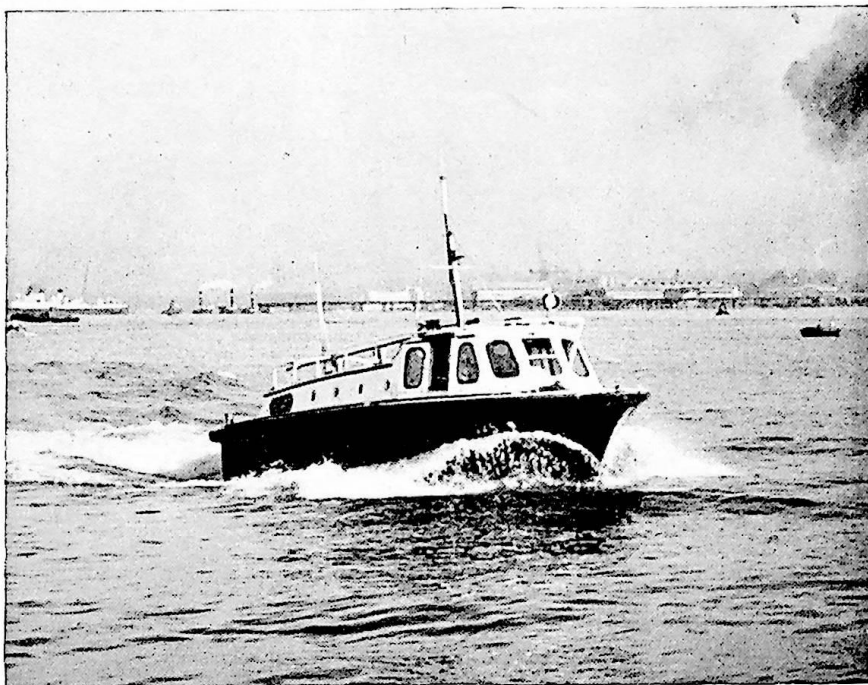


The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3 Vol. 37

October, 1958



Jessica V.

THIS twin screw 32 ft. glass fibre harbour launch was built to the requirements of the Southampton pilots in 1956. Fitted with two Rootes-Lister diesel engines, dual rudders, generators, batteries, pumps etc., she is able to run on half her mechanical equipment in the event of a breakdown. The reliability thus obtained introduced additional weight which, together with a comparatively short length to enable her to be crewed by one man, has entailed some sacrifice of speed, which is 10½ knots. The Jessica is fitted with V.H.F. for communicating with her base, the port signal stations and ships similarly equipped.

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 1957-1958 OF THE
United Kingdom Pilots' Association

President :

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

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H. J. WYNN (London River), 52, Malvina Avenue, Gravesend.

Trustees :

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Honorary Treasurer :

H. J. WYNN

Executive Committee :

Date elected:

1956 J. H. INNES (Clyde), 16, Belhaven Terrace, Glasgow, W.2.
1955 M. M. MARSHALL (Tyne), 8, Vespasian Street, South Shields.
1956 L. R. SLADE (Cardiff), 111, Windsor Road, Penarth.
1957 D. GRAINGER (Humber), 39, Link Road, Cottingham, E. Yorks.
1957 D. MAIN (Gourock), Ashtower, 22, Victoria Road, Gourock.
1957 S. GREEN (Barrow), 63, Furness Park Road, Barrow-in-Furness.
1956 F. V. JANES (Southampton) Sunrise, Lakewood Road, Chandlers Ford, Hants.
1956 R. B. PAGE (Channel), Channel Pilots' Office, Royal Terrace Pier, Gravesend.
1957 W. C. DUNCAN (Cinque Ports), 23, Waterloo Mansions, Dover.

Finance Committee :

THE TWO VICE-PRESIDENTS AND L. R. SLADE

Auditor :

J. B. WATLING, F.C.A. (MESSRS. WATLING AND PARTNERS, 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, 79, Gloucester Road, S.W.7 (FREMantle 0500).

71st U.K.P.A. CONFERENCE

in H.Q.S. *Wellington* at the Victoria Embankment, London.

5th and 6th November, 1958

AGENDA

1. The Conference will open at 10 a.m. on 5th November.
2. Report of Secretary and Solicitor.
3. Debate on the Report.
4. Balance Sheet and Accounts.
5. Resolutions as set out below.
6. Any other resolutions brought forward by or with the consent of the Executive Committee.
7. Pensions and Benefit Scheme.
8. Election of Officers.
9. Appointment of Auditors.
10. Place of next Conference.
11. Any other business.

THREE EXECUTIVE COMMITTEE VACANCIES

There are three vacancies on the Executive Committee caused by the retirement under Rule 11 of Messrs. **M. M. Marshall** (*South Shields*), **F. V. Janes** (*Southampton*) and **R. B. Page** (*Channel*), each of whom has indicated his willingness to serve again and submits himself for re-election. In addition one nomination has been received from the *London River*, namely **Mr. R. D. Balmain**.

RESOLUTIONS

From the Medway :

That this Conference give earnest consideration to the establishment of a standard scale of leave per annum for all United Kingdom pilots.

From the London River :

That following the publication of byelaws in accordance with instructions from the Ministry of Transport and Civil Aviation, if objections are received to their confirmation, they shall be heard by the Ministry, dealt with, and a final decision made within six months from the date of publication.

The usual pre-Conference meeting of the Executive Committee will be at 3 o'clock on 4th November.

TWO RECEPTIONS

A reception will be given by the Association on board the *Wellington* after the business session on 5th November. Not only will the pilots be able to make pleasant contact with guests from Parliament, the Ministry of Transport and Civil Aviation, Trinity House, and the Chamber of Shipping but invitations are being sent to all Pilotage Authorities and it will give great pleasure if they are strongly represented at the reception.

The Chamber of Shipping have kindly indicated their intention of inviting the President and the Executive together with their ladies to a reception on the evening of 6th November.

PENSIONS WILL BE A MAJOR TOPIC FOR CONFERENCE

“THE ESTABLISHMENT of a satisfactory pension and benefit scheme is one of the major tasks to which the Executive Committee have set their hand. It is of equal importance with earnings and is worth putting all you know into it”. The General Secretary used those words in reporting to the Executive meeting in July.

It was not simple, he said, and above all they had to be realistic and preserve a sense of fairness and responsibility to all concerned. The work of the sub-committee might possibly lead later on to a national scheme, and they should not be discouraged or diverted from their path by initial obstacles or apparent lack of interest. He and Mr. Tate had given a great deal of thought how best to proceed. They had gone to the House of Commons to seek Sir Peter Macdonald's advice and had discussed the matter fully with him, particularly in the light of the recommendation of the Letch Report that Pilotage Authorities should review the adequacy of their pension arrangements. As a consequence they now awaited the agreement of the Executive Committee to approach the Trinity House with a view to the Elder Brethren sponsoring a meeting of representatives of the Authorities and the shipowners to initiate discussion on the

PILOT LADDERS—The Next Step

MR. ROGER PAGE's article on pilot ladders in the last issue of *The Pilot* has attracted widespread attention. Not only has it been extensively quoted in newspapers and magazines but steps have been taken to bring it to the notice of influential people in the shipping world and particularly those concerned with the designing of ships. It has also been sent to pilotage circles in Germany and Holland and the Swedish Consul General asked for extra copies of *The Pilot* in which the article appeared.

The matter cannot be left at the publication of an article, however, widely as it may have been read and quoted. What practical steps can be taken to meet the new situation? Members may be sure that the Executive Committee will tackle that question and it is hoped that some useful sug-

gestions will be forthcoming at the Conference in November.

Mr. Griffiths has been in touch informally with the Ministry from time to time and has now heard officially from them that a Conference is to be held in 1960 to revise the International Convention for the Safety of Life at Sea 1948. It will be remembered that Mr. Page referred to the 1948 Convention in his article and mentioned the part Captain W. H. Coombs played in bringing about The Merchant Shipping (Pilot Ladders) Rules 1952 which require ships to be provided with efficient ladders. It was clear from the article that essential as ladders are something more is required to meet the problems created by modern design in ships.

The Ministry is conducting a preliminary review of the regulations with a view to

matter. All the information collected by the U.K.P.A. would be made available to them. Mr. J. H. Innes thought that nothing but good could come out of the proposal. His own port, he said, were keen to support the smaller ports. We understand that Mr. Griffiths has since approached the Trinity House who immediately responded by inviting him and the sub-committee (Messrs. Tate and Page) to attend an informal discussion and exchange of views with the Principal of the Pilotage Department. This was held on 26th August when a very helpful review of the situation took place and further developments are awaited.

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examining to what extent amendments are required and Mr. Griffiths has been asked to give the considered views to the U.K.P.A. on the subject and in particular to give the practical experience of the members of its operation. That is where the individual pilot can play his part. In the past when the Association has followed up criticisms of pilot ladders at Conference or Executive meetings the Board of Trade when it dealt with such matters, and later the Ministry of Transport have asked for specific cases which could be investigated. Singularly little information was forthcoming in response to that inquiry but now we commend it most earnestly to the consideration of all

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pilots, and we ask any pilot who comes across a dangerous or defective ladder to send full particulars to Mr. Griffiths; also instances where the ladder may be in good order but proper attention is not given to the boarding or landing of the pilot to ensure his personal safety.

We understand that during the year two instances of unsatisfactory ladders and defective over-side lighting have been reported to Mr. Griffiths, who immediately got in touch with the owners. In both cases the matter was investigated and assurances received that every precaution would be taken to ensure that no cause for complaint would arise in future.

MANNING THE PILOT BOATS AT BARROW

THE GENERAL SECRETARY again referred to the “highly regrettable affair” of the manning of Barrow's boats. He reported that Trinity House had now advertised for a boatman to take charge of the boats. He had accordingly inquired whether in the circumstances the order complained of was to be regarded as withdrawn and a reply was awaited.

Mr. Tate said some clarification from Trinity House was essential. Mr. Green asked what the legal position was; were they entitled to tell the pilot to take charge?

Mr. Griffiths said that he had no doubt that in the circumstances of this case, at any rate, the order was invalid. It was no part

of the pilot's duty to act as a boatman. The cost of the crew was an important part of the cost of running the boats, and a boarding and landing rate had been instituted by byelaw to provide the necessary revenue for that express purpose. Since then the pilots had been deprived of full control of the boats which had been transferred to a committee who were responsible for the appointment and pay of the crew. He had conferred with Sir John Inskip who entirely agreed with him on this matter.

Mr. Page suggested that a letter might be sent by the Barrow pilots to their sub-commissioners disclaiming responsibility.

SALVAGE AWARDS

Steps to Settle the Question of Poundage

THIS “old chestnut” as the General Secretary called it arose again from a case at Yarmouth when a pilot did not return a salvage award of about £30, and Trinity House had ordered him to do so.

Mr. Griffiths said that once again he had every confidence in following the advice given by Sir John Inskip who had always taken the view that salvage awards formed no part of a pilot's gross earnings within the meaning of the byelaws. He would in many ways have welcomed a test action in the Court, but Trinity House seemed disinclined to proceed and threatened instead the inappropriate alternative of disciplinary measures against the pilot. Like the Barrow

affair differences of this kind were highly undesirable as they tended to impair good relations which he had striven so hard to build up and was anxious to maintain. He recommended as an alternative and for the purpose of removing doubts which had arisen that an application be made to the Minister under Section 18 of the Pilotage Act for an amendment to the byelaws in order expressly to provide that sums received by way of salvage were excluded from liability for poundage.

The Committee endorsed such proposal and the Secretary was instructed to proceed accordingly.

RIBBLE RIDDLE

If Lytham Pier Must Go — What is the Alternative?

THE problem of obtaining suitable landing facilities for the Preston pilots at the mouth of the Ribble was once again brought to the notice of the Executive Committee by the General Secretary.

Preston pilotage was a long and tortuous one, Mr. Griffiths said. After taking ships to sea pilots returned to a point off St. Anne's and had for many years made use of the pier to get ashore in order to return by bus to Preston in time to take ships out on the next tide. Lytham pier was privately owned and had fallen into a dangerous state of disrepair. There was no money to put it right. Application had been made on behalf of the owner to the Ministry of Transport for permission to demolish and the Ministry had raised no objection. Some two years ago representatives of the Corporation of Preston and the Trinity House had held a meeting locally because the pilots had urged upon them the need to have the pier sufficiently repaired to enable them to continue its use. The two bodies had offered to contribute a reasonable sum towards its future maintenance, but no agreement had been reached. The Corporation of Lytham St. Anne's were anxious for its demolition because it was considered an eyesore. There was local agitation by ratepayers for the pier to be repaired and re-opened, and a considerable division in local opinion existed. The pilots held that the pier was indispensable if the service was to be maintained at its present efficiency without increasing man power. Deprived of its use there would be serious interference with shipping and the working of the port and if delay with the inevitable financial loss was to be avoided somebody had to do

something about it *now*. They said they were not going to land on the open beach in the winter and walk through the mud and slush to get ashore.

"I have assured them", Mr. Griffiths continued, "that this Association appreciates their difficulty. It is up to us to advance some constructive suggestion. If the pier is to go there is only one alternative, and that is to build a suitable causeway, but that would be tremendously costly.

"The situation which is about to arise with dire consequences to the administration of the port has been envisaged by the pilots for many years, and they have warned Trinity House and other interested parties. The pilots fear that it is being left to them to find the solution in the belief that somehow they will muddle through. What can this Association do? Our only contact must be with the Pilotage Authority — the Ministry cannot make suggestions. We must again stress to the Elder Brethren that unless an alternative landing place is provided it will not be possible to prevent delay to shipping — a state of affairs which the Preston pilots are most anxious to avoid.

In the discussion the possibility of the pilots returning the 12 miles up the river by fast motor boat was mentioned, but this was considered impracticable due to lack of water and the dangers of navigating the "ditch" which was left at low water, particularly during hours of darkness.

Mr. Page said that the solution seemed to be either to build a causeway or increase the number of pilots so that there would be sufficient men to work the two tides. Both unfortunately would prove expensive.

MORE EARNINGS CASES SETTLED

THIS article records and as far as possible supplements information regarding earnings at some of the ports which came before the Executive Committee at their last meeting.

First of all there were two cases of applications under Section 18 of the Pilotage Act. These related to Aberdeen and Lon-

donderry. Both were included in the Letch Report, but their Authorities declined to give full effect to the recommendations.

Mr. Griffiths reported to the Executive that the Chamber of Shipping had very fairly indicated to the Ministry that they had no objection to the application made on behalf of the Aberdeen pilots.

The Ministry has instructed the Aberdeen Authority to submit byelaws giving effect to the pilots' application.

The case of Londonderry was rather more complicated. The Letch Report recommended £950. net earnings for the port and with the National Maritime Board award of 7½ per cent this became £1,020, which on 1956 trade, Mr. Griffiths was instructed, required an increase of 40 per cent in the principal pilotage dues.

The Authority granted a 10 per cent increase last November but refused to go any further on three grounds (1) they were not consulted about the Letch figure, (2) the figure recommended was out of proportion with those of other ports in Ulster and Eire, (3) developments were taking place at the port with two or three major industries starting up, which would mean additional trade in a year or eighteen months' time. It was estimated that to bring earnings up to the recommended level would require a further increase of 30 per cent on existing rates.

The matter was left in the hands of the General Secretary who intimated that the application was ready to send to the Ministry and care would be taken to ensure that the increase asked for did nothing to infringe the principles of the Letch Report.

The application has since been filed and the observations of the Authority and Chamber of Shipping are awaited by the Minister.

SMALL PORTS

Ardrossan — The General Secretary reported that Mr. Innes had visited the port and prepared a very helpful report regarding the pilotage service. It was a non-compulsory port; the pilotage was short; the pilot cutter was administered by the harbour authority and there was no benefit or pension fund. The three pilots were all master mariners and two years ago they received a 25 per cent increase. A letter had been sent to the Authority asking for net earnings of £1,200.

Mr. Tate suggested that a variation in the schedule of dues was necessary; the big ships were not paying enough.

The Committee authorised all necessary action to support the pilots.

Berwick — The one pilot is the Harbour Master, Mr. T. N. Richardson who is a

member of the U.K.P.A.. The Authority collect the dues and out of them pay an annual retainer to a part time pilot, and a combined salary to Mr. Richardson for his services as Harbour Master and pilot.

Mr. Griffiths has been in communication with Mr. Richardson as to the best course to adopt.

Boston — The Authority had agreed to licence an additional pilot and to increase rates to bring in £1,100. for each of the seven pilots.

Gloucester — Mr. Griffiths arranged a meeting with the Authority and pilots to go into the question of earnings, pensions and pilot boat finance. This was cancelled at the last moment, but he looks forward to arranging it again at an early date.

King's Lynn — The Chairman reported that the pilots were entering into negotiations for an increase which would give them about £1,000. a year net and they proposed to devote the balance to an insurance scheme for pensions.

TRINITY HOUSE PORTS

At Ipswich and Plymouth the new rates had come into operation and Trinity House had submitted byelaws to give the Letch figures at Preston.

PORTS EXCLUDED FROM THE LETCH REPORT

Portsmouth — Byelaws giving £1,200. were submitted, but there had been a drop in earnings due to the loss of the coal trade, and Mr. Griffiths pointed out that the interests of the pilots there would need careful watching.

Whitehaven, Maryport and Workington — The figure of £1,200. was proposed, but Trinity House said the pilots were getting it with the existing rate. The answer to that was that it had been an exceptional year and without a rate adjustment future earnings were likely to fall. The pilots feel that they are not getting a fair deal. If there is a substantial drop in trade Trinity House will be asked to reconsider the case. Mr. Griffiths is confident that Trinity House will agree to an increase if these circumstances arise.

Yarmouth — Mr. Tate visited the port and prepared a brief of what the pilots required. On it was based an application to the sub-commissioners, but the pilots when they saw

it had second thoughts and desired their case to be reconsidered.

Fowey — At the invitation of the pilots Mr. Griffiths visited Fowey where by courtesy of the sub-commissioners he was granted facilities for meeting the Fowey, Par and Charlestown pilots at the sub-commissioners office.

It is understood that as a result it was unanimously decided to make an application for a 7½ per cent increase confined to the Fowey harbour pilotage rates.

Personal Items

ACCIDENT TO MR. K. HUTCHINGS

MR. K. HUTCHINGS, secretary of the Southampton pilots recently met with a ladder accident, not the kind Mr. Page has been writing about, but a portable one used for giving access to the attic at home. It collapsed under him and he fell heavily on his back from a height of about seven feet. He considers he got off lightly with two cracked vertebrae and was out of hospital in a week. We are pleased to hear that he has now returned to duty after convalescence in the Channel Islands.

* * *

CAPT. K. A. GADD, R.N.R.

Congratulations to KENNETH ARTHUR GADD of Southampton on his promotion to Captain R.N.R. in the half yearly list of 30th June. He joined the reserve as midshipman in August 1930 and served in minesweepers throughout the war, being awarded the D.S.C. for his services. He became a pilot in the Isle of Wight Inward in December 1946 and was transferred to the Southampton service in April 1956. He has acted as choice pilot for the Shaw Savill Line for the past eighteen months.

* * *

NEW PORTSMOUTH SECRETARY

MR. W. F. N. QUINTON having decided that after six years as hon. secretary of the Portsmouth pilots the time had come "to give a younger man experience" (his own words), the position has been taken up by Mr. Laurence Kerr Mitchell. While thanking Mr. Quinton for his loyal co-operation we welcome Mr. Mitchell and look forward to a continuance of the good

work. Mr. Mitchell who was born in Shetland in 1925 went to sea in December, 1940, serving his time with the Donaldson Line of Glasgow. He passed for second mate in December 1944 and still with the Donaldson Line, for mate in 1947. He then went to Canada but came home in 1950 to sit for master and stayed on to get married. Then he was with Stephenson Clarke Ltd., latterly as relieving master until July 1954 when he obtained his pilot's licence for Portsmouth. His hobby, he tells us, is coastal and river rowing—"but far far removed from Henley standards". He has two daughters.

* * *

MR. R. G. HOLLOWAY RETIRES

ONE of our most senior members, Mr. REG. G. HOLLOWAY, has recently retired on grounds of ill health, at the early age of 57½ years, after completing 30 years in the pilotage service.

His many friends in the Clyde and London districts will be pleased to know he has settled in a delightful spot where he can see the South Channel shipping enter and leave the Thames. Mrs. Holloway hails from Whitstable, while Reg. is Dover born and bred. It is typical that he should consider her first and that's the way it's been with his shipmates.

I am sure all his colleagues wish him and Mrs. Holloway a long and happy retirement.

ROBERT S. PERCY,
Cinque Ports secretary.

Reginald George Holloway was born at Dover and began his seafaring career as an indentured apprentice on 15th June, 1916 passing for 2nd mate in June, 1920 at the age of 19, and for master, at 23. He completed the sail qualifications required by the London pilotage service as 2nd mate in the barque *Ingomar*, (Messrs. A. E. Martin of London).

He joined the Glen & Shire Line, London as 3rd Officer in the m.v. *Glenavy* (later known as the *Lagarto*) and when 1st Officer, left for an appointment in the *Wheelsman*, a large coasting cement carrier of 2,000 tons trading between London, Liverpool and the Clyde. He was called for the Trinity House pilotage service as a Cinque Ports pilot, on 13th December, 1927 and later became a choice pilot for the Glen Line until the merger with the Blue Funnel Line.

During the war Mr. Holloway transferred with the Dover pilotage station to Gravesend. He was badly injured in a dive bombing incident and the sinking of a large Dutch vessel s.s. *Agamemnon* off the West Sunk buoy.

Later he went to the Clyde, remaining on the senior pilotage station, Glasgow for four years. In 1945 he underwent a major operation at Killearn, for his war injury.

In December 1956 he again suffered injury, this time at Dungeness and serious illness ultimately compelled him to retire. With Mrs. Holloway who has been incapacitated following a serious operation, he has retired to Tankerton near Whitstable.

TRINITY SERVICE AT GRAVESEND

THERE was a good muster of pilots at the Trinity Sunday service at Holy Trinity Church, Gravesend.

Among the congregation was the Commander-in-Chief the Nore, Admiral Sir Frederick Parham, and leading Trinity House personalities, including; Capt. Sir Gerald Curteis, K.C.V.O., Deputy Master of Trinity House, and Lady Curteis, Capt. T. A. Sargeant, R.D., and Mrs. Sargeant, Capt. C. F. Barnard and Mrs. Barnard, Capt. G. P. McGraith, Mr. S. Rawlings-Smith, Principal of Pilotage Department, Trinity House, and Mrs. Rawlings-Smith.

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Obituary

Harry Mawer, Humber

MR. HARRY MAWER, a Humber pilot of some 12 years seniority, died after a short illness in the Sutton Annexe of the Hull Royal Infirmary on 25th August aged 46. His grandfather and his father, both named W. H. Mawer, were Humber pilots.

Mr. Mawer was educated at the Hull Grammar School and later attended the Boulevard Nautical School, becoming indentured as a Humber pilot apprentice in 1927. On completion of his apprenticeship in the Humber pilot cutters in May 1933 he served in the sailing schooner *Alert* for a year and completed his qualifying time for 2nd mate in the s.s. *Beucruachan*, serving before the mast. He then went to the Hull coasters m/v *Norrix* and *Lesrix*, being 1st mate of the latter vessel for about a year. He left her to become 2nd mate of the s.s. *Olavus* of Hull in the foreign trade.

In 1942 he joined the salvage and rescue tug section of the R.N.R. and served first as mate of H.M.S. *Destiny* then as master of H.M. ships *Advantage*, *Cheerly*, *Emulus*, *St. Malo*, *Superman* and finally *Enforcer* which he left on demobilisation in 1946 in order to return to the Humber Pilot Service and being then Lieutenant R.N.R. While in Hull on leave in 1944 he had succeeded in obtaining his foreign going masters' certificate.

Mr. Mawer was licensed in March 1946 and was a member of the U.K.P.A. from his first day in the service. He served on

the Humber until the onset of his illness a few weeks ago. This was not at first thought serious, and his untimely death came as a great shock to us all, many of his colleagues having known him since school-days. He was a conscientious worker and always keenly interested in the affairs of his own service, and the profession as a whole.

Mr. Mawer has left a widow and three children aged 15, 13, and 9 years.

The interment took place on 29th August at the Eastern Cemetery at Hull and in addition to family and personal friends was attended by the Commodore of Pilots, Captain G. N. Richardson, O.B.E., together with 23 serving Humber pilots, some with their wives, Captain N. Yates, a retired Humber pilot, two Goole pilots representing their service, several members of the clerical staff of the Hull Pilot Office, and Captain Smith, dockmaster, Alexandra Dock at Hull, representing B.T.C. staff.

D. Grainger.

* * *

Albert Edward Vincett, Gravesend

MR. VINCETT who died at a Bournemouth nursing home on 13th July in his 75th year was the last and youngest of three brothers all of whom were Channel pilots. He entered the service in 1916, retired in 1954 and made his home at Southbourne. His brother C. J. was in the service from 1907 to 1943, and B.D. from 1911 until about 1942. Mr. A. E. Vincett was a member of the U.K.P.A.

UNITED PILOTS' C.C.

THE JUNE issue of *The Pilot* recorded the jolly evening we had at the annual dinner of the United Pilots Cricket Club at Gravesend. This time we have the results of the season's cricket and on the next page a picture of the teams taken when the Channel pilots and the River pilots played a drawn game at the Bat and Ball ground on 12th June. We are indebted to the *Gravesend Reporter* for the loan of the block.

The United Pilots won nine of their 23 matches, lost 10, three were drawn and one ended in a tie. Here are the main details:-

RIVER PILOTS 194-9 dec. (D. Hunter 40, T. Pickering 36, S. Lunn 35, A. Edwards 25, C. R. Brook 5-55); CHANNEL PILOTS 130-9 (T. Smith 31, C. R. Brook 30).

U.P.C.C. 101 (T. Smith 22, Huckstep 6-23); "C" DIV. POLICE 101 (Whatmore 23, Hischfield 47, S. Lunn 4-36, Taylor 3-25).

U.P.C.C. 77 (H. Lunn 36, Ledingham 6-19, Powell 4-19); H.M.S. WORCESTER 78-3 (Legge 33 n.o., Hodges 24).

IMPERIAL PAPER MILLS 193-8 dec. (Baldwin 48, Mitchell 42, Johnson 38, S. Lunn 3-36); U.P.C.C. 85 (Johnson 7-15).

GRAVESEND UNITED BANKS 63 (Couchman 30 n.o., S. Lunn 6-16, Brook 4-41); U.P.C.C. 64-3.

U.P.C.C. 208-8 dec. (T. Smith 53, I. Williams 49, A. Pow 40, D. Hunter 38, Oliver 5-80); TRINITY HOUSE (London) 89 (Pow 3-25, Woodruff 3-4).

U.P.C.C. 138 (D. Hunter 30, Matthews 23, Hodges 5-17); H.M.S. WORCESTER 0-1 Match abandoned.

U.P.C.C. 172-8 dec. (D. Hunter 44, M. White 37 n.o., Pickering 22 n.o.); THAMES RIVER POLICE 174-8 (Gore 67, Hill 38, M. Taylor 3-32).

U.P.C.C. 122-7 dec. (D. Hunter 20, Marable 5-48); I.P.M. 124-2 (Mitchell 50 n.o.).

H.M.S. WORCESTER 130 (Hodges 36, Powell 29, n.o., M. Taylor 4-24); U.P.C.C. 59 (Turner 4-4, Powell 3-28).

continued from top of page 7

The service was conducted by the Rector of Gravesend (the Rev. Selwyn Gummer).

Lessons were read by the Mayor of Gravesend and Capt. H. A. Fraser, Ruler of Pilots at Gravesend.

A moving tribute to the men who go

MEOPHAM 201 (C. Smith 50, Corder 48, M. Taylor 3-41, Pow 3-41); U.P.C.C. 81 (Pickering 15 n.o., Smith 3-7).

ARMY 85 (Jones 27, S. Lunn 4-21); U.P.C.C. 86-4 (Edwards 23, Williams 25).

U.P.C.C. 105-5 dec. (Williams 24); UNITED BANKS 109-5 (Hammerton 60).

U.P.C.C. 225-8 dec. (D. Hunter 21) GRAVESEND C.C. 184-7 (Hunter 3-33).

U.P.C.C. 91 (M. Taylor 22, S. Lunn 21) INVERESK 94-8 (M. Taylor 5-29).

U.P.C.C. 77 (Anderson 7-31); INVERESK 78-6 (Taylor 4-22).

U.P.C.C. 185-7 dec. (T. Smith 67, Pickering 31 n.o.); GRAVESEND C.C. 159-9.

H.M. CUSTOMS 78 (Preston 37, M. Taylor 4-24, D. Hunter 3-5); U.P.C.C. 79-2 (T. Smith 30, Pow 23 n.o., Jordan 20).

MEOPHAM 127 (S. Lunn 3-41, M. Taylor 3-32); U.P.C.C. 107 (Pickering 31).

STEPHENSON CLARKE Ltd. 101 (M. Taylor 6-25); U.P.C.C. 105-6 (Edwards 31).

U.P.C.C. 75 (Edwards 32); KINGSTONS XI 73 (Taylor 7-47).

"C" DIV POLICE 86 (Dewsbury 31); U.P.C.C. 87-8 (Williams 26).

U.P.C.C. 119-8 dec. (Matthews 53 n.o.); TRINITY HOUSE (London) 55 (Taylor 5-27).

U.P.C.C. 154-8 dec. (T. Smith 40, A. Edwards 40), Kingstons XI, 148 all out (Taylor 4-51).

The principal personal records, not including the River v. Channel game, were :-

Batting: T. Smith 239 runs, av. 23.9, J. Matthews 155 runs, av. 19.4, T. Pickering 189 runs, av. 18.9, A. Edwards 180 runs, av. 18.

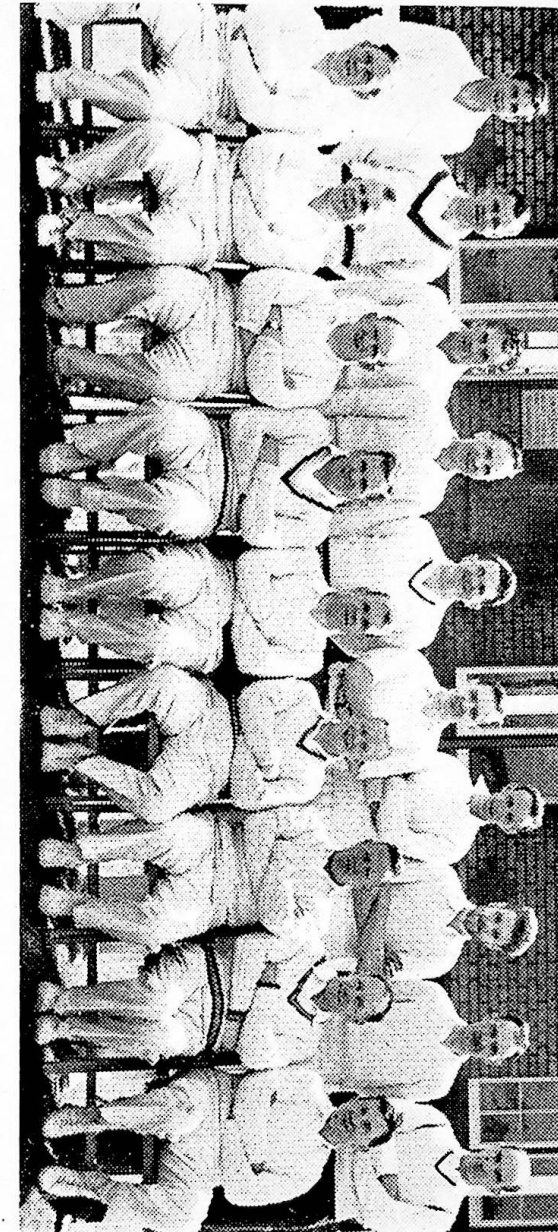
Bowling: M. Taylor 62 wickets for 622 runs, av. 10.0, S. W. Lunn 28 wickets for 361 runs, av. 12.5.

Catches: T. Pickering 24, M. Taylor 10.

down to the sea in ships, was paid by the Bishop of Rochester, Dr. C. M. Chavasse, in his address.

The wealth, safety, strength and very existence of the nation, he said wholly depended upon its seafarers, and it was at a sacrificial cost that was utterly humbling to the landmen of England.

Back row left to right — B. Woodruff, W. E. Owen, A. Edwards, M. White, T. Smith, I. Williams, W. Errington, G. Connolly, C. G. Lea, G. L. Baker; front row — F. Tapping, S. W. Lunn, T. Pickering, C. R. Brook, H. F. Lunn (Capt.), L. P. Gadsdon, D. Hunter, W. D. Smith, M. Taylor. Some of the pilots who play for the U.P.C.C. were on duty and could not take part in the match or come into the photograph.



RIVER v. CHANNEL RIVALRY AT CRICKET

LOCAL SECRETARIES



Aberdeen ... ..	... W. A. Gervaise ...	Aberdeen Harbour Pilots, North Pier, Aberdeen.
Ardrossan ... ..	... R. N. Knox ...	Pilot Office, The Harbour, Ardrossan.
Barrow-in-Furness	... S. Green	63 Furness Park Road, Barrow-in-Furness.
Barry ... ..	... F. W. Llanfear ...	6 Clement Place, Barry, Glam.
Belfast ... ..	... A. G. Starkey ...	6 Rosetta Avenue, Ormeau Road, Belfast.
Berwick-upon-Tweed	T. N. Richardson	Pier House, Berwick-upon-Tweed.
Boston, Lincs. ..	... A. V. Howard ...	25 Main Ridge, Boston, Lincs.
Brixham ... ..	... E. J. Mardon ...	Ridley, Berry Head Road, Brixham.
Cardiff ... ..	... S. L. Duggan ...	Polwithen, Pen-y-Bryn Road, Cyncoed, Cardiff.
Clyde :-		
Glasgow ... ..	... J. H. Innes ...	16 Belhaven Terrace, Glasgow, W.2.
Gourock ... ..	... D. M. Main ...	Ashtower, 22 Victoria Road, Gourock.
Dartmouth ... ..	... R. R. Gatzias ...	24 Lower Street, Dartmouth.
Falmouth ... ..	... E. Carlyon ...	Pilot Boat Association, 14 Arwenak Street, Falmouth.
Fowey ... ..	... M. Hingeston- Randolph ...	Lamorna, Fore Street, Polruan-by-Fowey, Cornwall.
Gloucester ... ..	.. L. C. Taylor ...	Pilotage Office, Sharpness, Glos.
Goole ... ..	... H. Richman ...	Concord, Thorn Road, Hedon, Hull.
Grangemouth	... A. McArthur ...	Pilot Office, The Docks, Grangemouth.
Hartlepool ... ..	... T. Pounder ...	16 Gladstone Street, Hartlepool.
Hull ... ..	... D. Grainger ...	Humber Pilots' Society, 50 Queen Street, Hull.
Ipswich ... ..	... W. Steele ...	45 Dereham Avenue, Ipswich.
Isle of Wight:-		
Inward ... ..	... K. E. Powell ...	25 Union Street, Ryde.
Outward ... ..	... K. J. Hutchings ...	Pilot Office, 18 Queen's Terrace, Southampton.
King's Lynn ... ..	... N. D. Smith ...	141 Wotton Road, King's Lynn.
Leith .. ..	... T. R. Wilson ...	7 Beresford Gardens, Trinity, Edinburgh.
London :-		
Cinque Ports	Robert S. Percy ...	60 Leybourne Road, Dover.
Gravesend Channel	G. L. Baker ...	38 Whitehill Lane, Gravesend.
Gravesend River	... E. J. Hobbs ...	67 Hollybush Road, Gravesend.
Medway ... ..	... G. H. Taylor ...	56 Minster Road, Sheerness.
North Channel	... K. C. Davis ...	9 Queen's Road, Dovercourt.
Londonderry ... ..	... C. M. O'Donnell	3 Oakfield Drive, Londonderry.
Middlesbrough	... W. E. Guy ...	27 Barker Road, Linthorpe, 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 ...	15 Harbour Hill Crescent, Poole, Dorset.
Portsmouth ... ..	... L. K. Mitchell ...	Trinity House Pilots, Victoria Pier, Portsmouth.
Port Talbot ..	... E. Hare ...	8 Bath Street, Port Talbot.
Preston ... ..	... H. Halsall ...	Pilotage Office, The Docks, Preston, Lancs.
St. Ives ... ..	... R. J. Martin ...	Trewyn, Higher Ayr, St. Ives.
Shoreham ... ..	... A. J. Blaker ...	26 Glebe Close, Southwick, Sussex.
South Shields ... ..	... R. Marshall ...	Pilot Office, South Shields.
Sunderland ... ..	... S. Hall ...	Pilot Office, Old North Pier, Harbour Entrance, Sunderland.
Workington ... ..	... J. R. Tennant ...	Brooklyn, Crow Park, Whitehaven, Cumberland.
(Whitehaven and Maryport)		
Wisbech ..	... E. M. C. Dale ...	90 Edinburgh Drive, Wisbech.
Yarmouth ... ..	... C. Bewley ...	35 Sussex Road, Gorleston-on-Sea, Yarmouth.