

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3. Vol. 33

May, 1954

IN THIS ISSUE

AGENDA FOR THE
67th CONFERENCE

to be held in

H.Q.S. WELLINGTON

At KING'S REACH, THAMES EMBANKMENT,
LONDON

On JUNE 23rd and 24th 1954

Balance Sheet and Accounts for 1953

Port Grouping Scheme

Allowable Expenses — Ministry's Memorandum

Pilots of the Royal Yacht

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

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

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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 :

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CONFERENCE AGENDA

1. The Conference opens at 10 a.m. on 23rd June.
2. Report of Secretary and Solicitor.
3. Debate of Report.
4. Balance Sheet and Accounts (see pages 4 and 5).
5. Resolutions brought forward by or with the consent of the Executive Committee.
6. Level of earnings—The Port Grouping Scheme.
7. Election of Officers.
8. Appointment of Auditors.
9. Place of next Conference.
10. Any other business.

The Executive Committee will meet in the ship on the afternoon before the Conference at 3 o'clock.

EXECUTIVE COMMITTEE VACANCIES

Pursuant to Rule 11, three members who have been longest in office without re-election retire. As the Committee has been one short of its maximum number during the last year, this will result in four vacancies to be filled.

The three members to retire at this Conference are the following :—

Mr. H. B. Eagle (Southampton)

Mr. L. R. Slade (Cardiff)

Mr. J. T. Watson (Falmouth)

These three retiring members are eligible without nomination and will offer themselves for re-election.

In addition to the three retiring members, only one nomination has been received, namely :—

Mr. D. M. Main (Gourock)

RESOLUTIONS

Although no resolutions were submitted in time for inclusion in the Conference agenda, it is the long established custom for the Executive Committee to have the prerogative of deciding whether any received at a later date may be introduced and discussed. No doubt that will be exercised on this occasion.

CONFERENCE RECEPTION

All delegates are invited to attend an informal reception on board the *Wellington* at 5.30 p.m. on the first day of Conference, 23rd June. The invitation is also extended to their wives and guests.

It is not proposed to send individual invitations to them but it will facilitate the catering arrangements if ports, when notifying the names of delegates, will be good enough to indicate the number of guests each intends to bring to the reception.

The Executive Committee are also inviting guests from the Ministry of Transport, Trinity House and the Chamber of Shipping.

UNITED KINGDOM PILOTS' ASSOCIATION

Income and Expenditure Account for the year ended 31st December, 1953

Expenditure				Income			
1952		1953		1952		1953	
£		£ s. d.		£		£ s. d.	£ s. d.
123	To Printing, Postage, Stationery, etc.	96 6 1		2,201	By Members' Subscriptions due for 1953	2,177 5 0	
133	„ Preparing and Printing Magazine, <i>The Pilot</i>	181 6 3		541	Less Subscriptions in arrear	468 5 0	
225	„ Expenses of Conference and Officers Travelling expenses attending same	234 15 3		1,660		1,709 0 0	
310	„ Expenses of Executive and other Meetings and of President and Officers	408 3 7		366	„ Subscriptions in arrear since collected	540 17 0	
65	„ Grants towards Legal and other Expenses	—		42	„ Entrance and Rejoining Fees	37 16 0	
37	„ Audit and Accountancy	36 15 0		—	„ Sale of Badges	—	
1,328	„ General and Assistant Secretary and Solicitors, including all office Expenses, Rent, Clerks, etc.	1,203 0 0		94	„ Interest on Investments (less Tax)		
19	„ Local Secretaries' Expenses	22 0 3		20	3½% War Loan	96 0 0	
12	„ Corporation Duty 1953/54 (Estimated)	10 6 9		8	Post Office Savings Bank	19 13 2	
11	„ Subscription to Honourable Company of Master Mariners	10 10 0		4	3% War Loan	8 1 3	
—	„ Surplus for the Year	212 5 3		116	3% British Transport Stock	4 1 0	
				69	„ Deficit for the Year	—	
<u>£2,263</u>		<u>£2,415 8 5</u>		<u>£2,263</u>		<u>£2,415 8 5</u>	

UNITED KINGDOM PILOTS' ASSOCIATION

Balance Sheet as at 31st December, 1953

1952				1953				Valuation at 31.12.1953				Cost			
£		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
INCOME AND EXPENDITURE ACCOUNT :—															
	Balance at 31st December, 1952	7,506 14 9													
	Add Surplus for the Year	212 5 3													
		7,719 0 0													
	Deduct Special Expenditure authorised by the 1953 Conference	1,114 17 10													
7,506	PROFIT ON SALE OF SECURITIES			6,604 2 2											
70	SUNDRY CREDITORS :—			78 19 2											
	Subscription prepaid for 1954	82 5 0													
105	Sundries	686 17 5													
				769 2 5											
<u>£7,690</u>				<u>£7,452 3 9</u>											
INVESTMENTS :—															
	£4,986 18s. 2d. 3½% War Loan							4,226 8 1		4,697 19 3					
	£500 3% War Loan							510 0 0		500 0 0					
	£251 3% British Transport Stock							208 1 11		275 6 0					
<u>£4,514</u>		<u>5,473</u>						<u>£4,944 10 0</u>		<u>5,473 5 3</u>					
	1,588														
	7,061														
19	OFFICE FURNITURE, FIXTURES, ETC.									6,597 5 7					
										18 11 0					
	CURRENT ASSETS :—														
	Cash at Bank									821 16 5					
	Cash in Hand									—					
	Interest Due									14 10 9					
<u>£7,690</u>				<u>£7,690</u>						<u>£7,452 3 9</u>					

AUDITOR'S REPORT

I hereby certify that I have examined the above Accounts with the books and vouchers relating thereto. No account has been taken of subscriptions due but unpaid. The Accounts appear to be properly stated. The securities for the Investments have been produced.

(Signed) J. B. WATLING, F.C.A.

Chartered Accountant,

Approved Auditor under the Friendly Societies Act.

Bristol, 10th May, 1954

PILOTS' EARNINGS

Ministry's Memorandum on Allowable Expenses

THE following is an extract from a Ministry of Transport memorandum on procedure to be followed in arriving at the average gross and net earnings of pilots:—

With a view to securing a uniform procedure in arriving at the average gross and net earnings of the pilots in each pilotage district it is suggested that the earnings should be calculated as follows:—

1. the average gross earnings for (a) pilotage and (b) extra services, should be arrived at by dividing the total receipts from pilotage and extra services respectively performed within the Pilotage District by the average number of licensed pilots serving throughout the year.
2. the average net earnings for (a) pilotage and (b) extra services should be arrived at by deducting from the total receipts from pilotage and extra services respectively performed within the Pilotage District all appropriate expenses properly incurred by the pilots in connection with their duties, e.g.:
 - (a) fees for grant or renewal of pilots' licences;
 - (b) cost of maintaining the pilot boats whether owned by the Authority or the pilots, including charges, if any, for insurance, depreciation and interest;
 - (c) travelling expenses including reasonable subsistence and hotel expenses actually and necessarily incurred by the pilots in connection with their duties;
 - (d) pilots' contributions to Pilot Fund or Pilots' Benefit Fund;
 - (e) rental only of telephones actually installed in pilots' residence where the cost is not recovered from any other source, e.g. Pilot Fund and Pilot Cutter Account;

and dividing the result by the average number of licensed pilots serving throughout the year.

The expenses incurred by pilots in connection with uniform, clothing, etc., subscriptions and donations to pilots' associations and personal insurance should not be taken into account in arriving at the pilots' net earnings.

The subject was on the agenda at the Executive Committee in March when MR. GRIFFITHS reported that the Chamber of Shipping in a letter to the Ministry contended that pilots' contributions to their Benefit Fund and any amount paid to that fund from surplus monies in the Pilot Fund should be

PORT GROUPING

Conference to be asked to adopt it as Association's Policy

ONE of the most important subjects for Conference is the port grouping scheme. Two major changes were made in this at the March meeting of the Executive Committee involving:—

1. An alteration in the mean level of earnings for the Ports in the various groups, and
2. The changing of the equalisation fund from a Group basis to a Port basis.

On the proposition of Mr. Bennett, seconded by Mr. Wynn, it was resolved that the recommendation of the sub-committee for the grouping of ports as the basis of fixing the level of pilots' earnings be approved and be presented to Conference for adoption as the policy of the U.K.P.A.

MR. TATE, as Chairman of the sub-committee, put before the Executive the latest variations in the scheme. The figures, he said, had been brought up to date by the inclusion of the 1952 earnings. It was hoped by application to the ports to get those of 1953 but they had not been successful. The sub-committee saw no reason for altering the number of groups and they re-asserted that the grouping of the ports was not final.

MR. GRIFFITHS mentioned that he believed the majority of the people who objected to the scheme did so on the ground of the proposed group equalisation fund. To meet that objection the alteration to a port basis had been made.

included in net earnings and not deducted as at present from the gross receipts before arriving at that figure. A letter was sent to the Ministry from the Association and a copy to the Chamber of Shipping, disagreeing with the views of the Chamber, and claiming on the contrary that certain other expenses should be added to those already recognised as permissible deductions from gross earnings. The Ministry had not adopted the Chamber's suggestion and the present position is still governed by the memorandum quoted above. There the matter rests.

MR. TATE emphasised that it had nothing to do with income tax; the Ministry wanted the information for their paper on pilotage returns for the year.

EXECUTIVE COMMITTEE NOTES

MR. D. H. TATE was in the chair at the meeting of the Executive Committee on board the *Wellington* on 18th March and the others present were: Messrs. H. J. Wynn, H. B. Eagle, J. H. Innes, M. M. Marshall, J. T. Watson, L. R. Slade, D. Grainger, J. P. Bennett, B. C. Webb (*Hon. Treasurer*) and C. D. Griffiths (*Solicitor and General Secretary*).

The President, Sir Peter Macdonald and Mr. W. E. Spencer sent messages regretting that they could not attend.

CONGRATULATIONS

On behalf of the Executive the CHAIRMAN congratulated Mr. Bennett on his appointment as Mayor of Barry. "In the past we have viewed him from all sorts of positions and angles" MR. TATE said, "but this is the first time we have seen him as Mayor."

MR. BENNETT expressed his thanks.

In the same complimentary strain and with a slight transposition of numbers MR. TATE congratulated Mr. Webb on being 49 that day and having been with the Association for 79 years. "We hope we shall see him for another 79 years" he added.

MR. WEBB: The fly in the ointment is you can't get rid of me!"

COLLISION REPORTS

There was some discussion, arising from the minutes of the previous meeting, regarding the questions the Humber pilots were asked to answer.

THE CHAIRMAN questioned whether the information given could be confidential as was stated because interested parties were represented on the Pilotage Authority. He asked if the U.K.P.A. could approach the Ministry for a prescribed form of questionnaire for universal adoption.

MR. GRIFFITHS did not think the Ministry would interfere in a general way. The prescribed form should be set out as an appendix to the byelaws of a district, he said, and the pilots would then have the opportunity of challenging them when the byelaws came before the Ministry for approval. In any case of difficulty or doubt he would do his best to solve the problem.

FINANCE

When Mr. Webb's financial report was before the meeting, the Secretary referred to his visits to London and some of the ports and MR. INNES said that any expense in that connection was money well spent.

MR. BENNETT suggested that Mr. Griffiths should go to the Bristol Channel and he has since written suggesting certain dates for a joint meeting with the Cardiff and Barry pilots and is awaiting their reply.

DOVER HARBOUR

As reported in the March issue of *The Pilot* the pilots' application for the holding of a formal inquiry into the bye-laws proposed by Trinity House for the creation of a separate class of pilot at Dover Harbour was rejected by the Ministry and an informal inquiry was held on 23rd February. MR. GRIFFITHS reported on the proceedings at the inquiry and the compromise he put forward on behalf of the pilots to meet the requirements of Dover Harbour in some measure, which in effect would avoid a separate class of pilots. At the suggestion of the Chairman of the inquiry, the meeting was adjourned for the other parties to consider the suggestions. If agreement were reached the meeting would not be resumed; if not, a date would be arranged when the pilots would be allowed to complete their case in opposition.

LONDON RATES

The position was reported by the Secretary. He said that Trinity House had submitted counter-proposals to those of the pilots, and these had been considered by the London Pilots' Council. The result was that certain sections voted in favour but the majority opposed them. The Trinity House proposal would provide every first-class pilot with net earnings of £1,650 per annum, a common pool throughout the London District, and the establishment of a reserve or equalisation fund. These proposals were an alternative to the initial suggestion of Trinity House that as a basis for negotiation they would support a case for earnings 100% above the pre-war level. The three sea stations preferred the latter scheme and were opposed to the £1,650 per annum suggestion as they were not prepared to accept the principle of a fixed salary and had, in addition, other serious objections. Trinity House had proposed a further meeting at which pilots from the sea stations should be present, but this was declined as the matter had already been put to the vote and a decision arrived at. The next step is a special meeting of the London Pilotage Committee which Trinity House are doing their best to arrange before Conference.

Replying to Mr. Grainger, MR. GRIFFITHS said the pilots' scheme would give £1,900 on all stations. That was the minimum level aimed at. At Trinity House he had been told that the Elder Brethren were anxious and ready to support the London pilots in their

endeavour to get an increase, but they could not do so to the extent of £1,900 a year all round. He also mentioned that at no station was the vote on the Trinity House proposals unanimous.

MR. WYNN thought that if such a scheme as proposed came about it would be to the benefit of the pilots of the whole kingdom. Already they had their Authority agreeing that they were entitled to 100% increase on pre-war.

MR. GRIFFITHS made it clear that the various Trinity House proposals amounted to nothing more than an attempt to find a suitable basis for the opening of negotiations and the Elder Brethren had still to obtain the views of the shipowners.

HUMBER DISSATISFACTION

Since the last Executive meeting the Ministry's decision on the Humber bye-laws concerning appropriated pilots had been announced and it was reported in the March issue of *The Pilot*.

MR. GRIFFITHS described the decision as "a complete victory from the pilots' point of view." There were, however, a large number of other matters on the Humber which were very unsatisfactory, he said. Rates, number of pilots and conditions of work all called for urgent review, and from correspondence he had had with Mr. Grainger it appeared that no progress was being made. They felt that the time had now come when the Association, on behalf of the Humber pilots, should write to the Authority setting out the various matters which called for attention, and unless the Authority showed a complete change in their attitude, to apply to the Ministry for an Inquiry to be held.

MR. GRAINGER said seven months had elapsed since they asked for more pilots. They had had an unusually high rate of sickness and things were getting to such a state that men were dropping out all over the place.

On the proposition of Mr. Innes seconded by Mr. Bennett the meeting endorsed the Secretary's suggestion and he was authorised to proceed accordingly.

COMPLETED MATTERS

THE SECRETARY reported:—

MIDDLEBROUGH—Increase in boarding and landing rate approved.

SEAHAM—Increase for transportation, attendance, dues and extra services; Alterations in Pilots' Benefit Fund.

SUNDERLAND—General agreement on increased rates but amount not settled. Ministry's decision awaited.

YARMOUTH—Boarding and landing rate introduced. The two pilots are very busy and want another man.

ROYAL YACHT'S PILOTS

Who said "What a funny Voice You Have"?

WHEN the Royal Yacht *Britannia* bringing the Queen home from her six months' tour reached the vicinity of the Nore on 15th May the Trinity House vessel *Viking* put aboard Channel Pilot W. H. Humphreys and River Thames Pilot H. J. Wynn to pilot her through their respective waters.

Their service attracted notice in the press. "Prince Charles has ideas of being a river pilot when he grows up" reported the *Daily Sketch*. "He made a start on Saturday by giving the orders as the *Britannia* steamed up the Thames. And he had an enthusiastic assistant—Princess Anne."

The paper went on to give a rather colourful story of what Mr. Wynn said about the Royal children. What actually happened, he says, was that on the way up the river the children when on the saluting bridge were calling down the voice pipe to the bridge, though not to him personally. He spoke to them through the pipe and one of them said: "What a funny voice you have."

Wind and tide were as awkward as they could be but the handling of *Britannia* was described as a fine feat. She was preceded up the river by the Trinity House yacht *Patricia*, with the Elder Brethren on board. The pilots on duty were Channel Pilot T. Hillier and River Thames Pilot H. T. Eves.

When *Britannia* sailed for Portsmouth some days later, Messrs. Wynn and Humphreys again did the piloting.

Death of Mr. F. S. Chesterfield

We regret to record the sudden death on 22nd April, after one day's illness, of Mr. F. S. Chesterfield, master of the Humber pilot cutter *William Fenton*.

Mr. Chesterfield, who was only 55 years of age, was apprenticed in 1913 and licenced as a Humber pilot in 1922. He attended several Conferences just before the war and was elected to the Executive Committee in 1942, being second in the ballot and only one vote behind Mr. J. H. A. Smith. He was a very valued member of the committee, and there was general regret when he had to resign after serving two years on his appointment as pilot cutter master. He retired as a Humber pilot in 1952.

Throughout his service as a pilot Mr. Chesterfield was a member of the U.P.K.A.