTING

The resolution on the agenda of the 1951 Conference in the name of Wisbech proposing an amendment of rules to enable ports to vote by post for election to the Executive Committee was the next business. It appeared as No. 9 on the agenda for the present Conference.

The GENERAL SECRETARY said that the Wisbech resolution was unwieldy, and it was referred to this Conference for decision on the principle and, if accepted, to frame the rule.

"Are you in favour of the principle which will enable these small ports, many of them unable to send to Conference, to have a voice

in the election of the Executive Committee?" asked Sir John. "You may say they should be here, and are penalised by having no vote. They feel that an exception should be made to allow them to vote by proxy for the Executive; they are silenced on any other question which may arise at Conference."

Replying to Mr. PEARCE, the CHAIRMAN said the proposal would apply to all ports.

Mr. HOLLAND: Personally, I am against this. We have given quite a lot away in the past. Every year you come here the attendance is getting smaller, and if we are all going to vote by proxy there will be nobody here except the Executive. If a port is interested, let them come here. I know it is expensive, but we can discuss that. Dear Old Jenkins comes regularly—he gets 100 per cent. above nothing—and puts his case to the Executive.

Mr. JENKINS seemed to regard this as an invitation to get on his feet and he entertained Conference for a few minutes with some forthright observations not directly associated with the Wisbech resolution. He said that Sir John had obtained for him all he needed. "Give me the ships," he said, "and I will not come here and grumble about my pay. Drop all your petty grievances; the things you are bringing here should have been fought out at your own ports. If you want to assist the small ports give them 100 per cent. on compulsory pilotage."

*The Conference decided against the principle of the Wisbech proposal, 12 voting for and 17 against.*

The adjournment for lunch followed.

### "SHIPS TRADING COASTWISE"

At the opening of the afternoon session, Mr. BALMAIN proposed the Barrow-in-Furness resolution as from Gravesend, no representative of Barrow being present.

The resolution was:

That the phrase, "ships trading coastwise," in the Pilotage Act, 1913, be given some statutory definition, or, alternatively, that every Pilotage Authority be required to adopt one and the same definition of the word "coastwise" in this connection.

Mr. WATSON seconded.

Mr. MARSHALL (Cinque Ports) said he was not very clear on what it meant. In London they had a ruling defining the limits as between the Elbe and Brest, and if the vessel was 60 days on the coast she was exempt.

Mr. PAGE said that something hinged on whether the vessel was British or foreign. It would be found that in London, if a British ship normally was on the coast, but did a voyage foreign, she got away with it. Some

vessels came in from the Baltic compulsory and were going back to the Baltic, but they went to the Humber to bunker. Trinity House allowed them to go out.

Mr. ANTHONY said that Trinity House had a rule that where a ship trading in the home limits did one trip outside the normal run she was treated as compulsory inwards when she returned.

The point, according to Mr. CATTON, was that there were so many definitions of this exemption, and if they could get an absolute definition, it would help matters.

Mr. PREAD said that in Cardiff they did not enjoy compulsory pilotage. In the Pilotage Act there was a section dealing with Trinity House, and Barrow was a Trinity House port. Did it mean that to get round this the Act must be dealt with first?

Mr. WYNN pointed out that the resolution had nothing to do with compulsory or exempt pilotage. He quoted from the Pilotage Act, section 11 (5):

"... a ship which habitually trades to or from any port or ports outside the British Islands shall not be deemed to be trading coastwise and a ship which habitually trades to or from any port outside the home trade limits shall not be deemed to be a home trade ship, by reason only that she is for the time being engaged on a voyage between ports in the British Islands, or within the home trade limits, as the case may be."

He added that what they asked was for ships trading coastwise to be given some statutory definition.

The GENERAL SECRETARY: This has always been rather a problem and you are not likely to get the Ministry or any of the Pilotage Authorities to sit and consider some rule to be adopted by them all. There is no definition in the Act of a coastwise vessel. Everybody thought when the Act was framed that different ports would want different definitions. It may be that the Trinity House definition will not suit every port, but what the Barrow pilots want is an impossibility.

Mr. BALMAIN: All I am asking is that the rules shall be strictly adhered to: they are being got round every day.

Sir JOHN: That is the danger of adopting some loose resolution.

Mr. HOLLAND: Does Sir John know what definition Barrow want?

Sir JOHN: I have not the slightest idea.

Mr. BREWER: The proposer should be here, and I contend this discussion is null and void.

Mr. TATE: Permission was sought from the Executive by London River to move it, and it was given.

Mr. RAYER moved that it be referred back to any port concerned.

Mr. GRAINGER suggested that London River should get into touch with Barrow and pursue it through the proper channel.

Mr. BALMAIN said he was not interested whether Barrow were there. He had adopted the proposition and knew what London River wanted.

### DOMESTIC MATTERS

The GENERAL SECRETARY: Hitherto it has always been the policy of this Association to remain neutral when a port has been divided on a domestic matter because, by taking one side, even if in a majority, you antagonise the other. It has frequently arisen, and I am blamed and bludgeoned because I write to a port saying, "The Association cannot help you because you are divided among yourselves." It would help me to have your direction to continue that policy, although in a case of over-riding general importance you might have to reconsider the matter.

*Conference agreed.*

### LADDERS

Under "Any Other Business," the subject of ships' ladders was introduced by Mr. BAKER, who said that Bristol Channel pilots were not exactly monkeys, and wanted sound ladders.

Mr. HOLLAND mentioned that in November of this year the standard pilot ladder adopted under the Rules and Regulations for the Safety of Life at Sea should be aboard the ships of every nation which signed the Convention.

The CHAIRMAN said that if anybody brought a specific case of a faulty ladder to their notice the Executive would deal with it.

### TO BOOST THE U.K.P.A.

Mr. PARKER suggested that some drastic steps be taken to get new members to join and to persuade those who had left to rejoin. He asked for a pamphlet to be sent to every pilot pointing out what had been done by the U.K.P.A. and what could be done, also stating what professional advice and help could be had free through the Association.

Mr. BAKER said he had done all he could to convince the men in the Bristol Channel, but there was too much T.U.C.

The CHAIRMAN suggested that it should be left to the Executive to see what could be done about propaganda.

### PILOTS' QUARTERS

Mr. GRAINGER asked the Association to take up the matter of pilots' quarters aboard ship being used for other purposes. Sometimes a pilot was compelled by circumstances to remain aboard, and found his cabin used for stores or accommodating the captain's daughter, or two extra apprentices.

Mr. RAYER quoted a case in which he was aboard eight hours and was given a room in a filthy condition.



Mr. SPENCER said they found the same thing, but if a complaint were made to the captain, the pilot would get clean bedding.

The CHAIRMAN in this matter, too, asked for a specific case so that the Executive would have "something to get at."

## ELECTIONS

Sir PETER MACDONALD was unanimously re-elected PRESIDENT and the re-election of the HONORARY VICE-PRESIDENTS was agreed to without a formal resolution.

Mr. MARSHALL (Tyne) asked Messrs. LOVE and PEAD to reconsider their decision to resign.

Mr. LOVE (ignoring a motion by Mr. RAYER seconded by Mr. BAKER, refusing to accept his resignation) said he was sorry, but it was a matter of circumstances. The committee had made his job a pleasant one and he had enjoyed every minute of it. He appreciated their support, and not least that of Sir John.

Mr. TATE joined in the appeal to Mr. Pead.

Mr. RAYER said that he had more consideration for Mr. Pead's health than for the U.K.P.A., but he would put up both hands for him if he decided to stand.

Mr. PEAD, obviously much touched by the appeal, put his case for retirement, and said he would never lose his interest in the pilots.

Mr. JANES proposed, Mr. TATE as SENIOR VICE-PRESIDENT. This was seconded by Mr. Page, and unanimously adopted.

## VICE-PRESIDENTS

There were two nominations for the JUNIOR VICE-PRESIDENCY—Mr. WYNN (proposed by Mr. BALMAIN, seconded by Mr. HOLLAND) and Mr. INNES (proposed by Mr. BAKER, seconded by Mr. RAYER). Mr. WYNN received 26 votes, and Mr. INNES 20. There were two spoiled papers.

The CHAIRMAN said that there was a little difficulty about the Executive. The rules called for names to be in by a certain date and unfortunately Mr. BENNETT's nomination came after that date. His name got into *The Pilot*, but the Executive could only say that the nomination was not valid. Another late request came from the Humber, and they were told that a nomination could not be accepted.

Mr. RAYER and Mr. PEARCE were in favour of Mr. Bennett's name going forward. The nomination was two days late, and Mr. FINDLAY asked how late the Humber one was.

The GENERAL SECRETARY said that being a very few days late, the Humber asked whether they could send in a nomination, and it was difficult to deal with them differently.

The Humber pilots did not know in time of Mr. Ward's resignation. Sir John added that in putting Mr. Bennett's name down he told Bary that he would have to inform Conference that the nomination was out of date.

## Mr. SLADE JOINS EXECUTIVE

Mr. JANES said it was a very dangerous thing to tamper with the rules, and moved that they be adhered to. This was seconded by Mr. PERCY and carried by 28 votes to 9. This ruled out the nomination of Mr. BENNETT, leaving Mr. SLADE and Mr. WATSON the only candidates, whose election was automatic.

The TRUSTEES and the auditors were re-elected and, on the proposition of Mr. DUNCAN, seconded by Mr. BREWER, Mr. WEBB was re-elected HON. TREASURER.

The EDITOR of *The Pilot* was thanked for his services.

## GENERAL SECRETARY AND SOLICITOR

Sir JOHN said that he had sent in his resignation from both offices. The secretaryship was a permanent appointment subject to the usual notice in such cases—twelve months—but the position of solicitor was an annual appointment. He suggested that Conference should make an appointment of the solicitor to take effect as soon as the secretaryship could be handed over. Necessary arrangements had to be made both by himself and Mr. Griffiths. As soon as these matters were worked out, not necessarily waiting for twelve months, the two appointments could take effect simultaneously.

Mr. BREWER said he had been a member of the Association for 36 years, and would cease to be an active pilot at the end of the year. Throughout those years he had seen the sterling work Sir John had done and Mr. Griffiths would be filling the place of a man worthy of appreciation and respect.

The CHAIRMAN said they were all very sorry Sir John was going, but they hoped to see him at the next Conference.

Sir JOHN: If I am alive and well I shall hope to come, if only to put off a regrettable good-bye. (Applause).

## NEXT CONFERENCE

Mr. WYNN suggested that Conference should be held in some other place than London.

Bristol was suggested by Mr. HANNAN, "to be sure of getting Sir John there!"

Other places were mentioned, and Conference was reminded that 1953 was Coronation year, when accommodation would be a problem; on the other hand the wives would want to come to London!

No decision was made, the CHAIRMAN saying they would turn it over in their minds and members would be notified in due course.

The proceedings closed with thanks to the Chairman, the Executive—"four times a year, at least, they do everything we ask them to do within their powers"—and Sir John, on the proposition of Mr. BREWER.

## RECEPTION AT TRINITY HOUSE

THE Corporation of Trinity House held a reception for the President, Vice-Presidents, officers and members of the Executive Committee of the U.K.P.A. in the Trinity House Board Room at Ocean House, Great Tower Street, E.C.3, after the afternoon session on the opening day of Conference. Others invited by the Corporation to meet the pilots included officials from the Ministry of Transport and the Chamber of Shipping.

The guests were received by the Deputy Master, Captain G. Curteis, M.V.O., R.N. (Retd.), who was accompanied by the following Elder Brethren: Captain W. R. CHAPLIN, Captain C. St. G. GLASSON (Chairman of the Pilotage Committee), Commodore T. L. OWEN, O.B.E., R.D., R.N.R. (Retd.), Captain G. C. H. NOAKES, Captain D. DUNN.

The Trinity House officials present were: Messrs. T. H. BURLEIGH, M.A. (Secretary), R. S. MCCLERNON, O.B.E. (Deputy Secretary), P. W. HUNT, A.M.I.C.E. (Engineer-in-Chief), T. CLARK, M.I.Mar.E. (Surveyor of Shipping and Marine Engineering), N. BELL, A.M.I.E.E. (Director of Radio Services), E. P. STAPLETON, O.B.E. (Principal, Corporate Department), S. RAWLINGS SMITH (Principal, Pilotage Department), J. R. A. SAVAGE (Chief Accountant), G. D. D'OMBRAIN (Deputy Principal, Corporate Department), E. BABBS (Deputy Principal, Pilotage Department) and W. M. LIESCHING, B.A. (Public Relations Officer).

The guests included the following: Mr. I. M. HOOPER, (Shipowner member of the London Pilotage Committee), Mr. J. B. GREENWOOD (Secretary, Pilotage Committee of the Chamber of Shipping), Messrs. L. P. MARSHALL and R. V. PALMER (pilots' representatives on the London Pilotage Committee), Messrs. P. FAULKNER, C.B. (Under Secretary, Ministry of Transport), R. W. BULLMORE, M.B.E. (Asst. Secretary) and A. BROADLEY, M.B.E. (Chief Executive Officer), Messrs. A. DICKSON BLAKE (former Principal, Pilotage Department), L. E. PEPIATT (Freshfields, Corporation's Solicitor), H. R. KEY (Morice, Tozer and Beck Ltd., insurance brokers to the Corporation) and G. R. GOODSIR (Scrutton and Son, stockbrokers to the Corporation), Messrs. W. S. CARRINGTON and DOUGLAS WHINNEY (auditors to the Corporation).

There was a halt in the general conversation while the Deputy Master made a short speech of welcome and the President of the U.K.P.A. replied.

Captain Curteis said that Trinity House's relations with them were all that they should be; they were based on mutual respect and confidence. Next year, if the pilots put their Conference off until the autumn there was the hope that they could be entertained in the old home of Trinity House. "Whether here or there," he added, "we shall be glad to see you again."

Sir Peter Macdonald thanked the Corporation for the opportunity of meeting them because pilots did not very often have such an opportunity unless they were hauled before them when relations were not quite so friendly! In the Houses of Parliament they were familiar with the phrase "our relations with foreign countries remain friendly." That was the position of the U.K.P.A. and Trinity House. The pilots also appreciated the opportunity of meeting people from the Ministry of Transport and the Chamber of Shipping which these receptions afforded. Next year's conference could not be put off until the autumn, but if Trinity House invited them he was sure some pilots would find means of getting to London to accept the hospitality. The pilots hoped that when they had their own home in London the Elder Brethren would be the first to accept their hospitality.

## CAPT. AKERMAN APPOINTED MARINE SUPERINTENDENT

Congratulations to Captain L. W. Akerman, a Southampton pilot, on his appointment as European Marine Superintendent of the United States Lines. His headquarters are at the London office of the United States Lines, but his duties may take him to any of the twenty European ports used by their ships.

Mr. Akerman entered the pilotage service in 1931 after serving in Canadian Pacific steamers, and before the war was choice Inward pilot for the Holland American Lines. During the war, as an R.N.V.R. officer, he was stationed at Cowes and was in charge of the movement, briefing and servicing of all troopships and merchant vessels which sailed from the Solent to the Normandy beaches. In 1946 he joined the Southampton Outward service and became choice pilot for the Holland American Line and the P. & O. He was for a time local U.K.P.A. Secretary for Isle of Wight Inward branch and attended Conferences.

## "THREE HUNDRED YEARS ON THE LONDON RIVER"

It seemed incredible that a book about London River could contain no mention of the pilots particularly one with the title "Three Hundred Years on the London River," a copy of which was sent to *The Pilot*. We must confess, however, that pilots were not essential to the story which records the history of Hay's Wharf from 1651 onwards. Every pilot for whom the London River means anything at all will find it most interesting. It is profusely illustrated.

## Local Secretaries :

Aberdeen	G. Flett	Aberdeen Harbour Pilots, Pilot Station, North Pier, Aberdeen
Amble	J. B. Dotchin	The Pilot House, Amble, Northumberland
Ardrossan	A. Knox	Pilot Office, The Harbour, Ardrossan
Barrow-in-Furness	S. Green	54, East Mount, Barrow-in-Furness
Barry	F. W. Llanfear	6, Clement Place, Barry, Glam.
Belfast	G. D. Clelland	"Twelve Trees," Galway Park, Dundonald, Co. Down
Boston, Lincs.	A. V. Howard	25, Main Ridge, Boston, Lincs.
Brixham	E. J. Mardon	"Ridley," Berry Head Road, Brixham
Cardiff	S. L. Duggan	5, Bettws-y-Coed Road, Cyncoed, Cardiff
Clyde (Gourock)	J. C. Taylor	Cloverhill, Victoria Road, Gourock
Cinque Ports	R. S. Percy	58, Leyburne Road, Dover
Dartmouth	R. R. Gatzias	24, Lower Street, Dartmouth
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	A. McArthur	Pilot Office, The Docks, Grangemouth
Gravesend (Sea)	W. S. Campbell	72, Portland Avenue, Gravesend
Hartlepool	J. R. Hastings	25, Lansdowne Road, West Hartlepool
Harwich	T. R. R. Letten	"Rivington," Fronck's Road, Dovercourt
Hull	C. H. Walton	2, Alderidge Avenue, Hull
Ipswich	J. T. Montgomery	45, Clapgate Lane, Ipswich
Isle of Wight (Inw'd)	C. Pearce	25, Union Street, Ryde
King's Lynn	N. D. Smith	141, Wotton Road, King's Lynn
Leith	G. Duncan	1, Bangholm Villas, Edinburgh
London (River)	J. H. Fife	Clare House, 24, Singlewell Road, Gravesend
Londonderry	R. A. O'Donnell	Shrove, Green Castle, Co. Donegal
Lowestoft	J. Riches	"St. Anne's," Skamacre Crescent, Normanston Drive, Lowestoft
Middlesborough	L. Pickersgill	77, Southwell Road, Middlesbrough
Milford Haven	T. H. Roberts	47, Charles Street, Milford Haven
Neath	W. J. Jenkins	"Fernleigh," Old Road, Baglan, Port Talbot
Newhaven	W. Cross	62, Hill Crest, Newhaven, Sussex
Newport (Mon.)	C. J. Page	1, Caerau Road, Newport, Mon.
Penzance	A. de Rauffignac	Pilots' Lookout, South Pier, Newlyn
Plymouth	E. Rogers	Pilot Office, 2, The Barbican, Plymouth
Poole	A. W. James	Yacht <i>Wapi</i> , c/o Harbour Master, Poole
Portsmouth	P. A. Hawkesworth	Trinity House Pilotage Service, Victoria Pier
Port Talbot	W. D. Reed	26, Rice Street, Port Talbot
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	W. H. Treloar	14, Barnoon Terrace, St. Ives
Seaham	R. Hudson	Ivanhoe, Stockton Road, New Seaham
Sheerness	P. J. Hannan	113, Minster Road, Sheerness
Shoreham	A. J. Blaker	"Braeside," Old Rectory Gardens, Southwick, Sussex
Southampton	H. B. Eagle	Pilot Office, 18, Queen's Terrace, Southampton
South Shields	R. Marshall	Pilot Office, South Shields
Sunderland	S. Hall	Pilot Office, Old North Pier, Harbour Entrance, Sunderland
Trent	R. Acaster	30, Cranbrook Avenue, Cottingham Road, Hull
Weymouth	C. S. Monger	27, Southlands Road, Weymouth
Whitehaven	J. R. Tennant	"Brooklyn," Crow Park, Whitehaven, Cumberland
Wisbech	J. Barron	37, Clarkson Avenue, Wisbech
Yarmouth	C. Bewley	35, Sussex Road, Gorleston-on-Sea, Yarmouth

