

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3. Vol. 32

August, 1953

IN THIS ISSUE

REPORT of the 66th CONFERENCE

held on board H.Q.S. "WELLINGTON"
King's Reach, Victoria Embankment, London

JULY 8 and 9, 1953

	<i>page</i>
Sir John Inskip's Report	5
Debate on the Report	9
Resolutions :—	
Improved Accommodation for Pilots	10
The Red Light	11
Admiralty Ships' Trials Without Pilots	12
Mr. D. Grainger and Mr. J. P. Bennett join the Executive Committee	14
Plan for Grouping of Ports	16
Humber's "Choice" Controversy	20
Farewell to Sir John	21

Head Office of the Association :
SHANNON COURT, CORN STREET, BRISTOL

C. D. GRIFFITHS, O.B.E., D.F.C., General Secretary and Solicitor
to whom all communications are to be addressed

OFFICERS FOR **United Kingdom**
1953-1954 of the **Pilots' Association**

President :

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

Honorary Vice-Presidents :

LORD DULVERTON	LORD STRABOLGI
LADY APSLEY	SIR JOHN H. INSKIP, K.B.E.
HARRY DAVIS, Esq.	SIR IRVING ALBERY
J. H. A. SMITH, Esq.	MAJOR JAMES BURNIE
BERNARD C. WEBB, Esq.	CAPTAIN J. S. LEARMONT
ALEX A. LOVE, Esq.	

Vice-Presidents :

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

Trustees :

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

Honorary Treasurer :

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

Executive Committee :

H. B. EAGLE (Southampton), 221, Wilton Road, Southampton
J. H. INNES (Clyde), 20, Elie Street, Glasgow, W.2
M. M. MARSHALL (Tyne), 58, Julian Avenue, South Shields
L. R. SLADE (Cardiff), 1, Ceiriog Close, Penarth
W. E. SPENCER (Cinque Ports), The Knoll, Archers Court, Whitfield, near Dover
J. T. WATSON (Falmouth), 3, Park Rise, Falmouth
J. P. BENNETT (Barry), 341, Barry Road, Barry, Glam.
D. GRAINGER (Humber), 7, The Paddock, Anlaby Park Road, N. Hull.

Auditor :

W. B. WATLING (MESSRS. WATLING, PARKER AND CO., Bristol)

General Secretary and Solicitor :

C. D. GRIFFITHS, O.B.E., D.F.C., Shannon Court, Corn Street, Bristol 1

Editor of "The Pilot" :

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

THE 66TH CONFERENCE of the Association will be remembered for several events. On the personal side was the farewell to Sir John H. Inskip, K.B.E. and the entry into full harness (or should we say sail?) of his successor as General Secretary and Solicitor, Mr. C. D. Griffiths. Such an important event as the parting with one who for more than 40 years had been the "guide, philosopher and friend" of the pilots was fittingly observed by the reception on board the *Wellington*. Invitations, in the name of the President and members of the Association, were sent to representatives of the interests connected with pilotage and personal friends and the response showed how anxious they were to honour one who had won their respect and admiration as "the pilot of the pilots." There is an account of the reception in this issue; also one at Trinity House at the close of the Conference.

On the business side, the Conference was memorable for the discussion on the suggested scheme of grouping of ports evolved by Mr. Tate and a sub-committee of the Executive. No vote of Conference was sought and now the considered views of the ports are awaited. The delegates at the Conference have had time to report back to their branches and their reports, taken in conjunction with the discussion recorded in these pages, will enable the ports to form their opinions about the scheme. Branches which were not directly represented at Conference have known the details of the draft scheme for some time and after carefully reading the discussion the members should be able to form definite views. The important thing is that these views should be reported to Head Office as soon as possible so that the sub-committee can get to work again and vary their scheme to meet the desires of the branches as far as possible.

Sir John's annual report has long been an outstanding feature of our Conferences, but none has made such an impression as his last. He went back over the years and presented a convincing case for the achievements of the U.K.P.A. It was hailed as a great piece of propaganda. Delegates were anxious to have the assurance that it would appear in full in *The Pilot*. That, of course, was readily given, indeed, we have published all his reports without curtailment. There was a very strong desire that the propaganda value of this one should be fully exploited by getting it into the hands of non-members. That suggestion will not be overlooked.

Recent events on the Humber, where the Authority contended that under the Appropriated Pilotage bye-law they could compel a pilot against his wishes to serve a particular shipowner selected by them, were repeatedly mentioned at Conference. The pilots strenuously opposed the Authority's contention and eventually withdrew their services for just over a week. When it was announced that the Ministry of Transport had notified Sir John that they had provisionally arranged for an informal Inquiry to be held on July 22 into the application made by the U.K.P.A. on behalf of the Humber pilots for the revocation of the bye-laws there was general satisfaction that the urgency of the matter was realised.

The Inquiry which was attended by Mr. Griffiths, was held at the Ministry on that date. Both sides stated their case and the chairman, Mr. Faulkner, then suggested that the meeting should be adjourned to enable the parties to get together for the purpose of discussing their differences, and, if possible, removing the cause of the misunderstanding. The adjourned hearing is fixed for November 18.

In order to give a clearer picture of what happened on the Humber than would be obtained by scattered references in the report of Conference we asked Mr. D. Grainger to prepare a statement for *The Pilot*. This will be found on pages 21 and 22 and with it are the resolutions passed by Conference.

Mr. Grainger is one of two new members of the Executive committee, and with him comes Mr. Bennett of Barry in whose favour the Conference waived a rule and avoided a repetition of the disappointment he suffered in 1952.

There was a warm welcome for Mr. J. H. A. Smith who came out of his retreat at Friars Cliff, Hampshire, to attend the reception and was able to be present during part of the Conference. It was good, too, to find Mr. Alex Love, who went out of office last year, back among us as a delegate and taking a lively part in the discussions. It was rather remarkable that the occasion brought together three men who, in their day, had presided over Conferences—Mr. Smith, Mr. Love, and, of course, the ever faithful Mr. Webb, still in office as honorary treasurer. Yet another former active vice-president also came from his country retreat for the reception, Captain "Jimmy" Learmont, radiating his old-time bonhomie.

THE President was able to get away from the House of Commons to spend some time with the delegates but during the business sessions the duties of chairman were shared by the two vice-presidents: Messrs. D. H. Tate and H. J. Wynn.

The others present were:—

Executive Committee: Messrs. H. B. Eagle, J. H. Innes, M. M. Marshall, L. R. Slade, W. E. Spencer and J. T. Watson, Bernard C. Webb, *Hon. Treasurer.*

Delegates:

BARRY	.....	.....	.....	Mr. J. P. Bennett.
BELFAST	.....	.....	.....	Mr. D. C. Johnston.
CARDIFF	.....	.....	.....	Mr. L. L. Duggan
CINQUE PORTS	.....	.....	.....	Messrs. Robert S. Percy, Henry G. Lee, W. M. Webster, S. C. Williams and T. W. H. Pollard.
GLASGOW	.....	.....	.....	Messrs. A. A. Love and A. Brownlee.
GOUROCK	.....	.....	.....	Messrs. D. Main and V. Potter.
GRAVESEND (Channel)	.....	.....	.....	Messrs. R. B. Page, F. R. E. Goldsmith, A. A. Holland, G. L. Baker and P. A. Levack.
HARTLEPOOL	.....	.....	.....	Mr. J. R. Hastings.
HUMBER	.....	.....	.....	Messrs. J. Bruin, D. Grainger, F. Berry and G. E. Dines.
ISLE OF WIGHT (Inward)	.....	.....	.....	Messrs. J. Radford and C. J. Pearce.
KING'S LYNN	.....	.....	.....	Mr. C. T. Chase.
LONDON (River)	.....	.....	.....	Messrs. R. D. Balmain, E. J. Hobbs, J. H. Fife and Ian McMillan.
MEDWAY	.....	.....	.....	Mr. P. J. Hannan.
NORTH CHANNEL	.....	.....	.....	Messrs. R. V. Palmer and K. C. Davis.
SEAHAM	.....	.....	.....	Mr. R. Hudson.
SOUTHAMPTON	.....	.....	.....	Messrs. K. Hutchings, F. Janes and A. F. Billett.
SUNDERLAND	.....	.....	.....	Messrs. Stanley Hall and R. J. Simpson.

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

ASSISTANT GENERAL SECRETARY AND SOLICITOR: Mr. C. D. Griffiths.

CONFERENCE observed the time honoured custom of opening with prayer in which they were led by MR. WEBB.

The Chairman read the Standing Orders which were adopted at the 1952 Conference and are being included in future rule books.

SIR JOHN INSKIP then presented his report.

The Executive committee had an exceptionally busy time at their eve of Conference meeting which was fully attended, Mr. Tate presiding. Events on the Humber were very much to the front, as only that morning the pilots had resumed duty. Mr. D. Grainger and Mr. F. Berry were called in to the meeting and the former gave a full account of what had been happening.

The Executive also had before them the report of the sub-committee on the possibilities of port grouping. In view of the discussion at Conference, which is fully reported in later pages, it is not necessary to go into the views expressed at the Executive meeting.

There was also the question of the Barry nomination to the Executive which was subsequently accepted by Conference.

Sir JOHN LOOKS BACK OVER THE YEARS

Achievements by the U.K.P.A. Recalled— Some of To-Day's Problems

AT the 1948 Conference I prefaced my report by remarking that somewhat unexpectedly I found myself presenting yet another report, the fact being, of course, that so long ago as 1946 I first intimated my wish to relinquish my position to which I was appointed in 1913. In 1950 Conference confirmed the appointment of Mr. Griffiths as Assistant Secretary and Solicitor and welcomed him to that Conference, since when he has been able to take some of the burden off my shoulders. But now the end really has come, and the hope has been expressed to me, more than once, that I would, in this my last report, take a retrospective view of the work of this Association over the forty years of my connection with it. That would be too great an undertaking, but I will report some of the activities of those years and that will enable me to make passing reference to the early years of the Association.

The Year of the Pilotage Act

The year 1913 was, of course, the year when the Pilotage Act came into operation, and the Report of the Departmental Committee on Pilotage, which formed the basis of the Pilotage Act, opened the door to a host of Inquiries all round the coast dealing first of all with the Pilotage Orders, and then later with new codes of bye-laws and schedules of rates. However, the first World War interrupted all these activities, and it was not until a year or two after the termination of hostilities that the Board of Trade began to tackle matters.

I must have visited almost every port during the four or five years immediately following the end of the war, and this Association, through its Executive Committee and at Conference, gave the closest attention and were naturally greatly concerned to see how the Pilotage Act, in which the Association itself had played so great a part, would operate.

From time to time I am asked what the Association has done for pilots. That, of course, is a ridiculous question born out of ignorance. The generation of pilots with any knowledge of the state of affairs at the date of the formation of the United Kingdom Pilots' Association, 69 years ago, has passed away, and it will do no harm to remind the present generation of pilots of all their predecessors achieved.

The First Conference

When the first Conference was held in Bristol on 11 June, 1884, the first Secretary of the Association remarked that the objects of the Association were "to endeavour to knit together into a brotherhood our scattered co-professionals so that we can co-operate in

procuring redress of wrongs, repeal of bad laws and proper representation on Pilotage Boards, fixing of tariffs or whatsoever appertains to pilotage."

So bad were conditions under which pilots pursued their calling at that date that the fixing of pilotage rates was almost a matter of secondary consideration, and you will have noted that it was the last matter to be mentioned by the Secretary in his remarks just quoted.

The pilots of those days realised that the calling of a pilot, the smallest in point of numbers of any trade or profession in the country, scattered over miles of its extensive seaboard, having no governing body, no recognised headquarters, with each port subject to varying rules and regulations, deserved some protection and so this Association came into being.

It was in 1884 that Mr. Joseph Chamberlain introduced his measure known as "Mr. Chamberlain's Shipping Bill," and it was this objectionable measure, more than anything else perhaps, which opened the eyes of the pilots to the necessity for their getting together and presenting a united front.

U.K.P.A.'s First Achievement

The first achievement of the new Association was to get that Bill withdrawn, and having done so, it set about the task of impressing on the Government of that day the need for a general overhaul of pilotage.

In 1888, the third Select Committee on pilotage within 28 years was appointed to report to the Government on pilotage, and the work of the Association at that time, and the task which confronted it, is reflected in

the terms of reference of that Select Committee. Those terms of reference included:

- mis-management of Pilotage Funds;
- abuses of the Choice system;
- want of direct representation of pilots on Pilotage Boards;
- the national danger of granting certificates to aliens;
- the operations of unlicensed pilots;
- lack of appeal from decisions of local pilotage authorities, and
- the absence of general compulsory pilotage.

These are only some of the terms of reference.

An Unsatisfactory Act

The Merchant Shipping Act 1889 followed, but it was far from satisfying the pilots or the Association. The attempt to get an extension of compulsory pilotage had failed, but it was no longer possible for any Pilotage Authority to abolish compulsory pilotage in its district without the sanction of Parliament.

The young Association grew rapidly in numbers and influence, and very soon it found that the Merchant Shipping Act 1889 fell far short of what it wanted. For one thing, the remedies given to the pilots by that Act, though greatly welcomed at the time, were, in fact, too cumbersome and the procedure too costly. During the next few years at annual conferences and at meetings of the Executive Committee, urgent matters were discussed such as compulsory pilotage, alien pilotage, pilotage certificates, simplification of procedure and annuity funds.

Reading through the reports of those discussions, it is notable that the question of earnings, low as they were at so many ports, received little consideration. This was undoubtedly because of the many pressing matters which the pilots deemed more important at that time.

The Merchant Shipping Act 1894

In 1894, the pilotage provisions of the Merchant Shipping Act of that year came into operation. This Act was largely the work of this Association and the pilots were well satisfied with what had been achieved. At the 1895 Conference, the President expressed the hope that that Act might long remain unchallenged. The pilots found themselves working under far happier conditions and the Association then felt the call to give their attention to rates and earnings. That was a thorny problem as it has remained ever since.

I should like to quote here from a statement which someone made at that time when speaking of the low level of earnings of pilots:

"The remedy for this regrettable condition of things lies really in the hands of the pilots themselves. If the pilots are satisfied to go on working with old fashioned plant, sailing cutters which require a good complement of hands to work, and which necessitate the engagement of a larger number of pilots than there

is remunerative employment for, then it goes without saying that somebody must go to the wall, and he who suffers is, of course, the weaker."

The early years of the Association had been years of strife and struggle because of the difficulty of reconciling the different views of ports on various matters. The pilots of that day were reluctant to abandon ways and methods which were largely responsible for the unsatisfactory conditions, and it is unbelievable that after all the struggle to obtain redress of many wrongs, only two ports availed themselves of the privilege of obtaining a revised and up-to-date code of bye-laws of their own during the two or three years following the passing of that Act.

Time Ripe for More Drastic Measures

Eventually, in the light of experience since the passing of the Merchant Shipping Act 1894, the Association was driven to the conclusion that the time was ripe for more drastic measures, and in 1911, yet one more committee on Pilotage, was appointed. Looking back to that time over 40 years ago, it is difficult for pilots to realise how much opposition was created by the changes which this Association was advocating. Is there anyone to-day who would go back to the competitive system of that time? And yet there were many amongst both shipowners and pilots who argued that competition and the spirit of adventure amongst individual pilots was the very life of the pilotage service of this country.

Looking again at pooling of earnings, I can recall the time when pilotage authorities and shipowners regarded pooling of earnings with suspicion. The pilots themselves were very slow to accept it. Thirty years ago there were 43 ports which were holding out against any pooling of earnings, but to-day such a system has been almost universally adopted.

The recommendations of the last Departmental Committee were another step forward, and after the experience of 40 years there are many who think that the time is ripe for another review of pilotage affairs.

The Unsolved Problem

The great trouble of this Association, through all the years of its existence and more than ever to-day, is to get the ports and pilots into line with one another. Let me remind Conference of what was known as the Seven Points Policy which was formulated some 20 years ago by a very enlightened Executive Committee. Not being able to obtain the approval of Conference, these seven points were whittled down to three in an effort to get unanimity.

One of these points was that pilot cutters should be owned and run by the Pilotage Authority with proper crews leaving the pilots free to perform their pilotage duties. This proposal met with a lot of heated opposition, but to-day, it is generally accepted and the ownership of cutters by pilots is the exception rather than the rule.

Another recommendation was that the whole cost of the cutter service should be provided otherwise than out of pilotage dues proper. That, too, strangely enough, failed to get unanimous support, but to-day, it is the aim of all pilots everywhere and, indeed, of shipowners.

The other recommendation was that every ship, British and Foreign, entering or leaving a port should be required to make a contribution to a fund to cover the whole of the administrative expenses of the pilotage service and the cost of maintenance and upkeep of the cutter service. My strong belief was, and is, that along the lines of that recommendation a solution would be found, but the majority of the pilots of that day would look at nothing short of general compulsory pilotage, which to-day, as it seems to me, is as far off as ever. Any change of policy is bound to affect ports in different ways, and if this Association cannot survive the result of adopting a policy approved by the majority of its members, but must always await the unanimous approval of every port, then it cannot claim or even attempt to direct policy.

Hindered by Conflicting Interests

Looking back over my 40 years with the Association, I would say that these conflicting interests have hindered the Association and obstructed the efforts of the Executive Committee to lay down a definite line of policy.

An Association of this kind is as strong as its individual members will allow it to be, and if every move in this direction or that direction is met not only with criticism, which is healthy, but by withdrawals of membership directly things do not appear to be going the way which some individual port may wish, then, of course, we are retracing our steps and going back by degrees to the days referred to earlier in this report when it was a case of not only every port for itself, but of every individual pilot for himself.

At this point, I come to mention not every matter of interest which has engaged my attention as your Solicitor and Secretary during the past year, but only one or two of the more important matters.

"Choice" by Compulsion

At the moment there is much activity on the Humber over choice pilotage. They have their bye-laws authorising a system of choice pilotage, but for one reason or another, no Humber pilot is willing to become an appropriated pilot.

The pilotage authority maintains that the bye-law, which is on the same lines as those at other ports, entitles the authority to order a pilot to be appropriated to this shipowner or that shipowner at their absolute discretion. In other words, they claim to be able to make a pilot the appropriated servant of a particular shipowner whether he is willing or not. Is there such a thing as compulsory appropriation of pilots to shipowners? That is the point in issue.

I have always held and so advised that the common form of bye-law authorising a system of choice pilotage is permissive so far as the authority is concerned, and that there is nothing in this form of bye-law to suggest compulsion on a pilot by making him against his will the servant of a particular shipowner and so preventing him from exercising to the full his rights as a fully licensed pilot and self-employed man.

I would not like to say how many problems have come under my notice in connection with choice pilotage. They have really never ceased to come in one form or another, and no port which has it seems to be completely satisfied. More than once I have had to point out to pilots that if they have a system of choice pilotage they have got to put up with some of the disadvantages.

Tankers' Privilege

One of the more recent cases is that of the Cinque Ports who offered strong resistance to a proposal of Trinity House at the instance of tanker owners who enjoy the privilege of taking their choice pilot from the cutter for tankers over 8,000 tons. The opposition of the Cinque Ports pilots was based on several grounds, one of them being, that they feared the proposal would not stop at tankers, and indeed, that may well be. Nevertheless, the same kind of objection could be made to any system of choice pilotage, which must, of course, be restricted in its operation.

The decision of the Ministry in this case has been mentioned in *The Pilot*, and all that was got from the opposition was a modification of the bye-law so as to apply only to tankers of 12,000 tons gross and over. How the system is working since the amended bye-law came into operation I have not heard, but the fears and objections expressed by and on behalf of the pilots at the Inquiry, lead one to assume that before very long more will be heard of this matter in the light of experience.

Outside an Authority's Jurisdiction

Very much akin to this last mentioned issue is a matter which has arisen at the Humber in connection with work outside the district. A pilot was ordered by the authority or its servant, to proceed to Brixham to join a vessel bound for Hull. That, of course, involved a long journey and much of the Pilot's time. At first, the pilot in question demurred, but eventually he arranged to go and named his own fee for proceeding from Hull to Brixham and for his services on the vessel until she entered the Humber pilotage district. Eventually, for some reason, the shipowners withdrew their request for a pilot to proceed to Brixham, but, nevertheless, the Authority took grave exception to the pilot's action.

I advised the pilot without any hesitation that he was free to come to any reasonable agreement with the owners of a vessel requiring his services outside the district,

and that the pilotage authority had no power or business to interfere. If the amount named by the pilot, for these services, was unreasonable, then the shipowners could challenge it in the usual manner in the courts. The jurisdiction of a pilotage authority does not extend beyond the limits of its own district.

Guidance for Pilots at Collision Inquiries

I have been concerned lately at more than one port with Inquiries, instituted by pilotage authorities, following a collision or may be some complaint.

In the case of a collision, a pilot has to fill up the printed form as required by his Authority and, in my view, he has done all that he is required to do when that form has been duly completed and sent in. It ought not to be possible for a pilotage authority to go beyond its bye-laws and put a pilot who has complied with the bye-law under cross-examination, but this is sometimes attempted.

It often happens, too, that the pilotage authority, for some reason or other, decides to hold an Inquiry into the circumstances of a collision knowing full well that litigation is pending or will ensue. These Inquiries are loosely conducted.

Too often the Pilotage Authority calls a pilot before it to answer a charge of "failure in or neglect of his duty as a pilot," which are the words of the Pilotage Act. No evidence is called from the other side, and after a statement by some officer of the authority, the pilot is expected to make his reply and to answer any questions put to him.

I have always advised pilots to be very jealous of their rights in this respect, and whilst they must, of course, answer the summons to appear before the pilotage authority, they should refuse to make any statement or to answer any question until it is stated how he is alleged to have failed in or neglected his duty so that he may know exactly what charge he has to answer, and until any statement made to or by the authority is supported by first-hand evidence, upon which he will be able, if he so desires, to cross-examine the witness giving it. In other words, if a pilotage authority insists upon anticipating legal proceedings, and the decision of the Courts in a collision case, then they must proceed in a strictly proper and formal manner.

Evasion of the Act

There has been simmering for some time a question arising in connection with French and Belgian passenger ships navigating in the London pilotage district without a pilot, and recently this matter seemed to be coming to a head in the Cinque Ports district. The practice is for these vessels, which are, of course, compulsory, to enter and leave pilotage districts without a pilot or a certificated master or mate.

I have never missed an opportunity of pointing out the seriousness of this evasion

of the Act in which, I am sorry to say, the pilots are acquiescing.

Apprentices and National Service

Perhaps some reference should be made to a matter which Sir Peter Macdonald was good enough to handle successfully. The Tees pilotage authority and the pilots themselves were concerned with the calling-up of pilot apprentices for National Service, and this Association was approached in view of the attitude adopted by the Ministries concerned.

Sir Peter Macdonald responded to the request for his help, and as a result of the action which he took, the Minister of Transport reconsidered the whole matter and came to the conclusion that the work of these pilot apprentices is so akin to that of the Merchant Navy that they must be treated in the same way so far as National Service is concerned. This means that they will not be called up for service so long as they remain properly employed in the pilotage service.

Preferential Rates

Another matter which is to the fore at the moment is that of preferential rates, such as the ballast rate, the part cargo rate, the bunkering rate and the dry docking rate, none of which have any justification, but when once a rate of this kind is established, it is extraordinarily difficult to get it abolished.

The pilot is engaged to pilot the ship, and if regard is had to the purpose for which the ship is visiting the port, then we are not far removed from having pilotage dues assessed by reference to the value of the cargo carried, the amount of the freight or even the value of the ship itself. There may be very good reasons for a port Authority levying reduced dues on part cargo vessels, for the simple reason that the vessel is not using the loading or discharging facilities of the port to her full capacity, but these considerations have no application to pilotage rates, and no opportunity should be lost of resisting any kind of preferential rate.

This report might very well go on to deal with a large number and variety of matters which have been dealt with or are pending, but most of them have been referred to in *The Pilot*, and rather than add to the length of this report, which is already long enough, it will be better to await the raising of any matter which may have interested any particular port.

The only purpose for mentioning all these other matters would be to open the eyes of those pilots who appear to be blind to what this Association is doing for other ports in the interest not only of those ports, but of every port which is indirectly concerned.

I have dealt with a number of personal injuries claims on behalf of members. The important matter of income tax allowances is still under consideration by the Ministry. One or two Inquiries are pending, including a very important one relating to the licensing of dock pilots for Dover harbour which the Cinque Ports pilots are strenuously resisting.

Tribute to Mr. Tate

For many years past my reports have dealt with the thorny problem of rates and earnings, and on this occasion I propose to say very little. As every port is aware, a sub-committee of the Executive has produced a report which has been circulated and will be discussed at this Conference. The thanks of everybody should be given to that sub-committee and specially to its chairman, Mr. Tate, who must have given many, many hours of close and detailed consideration to the matter.

I will not attempt to anticipate the debate which will follow on that report, but I repeat what I have said from the very commencement, that no proposal is going to give complete satisfaction to every port, any more than it would be reasonable to expect that every port would be completely satisfied if

their cases continued to be dealt with individually as at present. There are too many existing anomalies and apparent injustices to be straightened out, and all I would say is that the report before Conference is an honest effort to achieve this.

Under present conditions it is quite impossible to explain why one port, without any post-war increase on its rate, should be earning £X, whilst another comparable port should have a post-war increase of perhaps 50 per cent and be earning twice the amount of the other port.

This, then, is the end of my last annual report at this my fortieth Conference of this Association, and I cannot do better than close with my best wishes to the Association and all its members.

DEBATE ON THE REPORT

MR. HANNAN asked whether there was any reason why the report was not circulated before Conference which a Conference some years ago agreed should be done.

SIR JOHN explained that his hands had been very full and he could not get it done. In fact, at one time he didn't know for certain that he was going to be at Conference. "I promise not to default again," he added with a smile.

MR. HANNAN thought the non-members should know something of the history of the Association.

MR. PAGE, after referring to the valuable outline of the history of pilotage generally which the report contained, asked if headquarters had a reasonably complete set of the Acts and the records of Inquiries. At Gravesend they had a few incomplete records and often questions arose about the findings of one of the earlier Inquiries, but it was very difficult to verify them.

SIR JOHN said that he had all the records in the possession of the Association and some of them went back 40 years. When his office was bombed during the war a good many papers were destroyed, but others were moved to his home in the country, and these consisting of books, files and Acts of Parliament would be handed over to Mr. Griffiths.

MR. JAMES referred to pilots being called before their Authorities to answer inquiries concerning collisions and said it was useful to know just what attitude to adopt in answering the questions. He asked what the position was with regard to colliding with the wharf or a stranding.

SIR JOHN replied that it was difficult to deal with every possible set of circumstances which might arise. What he had in mind in his report was the collision between ship and ship. He had tried to emphasize that pilots had certain rights and it was for them to protect those rights. It was up to an Authority to support any charge with evidence which should not be just the report of a Ruler of Pilots or Commodore, and the person giving

evidence should be subject to cross examination. In nine cases out of ten an Authority came along and conducted what ought to be a formal inquiry in an informal and loose manner.

MR. WILLIAMS mentioned a case arising from a collision which was settled out of court, but he was called to Trinity House to explain himself and was charged with negligence. He pointed out that they were not qualified to make this charge because of the settlement which might have been a financial convenience to the two parties. The case against him was dismissed.

MR. RADFORD referred to the disadvantage which a pilot suffered in being summoned to appear before his local Authority at such short notice that there was no time to put the case before the Association and without that help he came off second best. His branch had now engaged their own lawyer so as to obviate this difficulty.

MR. FIFE told Conference that London River had done so for many years.

MR. GRAINGER said that this was his fourth successive Conference in his seven years as a licensed pilot and the work of the Association had come as an eye-opener to him. He spoke of what had happened on the Humber where they had been under considerable strain, due to the events of the past two years, but they had come to that Conference with their heads in the air.

MR. CHASE asked whether in the 40 years of Sir John's connection with the Association any port had been driven to take such drastic steps as the Humber had done.

SIR JOHN said he could not remember any although he was not sure whether Swansea had done so. "They were always so full of threats," he said, "and I am not sure they did it. Mr. Tate seems to recollect a case at Manchester."

MR. BENNETT advocated circulating the report to all pilots in the United Kingdom

whether members of the Association or not. Looking round the room, he said, that year after year the members were getting less and he was glad to hear Sir John refer to the membership. It was easy to criticise the Executive, that was their prerogative, but they must take some responsibility themselves as pilots. He was very concerned about the membership at the Bristol Channel ports and hoped that they might have a visit from Mr. Griffiths. It was time there was a nation wide campaign to advertise the Association. They had a very valuable journal in *The Pilot* which could be increased in size. The editor had asked, on more than one occasion, that he should be furnished with notes on incidents and activities in the ports. If pilots took the trouble to send these in they would help to advertise the Association and increase its propaganda. The Executive should get down to this question of membership and he was sure they could formulate something to encourage men to return to the Association.

MR. WEBB contended that they did not advertise enough. He urged that more about the work of the Association should be recorded in *The Pilot*. It would end the eternal question of what the Association was doing—they would know. "I want you to support me in demanding that you get it" Mr. Webb added.

MR. LOVE: I would also suggest to members of the Association that they read *The Pilot*.

MR. MARSHALL deplored the lack of unity among the pilots. They came to Conference and did not care what was happening in other ports. More unity was necessary in order to get more members.

Later in the discussion there was a reference to Liverpool and a meeting called by some of the pilots there last year, the suggestion apparently being that the Association had not taken part in it although a member of the Executive was present.

MR. WYNN pointed out that no member of the Executive was invited as such and the one

who attended went as a representative of his port.

MR. SLADE added that no minutes were kept of the meeting and no one from the Bristol Channel was invited.

MR. WATSON also added "You have got hold of the wrong end of the stick. We were told to keep out of it; it was a private meeting."

MR. MARSHALL: It appeared to me that the meeting was not a case of unity among pilots, but of the big ports trying to get together. None of the small ports was mentioned.

MR. PEARCE: When the member of the Executive was asked in his capacity as a member of his own port, he felt it was only right to inform the Executive.

MR. SPENCER: Liverpool didn't even want us. I don't know that we would have gone to Liverpool. Let them come to us.

MR. PEARCE: It is time you did something about Liverpool.

MR. BALMAIN thought they were getting a little too introspective. If they wanted to do something about it there was only one way. That was to make the most of the perfect piece of propaganda which Sir John's report was. He was prepared to bet that if every pilot had the sense to read it there would be a different outlook next year.

"Why not go a step further" asked Mr. Hannan. "Let the Association invite to Conference a representative of the non-members of a port."

THE CHAIRMAN: It would be a good thing if you could first induce members of the U.K.P.A. to come here!

The adoption of the report was agreed on the motion of Mr. Grainger, seconded by Mr. Fife.

Conference then dealt with the resolutions on the agenda.

RESOLUTIONS

IMPROVED ACCOMMODATION FOR PILOTS

The following resolution in the name of the Isle of Wight Inward service was taken first.

THAT this Association take action to improve accommodation for pilots in pilot vessels and also on board all ships requiring pilots.

MR. RADFORD, in moving the resolution, said it was not the intention of the Inward pilots, at this stage at least, to seek any legislation. They said that because however desirable statutory regulations might be at times, to try to bring them into force to apply to existing accommodation in ships and pilot vessels was a pretty formidable problem and the pilots doubted whether they would have much success. At the same time it was

realised that any really worthwhile requirements along those lines were not likely to be accomplished without sanction and encouragement of the Ministry. A suitable memorandum on the subject might be drafted by the Executive and sent to the Minister for his consideration for all future construction and as a guide to shipowners and Pilotage Authorities. Of late years there had been a good deal of improvement in pilots' accommodation generally, but there did not appear to be any accepted standards in existence to which new construction should conform, and it was to this point, at first, that the Minister's attention should be directed. The standards themselves needed careful consideration but in general they were more or less self-evident, at least to pilots. They should include proper washing and shower accommodation, separate

THE RED LIGHT

MR. JANES moved the first of two Southampton resolutions.

THAT this Association regards as a menace to safe navigation the increased use in recent years by vessels under way of red lights to indicate purposes other than the port side light, and will request the appropriate authorities to cause a diminution and, where practicable, a prohibition of the practice.

Most delegates would know to what this resolution referred, said MR. JANES, and had had experiences, perhaps anxious ones, of the puzzles one had to sort out these days. Red lights alone, or in conjunction with other lights, had been used for a variety of purposes for years, but the large increase in tankers, particularly small coastal tankers, had aggravated the position severely in recent times. Also, many harbour authorities which formerly did not require petroleum vessels to carry red lights had recently adopted what were known as "model petroleum bye-laws"—Southampton being a case in point. While there might be some argument in favour of oilers at anchor carrying a red light to warn off coal-fired craft from coming alongside, he was not so sure that even on a vessel at anchor the red light could not be misleading and a danger to that vessel, but what possible safety measure could be advanced to support the all round red light for vessels under way? All mariners, whether pilots or others, took the maximum care to avoid collisions with other vessels, so how could they be more careful than the maximum? Although these lights were required only within the area of a particular Authority, petroleum vessels often kept them on well beyond the harbour limits, practically on to the high seas, which was illegal. Another nuisance was the red over white lights required to be shown by vessels from foreign pratique. He did not know at how many ports in the U.K. this was observed but, judging by the trouble experienced in some ships to get them rigged up, he sometimes wondered whether Southampton was among the few. Often enough the lights dangled somewhere over the bridge, casting shadows and flickers of light which added to the difficulties of night navigation. Were they really necessary? In these days of radio, few ships arrived in port unannounced and anyone who wanted to could find out what the ship was and where from. In some cases it was a farce—the *Queen Elizabeth*, for example. Did anyone suppose she was on an excursion trip from Brighton when she arrived in Southampton? or the *Normania* coming from Havre on Wednesdays, Fridays and Sundays year in and year out. The latter displayed a string of lights, white-red-whited-red. On her single short mast they were fairly equidistant and, in poor visibility, dangerously misleading. Another case—white-red-white-red—was the 32,000-ton tanker *World Unity* with a central tower structure over the bridge. It

MR. GRAINGER, who seconded the resolution, endorsed all Mr. Radford's remarks and suggested that attention should also be drawn to accommodation ashore. On the Humber they had to spend quite a lot of time away from their homes, not necessarily on cutters or ships, and they were entitled to the amenities enjoyed by any civilised human being. They heard from time to time of the fine arrangements made on the Continent for pilots.

MR. WEBSTER described one Continental station as better than any first-class hotel in London.

MR. PEARCE suggested that the specifications for officers' cabins should be obtained from the Ministry; that would give them something to work on.

MR. PAGE thought Trinity House were moving slowly towards what Mr. Radford wanted. He suggested that the Ministry might be asked to require that in all new tonnage a room for the pilot should be provided and reserved for him at all times.

MR. BERRY mentioned that their smoke room had been taken over to provide accommodation for watch keepers.

MR. PAGE said that under the new manning scheme a second officer and an additional engineer had had to be accommodated in their cutters and some of the pilots' accommodation had been taken away for that purpose. That, however, could be obviated in new cutters.

The resolution was carried unanimously.

was all most confusing and of much greater danger to the ships and others than if all carried only the lights prescribed by the Regulations for the Prevention of Collision at Sea. Doubtless many of the delegates had experienced similar or worse cases of mixed lights. Did it need a major disaster to put a stop to the futile practice? They had already had the tragedy of the collision between the Swedish tanker *Divina* and the submarine *Truculent*. In the evidence it was said that the submarine's commander was misled by the tanker's red petroleum light, and to that extent it was a contributory cause of the disaster.

"Have we to wait until many more lives are lost as a direct and undoubted result of carrying these additional red lights before any action is taken?" asked MR. JAMES. "What is the point of them? Do they make for added safety? At one time a red light had a particular significance, now it was anyone's guess as to its meaning."

"It is worth while quoting Article I. and I don't see how they can get round it:

The Rules concerning lights shall be complied with in all weathers from sunset to sunrise and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

"The legality of the position may be open to argument, but as to the utility and danger of these additional red lights by vessels under way there can be no argument; they are a menace and a hazard to life and property at sea."

MR. HOLLAND seconded.

MESSRS. RADFORD, PEARCE and PAGE spoke in support and the resolution was adopted unanimously.

ADMIRALTY SHIPS' TRIALS WITHOUT PILOTS

MR. HUTCHINGS moved the second Southampton resolution:

THAT this Association consider the position arising when Admiralty ships under construction by private firms move or do trials within compulsory pilotage districts without employing licensed pilots.

He said that in 1947, there was a case where a naval vessel going on trials prior to acceptance, did not employ a pilot. This matter was referred to Trinity House who ruled that the builders should have employed a pilot, a ruling which was not disputed at that time. In June, 1952, a similar naval vessel, a destroyer, proceeded on trials without the services of a pilot. This occurrence was also reported to their Authority. They supported the pilot in his contention and carried the matter to Whitehall, who stated that the vessel was the "absolute property of the Admiralty" during building and so was an exempted ship under the provisions of the Pilotage Act, section 11. It seemed odd that

this contention was not propounded on the previous case in 1947. At the moment they did not know for certain if this were an isolated case or if a similar argument would be put forward in future cases. With regard to the second case, a licensed pilot was not employed, and a retired naval officer conducted the ship in pilotage waters. Under section 30, para. 5 of the Pilotage Act, if a pilot is employed he must be a licensed pilot. On the other hand, if the vessel under consideration were the "absolute property of the Admiralty," surely the proper person should be a qualified naval navigating officer. During the period the trials were being carried out in 1952, the vessel was often observed to behave in an erratic fashion and had the weather been other than clear she might well have been a menace to other shipping. MR. HUTCHINGS added that it was their opinion that the matter could be handled by the Parliamentary Committee by suggesting to the Admiralty that should they not be prepared to put navigating officers into these craft they should, at least, insist on the builders employing licensed pilots.

MR. PEARCE seconded.

MR. BILLETT mentioned two additional points. First, that throughout the trials the naval officer flew the Red Ensign; and second, owing to the excessive speed the vessel damaged the foreshore and this had been made good by the ship builders—not the Admiralty.

MR. HUTCHINGS said that matter had been going on for a long time and Trinity House had taken a lot of trouble to back up the pilots in their contention. The Admiralty, while claiming that the vessel was their absolute property from the moment building began, said that she could not fly the White Ensign because she was not in commission.

SIR JOHN said he had not heard from any part of this difficulty for a number of years although it used to be a very live question. He thought that he came to a satisfactory understanding with the Admiralty about it some years ago; it was agreed, if his recollection was correct, that a ship, under construction by a private firm remained the property of the firm until she had undergone her trials, and if the Admiralty wanted a pilot to be employed, then of course, he must be a licensed pilot.

MESSRS. POLLARD, GRAINGER and WILLIAMS also spoke and the resolution was carried unanimously.

SIR JOHN'S RETIREMENT

MR. TATE referred to Sir John's retirement and the arrangements which had been made for a presentation and a reception to be held in the evening.

Conference unanimously confirmed and approved the recommendation of the Executive committee, as previously communicated to all ports, to set aside £1,000 as a presentation in some form to Sir John Inskip as a mark of their gratitude and esteem.

THE PILOTAGE ACT

At the afternoon session MR. HALL moved the following resolution in the name of Sunderland.

THAT the Pilotage Act, 1913, is long out of date and should be revised.

He explained that the resolution was intended to deal only with detention money and MR. LOVE suggested that the resolution which was very sweeping should be amended.

The Chairman (MR. TATE) reminded Conference that if the Act were opened others would have the opportunity of putting forward their proposals.

MR. WYNN, however, for the purpose of opening the discussion seconded the resolution as it stood in the name of Sunderland.

MR. GRAINGER thought the Act, now 40 years of age, should be brought up-to-date but urged that they should consult the Secretary and Solicitor.

The Chairman wanted to make it quite clear to Conference what was in the mind of the proposer. The resolution, as it stood, was a very different thing from revising a section. He suggested that Sunderland should amend their proposal so that it referred only to Section 34 (2).

MR. WEBB said it was imperative to have the amendment; if they were going to open the Act to get a few shillings a day more for detention they would be handing it over to the shipowners to open up every point they wanted to amend in the Act.

"Why should we be afraid of opening the Act?" asked MR. PERCY.

MR. BALMAIN said that if the Act were so favourable to the pilots would not the shipowners have opened it years ago? It was an open book for anybody to read and his conclusion was that the shipowners were doing very nicely out of it.

MR. HUDSON also asked the question why it should not be opened, adding that the Act went back to the days of wooden ships and iron men and it was time the pilots got something more.

On the other hand, MR. WEBSTER favoured leaving the Act as it was, the time not being opportune for an amendment.

MR. WEBB repeated his inquiry as to whether they proposed making an application to open the Act simply for detention money, and MR. WILLIAMS thought it was dangerous to open it. The latter also lamented that the Seven Points Policy was turned down in the clamour for compulsory pilotage.

MR. RADFORD asked if there was any way of getting over the Sunderland difficulty without opening the Act. Could they not get it from the Authority?

MR. MARSHALL said that some Authorities had augmented the charge of 10/6d.

MR. HANNAN said one main point must not be overlooked. Sir John's advice after all

his years of experience had been that they should be careful about opening the Act.

The Chairman said there was nothing to stop them submitting a bye-law for sustenance to the Ministry of Transport.

SIR JOHN thought that in several codes of bye-laws they would find a schedule of rates to be paid for pilotage or from certain named ports. The legality of such rates is open to question, and could only find their way into a schedule of rates by agreement of all parties concerned.

MR. BILLETT said that the discussion had paid the greatest compliment to the Pilotage Act, since this detention charge seemed to be the only criticism.

MR. WILLIAMS said that before they opened the Act they must know what they wanted in place of it. When they had good supporting membership he would be all for opening the Act, but not now.

The Sunderland resolution was defeated.

BALANCE SHEET

"We are not exactly millionaires; we get along and pay our bills but with nothing much to spare" said MR. WEBB in putting the balance sheet and accounts before Conference. Subscriptions in 1952 were about £30 less than in the previous year and that, he said, was brought about by Swansea. At the end of the year subscriptions in arrears totalled £541. 10. 0. He pointed out that according to rule subscriptions were payable monthly or quarterly *in advance*. What would the members responsible for this shortage say if their earnings were paid a month behind hand? Since the end of the year £366. 5. 0 of the overdue subscriptions was paid before the accounts went to the auditors. MR. WEBB gave a hint that at the next Conference they might have to ask for a small increase in the subscription.

Replying to MR. JAMES, MR. WEBB said that since the last Conference 43 new members had joined and 20 had left the Association so they were about 20 better off than last year.

MR. HANNAN asked for reminders to be sent to members in arrears.

The Chairman read rule 6: "Any member whose subscription is more than six months in arrear shall cease to be a member of the Association . . ."

MR. WILLIAMS said the correct interpretation of that was that the defaulter should pay a new entrance fee.

SIR JOHN said it was a perfectly reasonable rule. There must be a limit somewhere, and if they did not stick to their rule he did not know where they would be.

MR. WYNN thought reminders should go to those nearing six months in arrears.

The balance sheet and accounts were adopted on the motion of MR. CHASE and seconded by MR. WILLIAMS.

ELECTION of OFFICERS

This item on the agenda was reached on the first day which may be without precedent. It was partly due to an earlier item "Pilotage Rates and Ministry Formula" being reserved for further discussion on the following day when the press would not be present.

MR. PAGE, however, lodged an objection to the elections being taken so early because there might be London pilots working hard that day who could be there on the morrow.

Conference, however, accepted the situation of dealing with the elections.

The first consideration was the Executive committee. The three members due to retire under rule 11 were Messrs. INNES, MARSHALL and SPENCER. In addition two nominations had been received: Messrs. GRAINGER (Humber) and BENNETT (Barry).

There was considerable discussion regarding the position of Mr. Bennett and SIR JOHN made the following statement on the subject. "I am assuming Conference wants to observe their own rules. A secretary can only proceed on the assumption that the rules given to him are intended to be observed, and I don't think an Association will survive long if the rules are made on the understanding that "it doesn't matter much" if they are broken. Here there are two rules in operation, one that when a pilot is in arrears for six months he is thereby automatically removed from membership. The position of Barry is that until a week or so ago their subscriptions were in arrears as from October 1, 1952. A letter had been written about that time calling upon all ports to pay up their subscriptions before the end of the year. The facts are that when I received the nomination of Mr. Bennett in May the port was eight months in arrears with its subscriptions and therefore had no members at all. There are 17 pilots at Barry and at the end of September, 1952, thirteen were members of the Association. Not wishing to make trouble I received the nomination as being in order. When later the subscriptions were paid up to the end of March, 1953, they were for eight pilots only, five having resigned. There is, however, another rule which requires a candidate for election to be nominated by two members of the Association at the port in question. One of Mr. Bennett's nominators, was one of the men who had resigned in March. That put his nomination out of order unless you tell me you don't mind about the rule. Are you going to observe the rule in this case or not? It is hard on Mr. Bennett, and I don't suppose he knew his nominator (Mr. Booker) had already resigned. It is open to you, but certainly not to me, to waive the rule.

Mr. Webster thought it was a bit of a hardship on Mr. Bennett and he would not like him to go away and resign. Would Conference consider waiving it in this particular instance?

MR. HOLLAND expressed regret that this sort of thing should have happened.

MR. DUGGAN was sure the rule had been honoured in the breach. Cardiff nominated MR. SLADE but they had no proposer or seconder.

"In other words I am here under false pretences!" said MR. SLADE. He added that the Cardiff pilots had a meeting at which he was proposed and seconded, but those names did not get on the paper.

THE CHAIRMAN said "Sir John assures me Mr. Slade's nomination was quite in order." MR. TATE then proposed that, in the circumstances, the nomination of Mr. Bennett be accepted. This was seconded by MR. PEARCE and MR. WILLIAMS commented "if carried it ought not to be regarded as a precedent."

The voting was 20 for acceptance of the nomination and 15 against.

MR. BENNETT thanked Conference for their consideration.

The three retiring members and MR. GRAINGER were automatically elected.

SIZE OF THE EXECUTIVE

THE CHAIRMAN then explained the Executive's recommendation that the committee should be restored to the full strength as provided in rule 10.

(The Executive committee shall consist of the President, two Vice-Presidents, the Treasurer, if a separate official, and not less than six or more than nine Ordinary Members to be elected as hereinafter stated).

MR. WILLIAMS said the Executive were best qualified to judge and proposed that the recommendation be accepted.

MR. JAMES seconded.

MR. WEBSTER: "The more widespread the better."

The proposition was adopted.

"What does Conference do about bringing it up to full strength" asked MR. CHASE.

MR. TATE: Not until next Conference.

THE PRESIDENT

MR. WYNN proposed the re-election of SIR PETER MACDONALD as President.

MR. PAGE seconded and the resolution was unanimously adopted with an expression of thanks for his help which was always so readily given.

(When Sir Peter came to Conference he was welcomed by MR. WYNN who was in the chair, and told that he had been unanimously re-elected. The President thanked the delegates and told them he was always at their disposal).

VICE-PRESIDENTS

MR. HOLLAND proposed the re-election of the two Vice-Presidents, MESSRS. TATE and WYNN. This was seconded by MR. HANNAN carried unanimously.

HON. TREASURER

MR. CHASE nominated MR. WEBB. MR. FIFE seconded—"my old friend who says he is Scotch and isn't"—carried unanimously.

"I don't know whether to thank Conference or not" said MR. WEBB in reply. He said he was quite willing to go into the wilderness and had talked many times about resigning, but he had never seen anybody rushing forward to take the office. The day would come when he would have to pack up and go, but he considered it a great honour to be re-elected.

TRUSTEES

MESSRS. C. CATTON, G. M. BREWER and H. G. PEAD were unanimously re-elected on a proposition of MR. WYNN, seconded by MR. SPENCER.

SOLICITOR

MR. LOVE claimed the honour of nominating MR. GRIFFITHS—having had something

to do with his coming into the Association. "He will be a good man" MR. LOVE added.

MR. BALMAIN seconded. Carried by acclamation.

NEW HON. VICE-PRESIDENTS

MR. WYNN expressed regret that SIR JOHN INSKIP was leaving them and proposed that he be elected an honorary Vice-President to the Association.

MR. PAGE seconded and added "it is beyond any pilot to say anything about him; it would be futile after all he has put in for us."

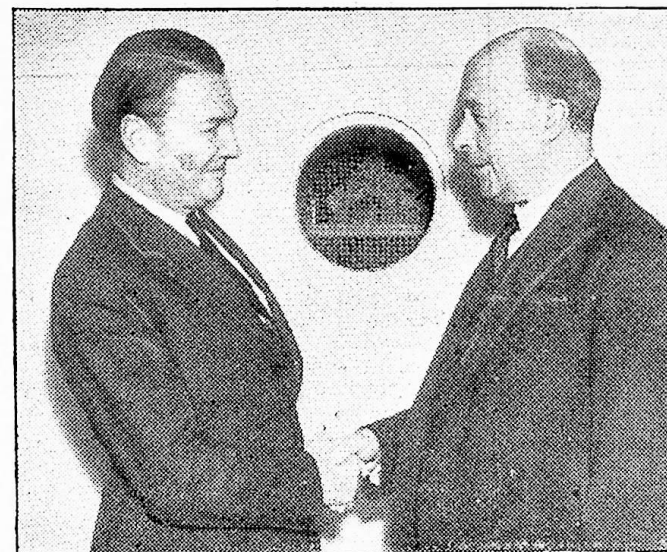
Carried unanimously.

MR. BALMAIN nominated MR. A. A. LOVE as an honorary Vice-President.

MR. WATSON seconded and this was also unanimously agreed.

MR. LOVE thanked the Conference very sincerely for the honour done to him and said he had probably attended a Conference earlier than any man in the room. As a small boy he went with his father to one about 1902 and he hoped to come again.

Conference then adjourned for the day.



Bristol Evening World photograph

CHANGING THE "PILOT"

SIR JOHN greets his successor MR. C. D. GRIFFITHS at the reception on board the Wellington at the close of the first day of Conference.

The reception is reported on pages 21-23.

agreed with the last speaker but not with Mr. Love, that the ceiling was more or less a dead letter and that the Ministry took a realistic view. Mr. Hutchings also referred to the remark about "hidden earnings" which occurred early in the discussion and said that in his district, a pooling port for about 30 years, the only earnings of that kind were the retaining fees paid to seven choice pilots.

MR. POLLARD thought it would require an army of bureaucrats to run the scheme. The bureaucrats were now in the ascendancy and the civil clerk would be earning a bigger wage than the professional man.

MR. HUDSON: Far be it from me to sabotage the scheme. I agree with the grouping and also the earnings which could be adjusted, but I still think that from the North-east coast point of view compulsory pilotage is the first thing. I can't see how you are going to persuade some of the smaller shipowners if they won't take a pilot.

MR. TATE: Instead of forcing a shipowner to take a pilot, if a certain fee has to be paid the shipowner would insist that every shipowner contributed.

MR. WILLIAMS: The shipowner would himself make it compulsory.

MR. TATE: In effect.

Fear of Centralisation

MR. JANES referred to the report as "a most remarkable piece of work." For the first time, he said, they had a comprehensive survey. He was inclined to agree with Mr. Pollard that a bureaucracy would have to be set up to decide the groupings and that would lead to some centralisation. There was also the equalisation fund which must be administered by a central body. "Some day we may be centralised or regionalised," Mr. Janes continued. "We don't want to see anything set up to do that or to nationalise us." He went on to say that in the report an attempt was being made to equalise them in terms of acts of pilotage. In his view that was almost impossible.

MR. TATE immediately challenged this point and said there was no suggestion that one port should do as many acts of pilotage as another.

MR. SIMPSON said, that subject to the alteration of some figures, Sunderland agreed with the plan. They were concerned with earnings not the fear of centralisation or nationalisation. Doctors and dentists had not suffered under it.

MR. PEARCE said that if London were not in the scheme they might as well throw it out. London were thinking of themselves.

MR. POLLARD: It is not a question of being against the scheme. We are individualists and are not interested in anything socialistic. We are just not interested but we are not going to put it down. We intend to remain Trinity House pilots. We have every

sympathy with small ports but we think this is a matter for the individual port.

MR. HANNAN questioned whether they wanted the group scheme. They were going about it the wrong way. For many years they had been looking for a yard stick.

MR. TATE replied that, of course, they could go on precisely as they were but he warned the Conference that they were the only party concerned with pilotage which had nothing to offer. The Ministry and the Chamber had something.

MR. SIMPSON said that there was no intention of making it a political issue; it was a matter of keeping pace with the times.

"At Last We are on the Right Line"

MR. RADFORD urged the adoption of the report in principle. Some of the details would have to be ironed out, but the principle should come first.

"My reason for supporting it" he said "is that it is essential to retain the initiative in pilotage matters if the Association is to continue. The U.K.P.A. is not going on at the moment. To promote unity we must increase the membership and without that the Association becomes powerless. We must have power to get what we want.

"If we don't adopt the plan what are we going to do? Nothing? That is what we have been doing up to now. Most of the Isle of Wight pilots are very uneasy about financial security. We have not had safeguards in the past, but this plan provides them. We have always been faced with the problem, working conditions or rates? It is like the hen and the egg. A start had to be made somewhere.

"I think the criticisms we have heard to-day are short-sighted—I hesitate to say selfish. They say they don't want to wreck it, but they just don't want to come into it. That lack of interest is selfish.

"Our new secretary has a formidable task. The motto of the U.K.P.A. is: 'United we stand,' Let him get his teeth into this plan. At last we are on the right line."

MR. PAGE said it was something they could all support in principle, but there were certain difficulties with London. Slightly ahead or possibly concurrently with the plan they, in London, had formed a group of the five main stations with 300 men. They had been working hard and prepared a case which was now in the hands of the Chamber of Shipping. If the group were altered on the average work question, conditions having changed so much since the war, it might come near to what they were striving for. London were not prepared to await the scheme being carried out. There were some good things in it. If London were successful in their case it would be a great help to everybody.

MR. WILLIAMS: I repudiate the charges of selfishness. As far as my criticism went, if I were not interested I would not criticise. I had sufficient interest in it to point out the snags.

Mr. Tate's Suggestion To London

MR. TATE said he saw the difficulties of London. For the first time in the history of the London district an attempt has been made to unite it by a common interest. They could mutually subscribe to each others' point of view. Recalling Sir John Fisher's words that London might have to be considered as a separate entity, Mr. Tate asked whether it would meet the situation if London were taken out of group 1 and their case framed on the lines of their application before the Ministry?

MR. PAGE thought it would, with a reservation concerning the national pool.

MR. TATE drew attention to the Humber earnings of about £1,400 in 1951. On the Tees, a terminal port, they had £800. Humber was reduced by 20 per cent and the Tees raised by 20 per cent. That was equalisation applied between two ports handling the same ships and was precisely the same in principle as the scheme.

MR. GRAINGER said that the scheme had not been put before all the Humber pilots, but he thought provisionally that they would regard it as a very sound idea. Nobody would lose under it and that must commend it. They had heard repeatedly that not enough information came from the ports; sixty ports were asked to give information and only twelve replied. He had always been puzzled by their lack of common sense in not giving information to headquarters. He stressed on the bureaucratic line the substantial fear that a staff would have to be employed on the scheme, but how many of them knew the number already employed? He could not imagine that it would be much worse under some form of centralisation. Pilots were individuals and must be treated as such, and not only as individuals but as professional men. Mr. Grainger commended the sub-committee for a brave attempt and said that something positive coming from the Association would bring the lost sheep back.

After the luncheon break, MR. SPENCER, who was a member of the sub-committee, said that no one had asked "What do we do when a port's trade goes?" He also spoke of the need of raising the standard of qualifications for pilots and advocated the scrapping of the apprenticeship system which was no good except to the shipowner who sat back and laughed at the pilots for giving him a free service.

Why Falmouth Support The Scheme

MR. WATSON said that Falmouth thought the scheme was good. They were going to support it not only because it gave the pilots a better approach to the Ministry but greater strength. He hoped the ports would give their views so that they could be put in their proper groups. If a port did not reply it must be assumed that they were satisfied. "If we can carry on with this scheme" he added "we

will make a success of it. It will eliminate the formula."

(At the eve of Conference Executive meeting a letter from the Falmouth pilots was read strongly objecting to their port being in Group II and claiming that they should be in Group I. Certain other ports have raised the same point.)

MR. INNES: The sub-committee and Executive are well aware of the complexities. With your criticism we should be able to go a step further."

MR. SLADE aligned himself with the remarks in praise of the scheme, which, he said, was entirely Mr. Tate's inspiration. It was what they had wanted for years and he felt that the anomalies could all be ironed out.

MR. TATE and MR. WEBSTER had a little argument on grouping, the latter asking what was the point of grouping. Mr. Tate pointed out how it facilitated the equation of ports with a similarity in their economic basis. By engendering the same common interest, the ports in a group must stand together, which was precisely the reason for the London sections having formed themselves into a group.

MR. BALMAIN invited Mr. Tate to give his personal opinion on whether the scheme would require an army of clerks to run it.

MR. TATE said that one accountant to whom he gave an outline of the scheme saw no snags and another one said he would take it in his stride. It should not need a great deal of administration and it might be possible to shed the load on to the Ministry.

MR. PERCY did not think they had concentrated enough on the strength grouping would give some ports.

MR. DUGGAN: Assuming that the various ports approve after examining it, have we to wait another year for Conference approval or can the Executive go ahead with it?"

MR. HUDSON suggested that the grouping should be on a geographical basis, Blyth, Hartlepool, Seaham and Sunderland, for instance; they handled the same ships, but MR. WYNN pointed out that this would not work at all because of the small ports in the area of a group.

The Ministry of Transport figures used for Seaham in the group tables of the sub-committee's report were also challenged by MR. HUDSON.

MR. WYNN then brought the discussion to a close. "We have had a very fair discussion" he said. "I ask you to go back to your ports and get down to this. See if your ports can support it and let the Association know what you want. When we have got that we can call an emergency Conference."

MR. TATE suggested that the ports should be circularised and asked for their criticisms. That information could be collated and the

entire Executive might be brought into it to re-formulate the whole scheme.

MR. RADFORD suggested a time limit for the criticisms to be sent in.

MR. TATE: A fortnight or three weeks after *The Pilot* is out.

FORMAL OR INFORMAL INQUIRIES?

Under "any other business" MR. WEBSTER re-introduced the Dover case and the question of formal or informal inquiries.

Replying to a delegate as to the cost of a formal inquiry SIR JOHN said that it was impossible to say as so much depended upon the length of the hearing.

"Why should we pay the cost?" asked Mr. POLLARD. "Dover Harbour are trying to take something from us. We are defendants."

SIR JOHN asked the delegates to take their minds back to the time, some years ago, when the Association unanimously decided that they did not want any more formal inquiries. A deputation went to the Ministry and induced them to inaugurate informal inquiries. Did any port want to go back on that decision? In the light of past experience, if the door were opened for formal inquiries with independent Commissioners and all the paraphernalia, it would cost the Association hundreds and hundreds of pounds in the course of a year. The Cinque Ports might be a special case but he did not know what line the Ministry would take in view of the agreement reached following representations from the Association.

MR. POLLARD said they were not asking the U.K.P.A. to break any agreement; the request to the Ministry for a formal Inquiry would come from the Cinque Ports.

HUMBER'S "CHOICE" CONTROVERSY

By D. GRAINGER

FOLLOWING serious differences of opinion with their Authority on the subject of appropriated pilotage, the Humber pilots, with one exception, withdrew their services on June 30. Each pilot completed the particular service on which he was engaged and returned home. Meetings of pilots were held and on July 2 the following statement was issued:—

"The Humber pilots do not consider themselves on strike, and they are at all times legally represented through the U.K.P.A. as self-employed persons. Appropriated pilotage has been a controversial issue for many years on the Humber and other rivers.

"In 1951, a drastic reduction in our pilotage rates, combined with insufficient

MR. PERCY asked if there were provision for formal Inquiries in special cases.

SIR JOHN replied that by common consent the Ministry abandoned formal Inquiries. He also replied to MR. RADFORD who suggested arbitration, that the decision rested with the Minister who would give it on the report of the Commissioner, and there was no appeal from that decision.

MR. GRAINGER: We are not unsympathetic but we must keep ourselves on the track.

NEXT CONFERENCE

"After these years in London what about a trip outside?" asked MR. BALMAIN, when the place of the next Conference came up for discussion.

There was no invitation and a proposal by MR. LOVE that the matter should be left to the Executive committee was adopted.

PROPAGANDA

MR. WYNN said there had been one or two remarks about propaganda and he asked each delegate to go back to his station and do propaganda work. "Propaganda," he added, "also comes from the pilot himself."

A vote of thanks to the chair moved by MR. POLLARD concluded the proceedings.

A meeting of the Executive committee was held at the close of Conference. MR. TATE (in the chair) welcomed the new members Messrs. Bennett and Grainger. The next meeting was arranged for October 1, 1953.

numerical strength, caused all appropriated pilots to resign. These resignations have been accepted for nearly two years.

"Approximately a year ago the Pilotage Authority inclined to the view that they could compel pilots to resume appropriated work; no concession as to general rates or personnel was offered, and the pilots' own suggestions were not acceptable to the Authority, who proposed a method of payment in respect of the pilotage of certain vessels which violated the pooling of earnings. This obviously could not be accepted by the pilots, who have shared their earnings equally for many years. Considerable pressure was brought to bear on the pilots, culminating in a warning to one ex-appropriated pilot as to his future conduct.

"The pilots, realising that local agreement seemed impossible, decided, under the power given them by the Pilotage Act of 1913 to appeal to the Ministry of Transport for the revocation of the controversial bye-law. After the appeal had been lodged and the Authority informed, the Authority continued to exert pressure under the threat of suspension. A month ago the pilots pledged themselves that if such illegal orders were enforced under the threat of suspension they would, as a body withdraw their services. The Authority was notified of this resolve. Ignoring this, the Authority ordered a certain pilot to perform an act of appropriated pilotage. The pilots requested the Authority to recall this pilot to his rightful place on the rotary turn list, unfortunately without success, leaving them with no alternative but to carry out their resolution.

"At a meeting of pilots held as soon as possible the following resolution was unanimously approved:—

"That the Humber pilots regret the circumstances forced upon them by the Pilotage Authority, and request that the U.K.P.A. endeavour to convene an immediate inquiry at Hull under the chairmanship of a nominee of the Ministry of Transport to investigate the pilots' many grievances regarding rates and conditions and that the solicitor of the U.K.P.A. be invited to attend to conduct the discussions on behalf of the pilots."

"In spite of the Authority's statement to the contrary, only a small number of vessels availed themselves of the services of an appropriated pilot. Many of the largest vessels have always been successfully piloted by the turn list pilot."

For several days, the Humber river was deprived of the services of licensed pilots and a number of meetings were held both by the pilots and the Authority.

On Monday, July 6, all the pilots except holiday men were summoned before the Authority and their representatives supported a resolution which embraced nominal suspension of all pilots concerned for the period

during which they had withheld their services, and which would endure until they decided to return.

A mass meeting of pilots followed and after a full discussion it was decided by a large majority on a show of hands, that all would resume duty at 9 a.m. on July 7.

Throughout this trying period the advice of Sir John Inskip was frequently sought and acted upon, and although he did not advise the withdrawal of services, he was fully appreciative of the pilots' feelings. On June 3 he had advised the Humber Authority on their very questionable interpretation of bye-laws, apparently with little effect. The future will define the quality of their judgment.

At the opening of the second day of Conference Mr. Tate announced that there was a resolution from the Humber pilots but they were not anxious to have a discussion on it. The resolution was:—

"That the delegates at this Conference appreciate the measure of duress under which the Humber pilots found themselves on June 30, 1953, and are therefore most sympathetic to their case and anxious that the matter be investigated by the Ministry without delay."

Mr. Wynn seconded and the resolution was adopted.

During the morning Mr. Griffiths announced the receipt of a letter from the Ministry of Transport that an informal Inquiry had been provisionally arranged to be held on July 22 at 2.15.

Mr. Grainger then moved "on behalf of all the Humber pilots" a vote of thanks to Sir John Inskip and Mr. Griffiths for all that they had done on this vexed question and expressed pleasure that the matter was going to be investigated at so early a date.

This was seconded by Mr. Radford and adopted unanimously.

As stated previously the Inquiry was duly held as arranged.

FAREWELL to Sir JOHN INSKIP

WHEN Conference adjourned for the day on July 8 the pilots said their official farewell to Sir John H. Inskip in the Court Room of the *Wellington*. The President, Sir Peter Macdonald, came from the House of Commons for the occasion and was cordially welcomed.

"It falls to my lot," said Sir Peter "to perform a task which fills me with sadness—to bid good-bye to Sir John. He has been associated with you for over 40 years and has had the difficult task of piloting pilots. The fact that you are still afloat and have kept off the rocks is largely due to Sir John's ingenuity and navigational skill. We appreciate every-

thing he has done. He came very well fitted because he belongs to an old family renowned for associations with politics, Church and law. I had the honour of serving in the House of Commons with his brother, Lord Caldicote, who afterwards became Lord Chancellor, the highest position in the land. Another brother was a bishop, and Sir John himself is distin-

guished in all three spheres. He is followed by a younger man who will be a worthy successor, and I am sure you will support him in the same way as you have Sir John. Sir John is closely associated with the civil life in Bristol of which he was Lord Mayor in 1932 and an Alderman for over 20 years. He had a distinguished record in the R.F.C. in the first war, he is a distinguished sportsman; for his public services he was knighted by King George V. He has decided that the time has come to hand over his duties, and I am sure I am voicing your feelings in wishing him the best of health and happiness in his well-earned rest. I have been asked to make a small presentation to him as a token of our esteem and good wishes for his future happiness, and to tell him that he takes into retirement our affection and esteem.

"The Biggest Ordeal"

"This is the biggest ordeal I have had in this Association" Sir John said in reply. He continued: "The fact that I have remained in this office so long is sufficient evidence that I have not wearied or got tired of it. I can assure Sir Peter and you that I am not going into the wilderness, and my retirement from this position will enable me to give, as I want to give, more attention to other interests in Bristol. This long association has come to an end; I regret it very much indeed, but I am certain it is right that I should relinquish the position to Mr. Griffiths. We have had our ups and downs and differences of opinion, everything has not been plain sailing all the time. I can remember a pilot getting up at the back and saying: 'The U.K.P.A. is as dead as Queen Anne.' It was the utterance of an angry pilot from a disgruntled port, so they put him on the Executive where he served for many years. (Laughter).

I imagine Mr. Griffiths will be coming to me occasionally, and I promise you I shall be happy to do what I can. The work of this Association has grown during my 40 years, and as I have tried to assure you, from time to time, only those who know the office can appreciate what has been done, not only for individual ports, but for pilots as a body. I have made many friendships during my 40 years. I have seen four Presidents come and go, and I am happy to think I am leaving you under the presidency of Sir Peter who has already shown his willingness, ability and desire to further the aims of this Association. I can only thank you, Sir Peter, very much for your very kind remarks and you pilots, members of the Association, here and absent, for your generous gift and for all the kindness and consideration I have received. My best wishes to you all."

Mr. Tate added on behalf of the Executive committee, "our very great thanks to you, Sir John." "I would like to wish you a happy leaving, not retirement," he said. "We have always found when we have disagreed that you were right—that is the most irritating part of it! Your name has always been synonymous with pilots and pilotage. We come from all over the place. We hear all

sorts of dialects which shows how far flung we are. You have the best wishes from pilots all over the kingdom."

Reception on the Quarter Deck

The company then adjourned to the quarter deck for the reception arranged in Sir John's honour. As will be seen from the list of guests at the end of this article many interests were represented and some old friendships were renewed. Sir Peter Macdonald brought a message of good wishes to Sir John from the Prime Minister and also the news that the Minister of Transport (the Rt. Hon. A. Lennox-Boyd, M.P.), the ex-Minister (the Rt. Hon. J. S. Maclay, M.P.), Mr. Gurney Braithwaite, M.P. and several members of the President's committee of M.P.s were unable to attend owing to the debate in the House on the Finance Bill.

The pilots had a special welcome for Lady Inskip but were disappointed that Mr. Hampden Inskip and Miss Constance Inskip, her son and daughter, could not be there. Those who were familiar with communications from Sir John's office were able to satisfy their curiosity as to the initials "D.D." which occur on many of them. She was there in person, Miss Doreen Dick, Sir John's secretary, and she enjoyed meeting in person at last, so many of the pilots whose names were familiar.

There was a short interval in the general conversation for a little speech-making opened by Sir Norman Guttery. Speaking on behalf of the Ministry of Transport, he said "they had come to like Sir John at the Ministry, and were delighted when he received his knighthood. He had known him for many years, and was sorry that he was going, but he knew that Sir John had a lot of useful work to do in his own locality. He wished Sir John and Lady Inskip very many happy years of retirement."

Sir J. Gibson Graham, M.C. said that he had only met Sir John across an arbitration table, and that had been enough—Sir John had been far too good for him!

Captain C. St. G. Glasson said that nowhere in the world was the name of Sir John held in greater esteem and with greater affection than in Trinity House. They wished him success in any other activities he might undertake.

In reply, Sir John said "This is really the end of my association with the pilots. Somebody asked me just now if I was sorry to leave. Well, of course, I am sorry to leave. When I took on this job in 1913 the years stretched before me and I could never have contemplated that I should hold the position in 1953."

Sir John made the company laugh when he said "I am like a sailor—or somewhat like a sailor—I have a friend in every port, and in a good many I have more than one."

It had not all been plain sailing. They had had their troubles, and the ship of the United Kingdom Pilots' Association had faced the storms, but it had escaped the rocks and gone sailing on as it sailed to-day—as majestically as ever.

Sir John raised another hearty laugh with "When I look back at some of the troubles and storms the ship has faced, I have come to the conclusion that I am the best pilot of you all." He concluded by thanking everybody for coming to the reception to bid him farewell, and hoped they would all meet again.

Present at the reception were all the officers and delegates attending Conference and the following:—

Ministry of Transport: Sir Norman Guttery, Messrs. P. Faulkner, C.B., R. W. Bullmore, M.B.E., and A. Broadley, M.B.E., Miss Churchard and Mr. R. C. Williams.

Chamber of Shipping: Sir J. Gibson Graham, M.C., (*Chairman Pilotage Committee*), and Messrs. H. E. Gorick, C.B.E. (*General Manager*) and J. B. Greenwood, T.D. (*Secretary Pilotage Committee*).

Trinity House: Capt. C. St. G. Glasson (*Chairman Pilotage Committee*), Capt. D. Dunn (*Elder Brother*) and Commodore R. L. F. Hubbard, R.D. (*Elder Brother*) and Messrs. T. H. Burleigh, M.A. (*Secretary*), R. S. McLernon, O.B.E. (*Deputy Secretary*), S. Rawlings Smith, M.Inst.T. (*Principal*

Pilotage Dept.) and E. Babbs, (*Deputy Principal Pilotage Dept.*).

Honorable Company of Master Mariners: Air Chief Marshal Sir Frederick Bowhill, G.B.E., K.C.B., G.M.G., D.S.O. (*Master*), Capt. H. F. Chase, B.Sc., M.Inst.T., A.R.Ae.S. (*Deputy Master*), Capt. F. G. Spriddell, C.B.E., R.D., R.N.R., Capt. G. C. Saul and Mr. W. T. C. Smith (*Secretary*).

Humber Conservancy Board: Mr. J. H. Haworth (*Chairman*).

Port Talbot Pilotage Authority: Sir Geoffrey Byess (*Chairman*).

Transport & General Workers' Union: Mr. Arthur Bird.

Hon. Vice-Presidents of the U.K.P.A.: Capt. J. S. Learmont and J. H. A. Smith, Mr. Basil Watling (*Auditor*).

The Hon. Lady Inskip, Mr. John Arbuthnot, M.P., Mr. A. Dickson Blake, Miss D. Dick and Alfred Curthoys.

There was an echo of the reception at Conference on the following morning when Mr. Janes said the party was an excellent idea and might do them a lot of good. He hoped the Executive would consider making it an annual function.

"THE PILOT OF THE PILOTS"

Sir John was called upon for yet another farewell speech. It happened at the reception the Corporation of Trinity House gave to the Officers and Executive Committee of the U.K.P.A. in the Trinity House Board Room after the close of Conference.

The Elder Brethren present to receive the guests were: Commodore R. L. F. Hubbard, R.D., R.N.R. (retd.), Captain C. St. G. Glasson, Commodore T. L. Owen, O.B.E., R.D., Captain G. C. H. Noakes, R.D., R.N.R. (retd.), Captain D. Dunn and Captain G. P. McCraith, and the following officials of Trinity House: Messrs. T. H. Burleigh, M.A. (*The Secretary*), P. W. Hunt, A.M.I.C.E. (*Engineer-in-Chief*), T. Clark, M.I., Mar.E. (*Surveyor of Shipping*), S. Rawlings Smith, M.Inst.T. (*Principal, Pilotage Dept.*), A. W. Nicholls (*Principal, Lights Dept.*), J. R. A. Savage (*Chief Accountant*), E. Babbs (*Deputy Principal, Pilotage Dept.*), and G. D. D'Ombra (*Deputy Principal, Corporate Dept.*).

In addition to the pilots, the guests included representatives of the Ministry of Transport, the Chamber of Shipping and the London Pilotage Committee.

When all the guests had assembled, Commodore Hubbard expressed the hope that next year they would be meeting in the restored Trinity House in circumstances more fitting to their dignity and traditions and to that occasion. When the Deputy Master (Captain G. Curteis) had to decline the invitation to the reception in Wellington because he would be abroad, he added that

he was particularly sorry to do so because Sir John was so well-known and respected by all at Trinity House. Nobody knew better than they did at Trinity House that Sir John was the pilot of the pilots. They were grateful for the tact and consideration he had always displayed. True, they had had differences; they would have more but they did not fear that. If there were no differences they would not have the opportunities of meeting one another so often and it was through those meetings that they got to know one another so well. Collectively or individually all their efforts were to the great benefit of the industry which they directly served. In wishing Sir John and Lady Inskip the best of health and long life, Commodore Hubbard expressed the hope that they would see him many times at Trinity House.

Sir John Inskip, replying to the good wishes said there was no place and company with which he would rather have his last association than there. His relationship with Trinity House had always been the happiest. No pilot had ever had grounds for thinking, and he had never allowed them to think, that Trinity House were anything but careful, sympathetic and impartial in their handling of pilotage affairs.

"I am sorry the end has come because of that happy relationship" he added. "I have enjoyed the 40 years' association with Pilotage Authorities and, particularly, with Trinity House, the greatest Authority of them all."

THE PILOT

Local Secretaries :

Aberdeen ✓	..... R. G. Hall	..... Aberdeen Harbour Pilots, North Pier, Aberdeen
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 5	..... 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) ✓	..... D. Main	..... Ashtower, 22, Victoria Road, Gourock
Cinque Ports ✓	..... R. S. Percy	..... 60, 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 ✓	..... M. Hingeston-Randolph	..... Lamorna, Fore Street, Polruan-by-Fowey, Cornwall
Glasgow ✓	..... J. H. Innes	..... 20, Elie Street, Glasgow, W.2.
Gloucester ✓ 15	..... L. C. Taylor	..... Pilotage Office, Sharpness, Glos.
Goole ✓	..... W. H. Perry	..... 48, Silverdale Road, Hull
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 ✓	..... K. Davis	..... 16, Frons Avenue, Dovercourt
Hull ✓	..... D. Grainger	..... Humber Pilots' Society, 50, Queen Street, 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	..... Saga, 28, Northbridge Road, Gravesend
Middlesborough ✓	..... L. Pickersgill	..... 77, Southwell Road, Middlesbrough
Newhaven ✓	..... W. Cross	..... 62, Hill Crest, Newhaven, Sussex
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 ✓	..... W. F. N. Quinton	..... Trinity House Pilots, Victoria Pier, Portsmouth
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
Whitehaven ✓	..... J. R. Tennant	..... Brooklyn, Crow Park, Whitehaven, Cumberland
Yarmouth ✓	..... C. Bewley	..... 35, Sussex Road, Gorleston-on-Sea, Yarmouth