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The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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BARRY'S FIGHT FOR ITS LIFE

THE REPORT of the Committee of Inquiry into the Major Ports of Great Britain" - it is known as the Rochdale Report - recommended that the port of Barry should be closed. The U.K.P.A. Conference last year gave its unanimous support to the Barry pilots in opposing this recommendation. Barry Corporation has made strong representations to the Ministry of Transport against the proposal.

The port has three docks with a total water area of 114 acres and a normal depth of 32 feet. Docking and undocking of vessels is regularly undertaken over a period of seven hours per tide - four hours before high water to three hours after.

The picture above shows a vessel discharging grain at Rank's mill at Barry. In the background is one discharging manganese ore at the new bulk cargo berth.

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

United Kingdom Pilots' Association

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Date elected:

1960 D. GRAINGER (Humber), 39, Link Road, Cottingham, E. Yorks.
 1960 S. GREEN (Barrow), The Moorings, 2, Prospect Avenue, Barrow-in-Furness.
 1960 G. W. GIBBINS, 1 Featherstone Street, Roker, Sunderland.
 1961 F. V. JANES (Southampton), Sunrise, 67, Lakewood Road, Chandlers Ford, Hants.
 1961 R. B. PAGE (Channel), Channel Pilots' Office, Royal Terrace Pier, Gravesend.
 1961 R. D. BALMAIN (London, River), 24, Pine Avenue, Gravesend.
 1962 J. H. INNES (Clyde), Pilot Office, 16, Robertson Street, Glasgow, C.2.
 1962 L. R. SLADE (Cardiff), 111, Windsor Road, Penarth.
 1962 R. H. FARRANDS (North Channel), 451, Main Road, Dovercourt, Essex.

Finance Committee :

THE TWO VICE-PRESIDENTS AND L. R. SLADE

General Secretary and Solicitor :

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

Auditor :

J. B. WATLING, F.C.A. (MESSRS. WATLING AND PARTNERS, Bristol).

Editor of "The Pilot" :

ALFRED CURTHOYS, 79, Gloucester Road, S.W.7 (FREMantle 0500).

THE 1963 CONFERENCE

THE 76th CONFERENCE of the U.K.P.A. will be held in the Court Room of H.Q.S. *Wellington* at the Victoria Embankment, London on 30th and 31st October, 1963 at 10 o'clock on each day. The customary pre-Conference Executive meeting will be held on the 29th.

This early information of these dates gives the members at the various ports time to think out some good resolutions which should be in the hands of the General Secretary at his office in Bristol not later than Tuesday, 17th September. That date should also be borne in mind for the submission of nominations to the Executive Committee. The nominations should be in writing and the papers should be signed by the candidate and two ordinary members of his branch.

The three senior members of the Executive Committee who are due to retire in accordance with the rules are Messrs. D. Grainger (Humber), S. Green (Barrow) and G. W. Gibbins (Sunderland). Each has agreed to submit himself for re-election and is accordingly eligible without nomination.

The Association's Conference Reception will be held in the Livery Hall, Guildhall on 30th October at 5.45 p.m. In a communication to the ports concerning this Mr. Griffiths wrote: "Delegates and visitors present at Conference will be welcome to attend, together with one guest each, free of charge. If they desire to bring additional guests, tickets can be obtained from this office (Shannon Court, Corn Street, Bristol 1), at £1 1s. 0d. per head. Will you please be good enough to let me know the names of delegates and visitors, together with the number of guests who will be accompanying them, in reasonable time so that I can make proper arrangements with the caterers."

Since the last issue of *The Pilot* early this year there have been two meetings of the Executive Committee, one on 29th January, the day before the Special Conference attended by pilots of the Association and the Union; the other on 2nd April. There was a full attendance at both meetings with Mr. D. H. Tate in the chair. At the January meeting, Mr. D. Fulton, Liverpool, Mr. J. F. Clement, Swansea and Mr. Peter Henderson of the Transport and General Workers Union met the Executive at lunch and discussed the line to be adopted on the following day. The Executive meet again on 3rd July on board H.Q.S. *Wellington*.

FUTURE POLICY

It will be recalled that in a communication to the ports on 22nd March it was said that there was a universal desire to achieve the following objects, and that the Association should continue to develop its policy energetically towards those ends, namely :

- (1) The improvement of working conditions by the establishment of satisfactory work indices whereby all pilots become entitled to a minimum number of days per annum free of all obligation for duty, and reasonable working hours when on duty.

(2) That Pilotage Authorities, when considering their manning requirements, should give effect to this factor and not regard leave and off-duty periods as a privilege only to be enjoyed by imposing upon those on duty the additional work of those properly on stand-down.

(3) In common with the majority of other walks of life, that there should be increased remuneration for weekend and Bank Holiday work.

(4) A more dynamic policy to bring about improved pensions.

The majority of ports have now replied regarding the proportion of work carried out over weekends and no doubt the Union ports have also provided similar information. Mr. Griffiths is hoping shortly to be in a position accompanied by Mr. Henderson, to resume discussions with the Chamber of Shipping. The question of a surcharge for weekend work will form a vital part of the discussion, and if satisfactorily settled, as we hope it will be, might, with the other matters referred to above, be acceptable in lieu of the pressing claim for the cash equivalent of fringe-benefits.

It is in a sincere endeavour to settle that highly contentious matter without adopting what is in effect 'industrial action' that Mr. Henderson and Mr. Griffiths will be renewing their negotiations with the shipowners.

The establishment of a satisfactory work index with proper free time is considered to be a matter for pilots at individual ports to take up in the first place with their Authority, as an intimate knowledge of local conditions and working rules is essential in order to arrive at a fair settlement of this question.

The amount of duty-free time and the way it is arrived at is set out in detail in a recent issue of *The Pilot*. These figures are to be regarded as a reasonable guide from which to work and should if necessary be adjusted to meet local needs and existing roster arrangements.

"THE BALL IS AT YOUR FEET"

As regards pensions we would draw the attention of members to a passage in the Secretary's Report at last year's Conference - "The joint recommendations of pilots and Pilotage Authorities setting out the minimum requirements of a satisfactory pension scheme have now been with you for a considerable time and, to put it plainly, the ball is at your feet".

In his communication to the ports on 22nd March, 1963 Mr. Griffiths reminded them that he had already invited pilots to urge their Authority to appoint a sub-committee to investigate and report on the position. "The Executive recognises" he continued, "that this is a matter about which it is all too easy for the Authority to adopt a somewhat obstructionist attitude and hide behind the advice of their Actuary, whose policy may not always be sympathetic towards pilots. It may well be that much could be done if an actuary of known standing and high professional reputation could be approached to value all funds, and even possibly advise on investment policy, and indicate what additional contribution (if any) was necessary to bring pensions up to 50% of earnings, more or less forthwith.

"I want to assure you that although there is no ready and simple answer to far reaching problems of this nature, the most strenuous efforts will be made to bring about improvements along the lines indicated above. To that end we will, if it is considered desirable, seek the assistance of the Ministry in bringing about a meeting of representatives of Shipowners, Pilotage Authorities and pilots, with the obligation of making regular progress reports back to the Minister in the hope of thereby achieving early and positive results".

The position of the small ports as regards pensions came before both meetings of the Executive this year and the Chairman reported that he had been in correspondence with the Aberdeen pilots regarding the provision of improved pensions with the aid of private insurance, and that he was hoping to arrive at a satisfactory scheme which could act as a precedent for the two or three other small ports where such a project might be usefully adopted.

SPECIAL CONFERENCE DECISION

THE SPECIAL CONFERENCE on 30th January was attended by about 85 pilots drawn from the Association and the Union. After a meeting lasting some three hours two resolutions were adopted and copies of them were sent to the ports on the 31st January together with a letter from the General Secretary. One of the resolutions was marked "Private and Confidential" and the other was as follows:

That this joint Conference of pilot members of the Transport and General Workers' Union and United Kingdom Pilots' Association agrees *not* to withdraw services at this stage, and instructs the Secretaries of the two organisations to re-open discussions with the Shipowners with a view to the immediate recognition by them of the pilots' claim to the cash equivalent of fringe benefits, and their agreement to make good the percentages lost since the inception of the Letch Committee's Report.

At the opening of the Conference Mr. Tate who presided welcomed Mr. Henderson and colleagues from the Union.

Mr. Griffiths outlined what had happened since the last U.K.P.A. Conference and he was followed by Mr. Henderson who said that the Union were grateful to the U.K.P.A. for having talked and consulted with them on the problem.

The discussion produced in abundance "views from the floor" which had been invited and gradually the resolutions took shape.

They were proposed by Mr. Fulton, seconded by Mr. Coates and carried unanimously.

The delegates to the Special Conference were:

UNITED KINGDOM PILOTS' ASSOCIATION

BARROW:	G. Howitt.
BARRY:	J. P. Bennett.
CARDIFF:	S. Duggan, C. D. Morgan.
GLASGOW:	J. H. Blackwood.
GOUROCK:	G. C. Howison, I. Macfarlane.
GOOLE:	A. Ayre.
GRANGEMOUTH:	A. Fleming.

HARTLEPOOL:	B. G. Spaldin, T. Stevenson.
HUMBER:	D. Barrett, G. W. Dunn, F. L. Palmer.
IPSWICH:	W. Steele.
ISLE OF WIGHT:	D. Kernick, P. Driver, A. Howard, L. Sayles.
LONDON:	
<i>Cinque Ports</i>	D. Barrow, A. Greenwood, D. Jones, N. Knowles, C. Eastwood, K. Clow, C. Fenny, P. Levack, N. McNeil, T. Williamson.
<i>Channel</i>	
<i>River</i>	D. Perry, J. K. Purdon, J. D. Norie, L. E. Lawrence, W. S. Clarke.
<i>Medway</i>	C. A. Rhodes, K. Maclean, J. C. Grier.
<i>North Channel</i>	K. C. Davis, R. Donovan, J. S. Roe, R. Sanders, B. C. Tribe.
MIDDLESBROUGH:	H. A. Burton, G. A. Coates, S. V. Edge, L. Greet, W. E. Guy.
PORT TALBOT:	E. L. Hare.
PRESTON:	E. N. Chambers.
SHOREHAM:	T. N. H. Dalton.
SOUTH SHIELDS:	J. Purvis.
SOUTHAMPTON:	K. Gadd, K. Hutchings.
All the members of the Executive Committee were present.	
TRANSPORT & GENERAL WORKERS UNION	
BLYTH:	A. Barron.
BRISTOL:	J. Morgan, G. W. Havens.
DUNDEE:	R. J. Small.
KING'S LYNN:	C. Chase.
LIVERPOOL:	R. F. Young, D. R. Herbert, D. Fulton, P. Hall.
LEITH:	W. Collister.
MANCHESTER:	J. A. Patterson, H. Whitehead, H. Frith, E. Jones.
NEWPORT:	K. A. Sinclair, T. P. Stoneman.
SEAHAM:	R. S. Tait.
SWANSEA:	J. D. Evans, J. F. Clement, H. Munn.

BLOCK INSURANCE

How to Overcome a Difficulty Where Money is Pooled

An item on the agenda at the April meeting of the Executive Committee was "block insurance" and the outcome of the discussion was this communication on 8th May to the local secretaries from the General Secretary.

For some time the Executive Committee have dealt with inquiries from various ports regarding block insurance against such things as accidents causing death, or personal injuries resulting in loss of earnings, and effecting suitable cover against such matters as legal expenses in connection with civil claims or the defence of proceedings involving possible suspension of licence, etc., and other risks against which pilots may like to insure.

It is, of course, appreciated that many pilots effect individual insurances against risks of this nature. In some ports there are already block insurances, whereas at others no form of insurance appears to be in operation.

After careful consideration it was decided that any form of block insurance on a national basis was out of the question. On the other hand, clearly the obtaining of suitable cover against such risks as are mentioned above is a highly desirable thing for every pilot to do. In order to obtain the most advantageous terms it was felt that this might best be done through one broker of high standing and experience, who would be recommended by the Executive. I was accordingly asked to inquire whether your port would be interested in some suitable form of block insurance if it can be arranged, and if so if you would indicate the risks against which you seek to obtain cover and approximately how many of your numbers would be concerned.

With regard to loss of earnings, it is no doubt appreciated that in order to support a claim it is imperative to prove that the pilot in question has in fact sustained a financial loss. If a pilot suffers an injury which incapacitates him, possibly for a prolonged period, his loss of earnings may be great. In order to recover this he must, however, prove that he has in fact lost this money, and where the pooling agreement

provides for the payment of a full share of the pool for a certain length of time and for a diminished share if the incapacity exceeds that period, it may prove difficult to recover the money as no actual loss or only a partial loss has in fact been sustained. This difficulty can be overcome by inserting a provision in the pooling agreement that monies paid to a pilot absent through injury are to be regarded as advanced by way of loan and repayable by him into the pool in the event of his recovering damages in any civil claim.

You should therefore examine the provisions of your own pooling agreement in this respect and take the matter up with your Authority in the events of an amendment to your agreement proving necessary.

HONOUR FOR B.C.W's SON

MR. BERNARD WEBB who celebrated his 88th birthday a little while ago was thrilled by the announcement in the New Year Honours that his younger son ACTING GROUP CAPTAIN PAUL CLIFFORD WEBB, D.F.C. had been awarded the C.B.E. Paul was educated at Kelvinside Academy and was awarded the Distinguished Flying Cross in the Second World War. He was a peacetime member of the 602 (City of Glasgow) Squadron of the R.A.F., with which he served in the Battle of Britain. In the last of the big actions in that battle he was severely wounded. Group Captain Webb is at present Air Attache to the British Embassy at Ankara. He is married and has no family.

FINED FOR NOT TAKING PILOT

Captain Hooites, master of the Dutch motor vessel *Draka*, was fined a total of £15 12s. 4d., with £11 14s. 6d. costs at Gravesend, for failing to accept a pilot and failing to facilitate a pilot boarding his vessel.

A PILOT'S LICENCE OF 1808

Mr. Norman A. Line offered a Cinque Port pilot's licence dated 1808, to the Elder Brethren of Trinity House. The offer was accepted with pleasure and the licence, which is well preserved, has now been framed. The name of the pilot who held the licence was Robert Hammond.

"HAPPY DAYS"



Capt. J. T. Watson

HERE'S WISHING MANY YEARS OF HAPPY RETIREMENT to Mr. JOHN THOMAS WATSON of Falmouth who was a popular member of the Executive Committee of the U.K.P.A. from June 1949 to June 1955. He retired from the Trinity House Pilotage Service at the end of 1962 after 35 years piloting.

"Captain Watson had passed retiring age but was still very active and took a keen interest in anything connected with the pilotage service" wrote Mr. E. Carlyon, the local secretary in a letter to *The Pilot*. "He has had a long innings and is proud of it. He was Chairman of the Falmouth District Pilot Boat Association for many years and a sub-commissioner of Pilotage since 1937. He represented the South West ports on the Central Committee of the Trinity House Pilots' Benefit Funds for the past 20 years.

"Captain Watson is Vice-Chairman of the local Lifeboat Committee and a Trustee of the Royal Cornwall Sailors Home.

"Many pleasant comments were passed about him at a little presentation ceremony held at the offices of the Falmouth Pilot Boat Association on 24th February, 1963, when he was presented with a smokers

comfort, a couple of pipes and a gas table lighter. He said, on receiving these gifts that he was bound to remember his colleagues when he sat down in the quiet of an evening to have a smoke when he was bound to use one or all of the gifts, and he thanked his colleagues, one and all, for the gifts and wishes for his future."

After twenty-seven years' service in Newhaven pilotage Mr. W. CROSS has retired — "only for health reasons" he says. For many years he has represented the U.K.P.A. at the Channel port.

* * *

When he was eleven and a half years of age Mr. Cross entered the Trinity House Navigation School of Hull and left when he was fourteen and a half to serve his apprenticeship for four and a half years in the s.s. *Farnham* of Sunderland, an ocean tramp of 6,000 tons. He obtained his second mate's ticket when he was nineteen, later became first mate and at twenty-four foreign

master. He served as third and second mate in the Wilson Line of Hull and later joined Leopold Walford Transport of London, eventually becoming a master in their coasting fleet in which capacity he served until he entered Newhaven pilotage when he was 38.

We hope that in his retirement he will keep contact with the U.K.P.A. as a retired member.

* * *

Another familiar name disappears from our list of local secretaries this time — Mr. A. G. Starkey of Belfast. He is succeeded by Mr. C. M. Bower. Mr. Starkey was in hospital recently and received from the Association a note of good wishes for a speedy recovery.

* * *

MR. H. LASHMAR, Southampton, retired on 7th March this year. Our records show that he was a delegate at the 1933 Conference in London.

EUROPEAN PILOTS' ASSOCIATION

ONE OF THE BURNING QUESTIONS before the country last year at the time of the U.K.P.A. Conference was the Common Market and it was decided that a sub-committee should be appointed to investigate and report upon the possible consequences to the pilotage service of the United Kingdom in the event of Great Britain becoming a signatory to the Treaty of Rome.

Since then there has been a big change in the situation and Great Britain is barred from joining the European Economic Community, at any rate for the present. The Conference resolution, however, has led to some interesting developments apart from any question of the Common Market.

Mr. Farrands who, like his colleagues of the North Channel Service had given considerable time and thought to the possible results of this country joining the Common Market, impressed Conference with a speech on the subject and naturally the Executive Committee requested him to carry out an investigation. When the Executive met on 29th January this year he was able to report that on the previous day he had attended as U.K.P.A. observer a meeting of the European Pilots' Association at Antwerp,

but Common Market problems were not discussed. There had not been time for him to prepare a full report but he had this ready for the April meeting.

The following matter is compiled from the information given by Mr. Farrands.

The meeting at Antwerp on 28th January was attended by 20 pilots representing 2,600 pilots from the associations of France, Belgium, Holland, Germany and Italy. They were the Presidents and the leading figures from the respective associations and no Government officials or other interests were represented.

The hosts at the Conference were the two Belgian associations and delegates were welcomed by Mr. Jean-Louis Janssens (Belgium). Mr. l'Alexandre (France) was elected Chairman and gave a short history of the European Pilots' Association. He said that two meetings had been held previously, the first in 1960 and the second in 1962, both in Paris. The original idea of such an association had come from Mr. Marcantetti of Marseilles and was followed up by the French Federation. The initial approaches to pilots of this Country do not seem to have met with any response. Mr. l'Alexandre

said that this was a big disappointment to the Association as they all recognised Great Britain to be the leading European sea-faring nation, but they were very pleased to welcome an observer from the United Kingdom to the third meeting. Mr. l'Alexandre asked what the attitude of the Italian and British pilots was regarding the foundation of an Association of European pilots.

The Italian delegates declared that they could not yet speak in the name of all Italian pilots, because before they could think of unity on an European level, they must endeavour to obtain it on a national one. There were various difficulties on this subject with pilots' organisations in Italian southern ports. Nevertheless, they were confident of obtaining the total adhesion of the pilots they themselves represented upon returning to Rome, and would inform the Association in due course.

Mr. Farrands, apologised for the fact that until then no reply had been received from British pilots. Indeed it was something of a mystery as to where these invitations had gone. He gave information concerning pilotage organisation in Great Britain. In spite of the Pilotage Act of 1913, there was a great deal of diversity in the structure of English pilotage. The Pilotage Authorities of each district of the United Kingdom, differing in their constitution, had no co-ordination whatever with one another. There were about 1,200 pilots in the United Kingdom practically all of whom were represented by the U.K.P.A. and the Transport and General Workers Union; of these 900 were members of the U.K.P.A. He explained that his primary reason for wishing to attend the Conference was connected with the possibility of Great Britain becoming a signatory to the Treaty of Rome. That meeting presented an opportunity to meet Continental pilots and obtain information if possible from them on a number of items, the most important of which came under three headings.

- (1) Changes in pilotage organisation which the E.E.C. have in mind.
- (2) Changes in pilotage organisation which the E.E.C. pilots would themselves like to see take place.
- (3) Changes in pilotage organisation most likely to take place.

Among the further items on which he would like information were:

- (1) Details of recruitment, qualifications, training.
- (2) Is any relaxation of compulsory pilotage or compulsory payment envisaged?
- (3) Any change in position of exemptions from pilotage.
- (4) Earnings, pensions, expenses.
- (5) Acts of pilotage, hours of duty.
- (6) Systems of pilotage administration.
- (7) Status of pilots.
- (8) Whether pilots are self-employed or salaried, who pays them and how dues are collected?

The Chairman then asked the delegates from the other countries present to give a verbal report on matters of pilotage interest within their own countries since the last meeting in Paris.

The information Mr. Farrands obtained from these reports which mainly concerned conditions of work and pay, and further information obtained from individual pilots during the lunch break, he intends incorporating in a report to the U.K.P.A. The report will also include information from a booklet published by the Dutch Pilots' Association on pay and conditions of pilotage in a number of European countries.

The afternoon session discussed the means of putting the Association on an official basis. Draft rules were drawn up and accepted provisionally.

Mr. Farrands brought a copy of these draft rules to the Executive meeting on 2nd April. After recording that the Association was founded in Antwerp on 28th January, 1963 by pilots of Belgium, France, Germany, Holland and Italy it was laid down that it was open to all other European pilots' organisations who wished to join could do so if they obtained a two-thirds majority at a General Meeting. The office of the Secretary was established in Antwerp at St. Paulusstraat, 33 but could be removed to any other premises in Antwerp by the decision of the Board (Executive).

The Executive is to consist of a President, three Vice-Presidents, a Secretary and a Treasurer who are appointed at the General

Meeting for a term of three years and are eligible for re-election.

The objects of the Association are to gather and exchange information concerning all aspects of the profession of pilotage, and for that purpose to organise meetings between pilots of different European countries.

The duties of the Executive are set out in another rule as follows :-

Suggestions for modification of rules.

Budget.

Subscriptions.

Arrange for annual and other meetings.

Appointment of delegates to international meetings, if required.

Members of the Executive will not receive any fee for their services.

It is also laid down that all national organisations keep their own autonomy and freedom of action. Discussion upon religious and political matters is strictly prohibited at the Association's meetings.

Each country may send up to three delegates to a General Meeting with voting rights.

Provision is made for the rules to be modified at the request of any member organisation, a special General Meeting being convened for the purpose. A two-thirds majority of the members present is required to obtain the above mentioned modification.

To mark its appreciation of the action of France in proposing the creation of the Association Mr. A. Marcantetti was elected President. Messrs. Cesare Rosasco (Italy), Henery Petersen (Germany) and Bernhard (Holland) were elected Vice-Presidents.

With regard to future meetings it was suggested that the next meeting might be held at Hamburg in June or July this year and at Rapallo, Italy in February or March 1964.

Mr. Farrands arrived at the following conclusions :-

"My queries regarding the intentions of the E.E.C. towards pilotage drew a blank. European pilots are just as much in the dark as we were here and have come to the same conclusions as we did. In other words it would appear that until road, rail and

inland waterway transport have integrated, sea transport will be left alone. The difference of opinion between the Council of Ministers and the Commission of the E.E.C. as to whether sea transport is covered by the general terms of the Treaty of Rome also confuses the picture and makes any forecast impossible.

"My impression is that this Association of European pilots is genuinely interested in improving pilotage pay and conditions in European maritime countries irrespective of whether inside or outside the E.E.C. although no doubt much of the original impetus must have come from the feeling for the need of unity of pilots within the E.E.C. should the time come for the integration of sea transport. The aim would appear to be to raise the level of pilots' pay to that of the French and to reduce the amount of work to that of the Dutch. The secretariat in Antwerp would be responsible for co-ordinating information concerning pilots' pay and conditions; such information would be available to all members.

"I hope to present a case for the U.K.P.A. becoming associated with this European Pilots' Association when its rules are finalised. In the meanwhile it is my considered opinion that it would be most unwise to ignore pilotage developments in Europe and the U.K.P.A. should seriously consider joining the European Pilots' Association."

During the discussion Mr. Griffiths said that Mr. Farrands had done a prodigious amount of work with meticulous care.

In the end it was agreed to refer the matter to Conference for a decision as to whether the U.K.P.A. should join the European Pilots' Association.

MR. J. P. BENNETT

A well-known personality and an able speaker at many of our Conferences underwent a major abdominal operation recently. We had the news from his son who is now U.K.P.A. Secretary at Barry and has been very helpful in providing matter about the port for this issue of *The Pilot*. Later he reported that Dad was making good progress and added "I sincerely hope that he will soon climb up the pilot ladder". We all share that hope.

Obituary

MR. J. H. A. SMITH

Hon. Vice-President

THE MONTH of February brought two grievous blows to the Southampton pilots. On the 9th Mr. J. H. A. Smith who for many years took an active part in the affairs of the U.K.P.A. died at Christchurch where he had lived in retirement, and on the 18th Mr. Herbert A. Strowger died in the South Hants Hospital, Southampton following an operation.



Capt. J. H. A. Smith

Our memories of Mr. Smith go back over 40 years. He attended the 1922 Conference at Anderton's Hotel which has long since vanished from the Fleet Street scene. The following year he was elected to the Executive Committee and 20 years of faithful service in that capacity brought its reward in 1943 when he was elected Junior Vice-President on the retirement of Mr. George Richardson. At the time Mr. Webb was Senior Vice-President, but his days of active

service were running short. In 1945 he did not feel equal to presiding at the Conference in London and Mr. Smith took on the duty. It was then that Mr. Webb asked that his name should not go forward for re-election, and Mr. Smith was elected Senior Vice-President but he, too, was approaching the end of his active career and in 1947 gave up office.

Mr. Smith was 84 years of age and was associated with the sea for 53 years. When he retired in 1948 he was senior choice pilot for Cunard and United States Lines at Southampton.

As an apprentice in 1895 he was in the wool clipper *Cromdale* and afterwards served with P. & O. He first made Southampton his home in 1902, when he was appointed troop officer of the *Plassey*.

He joined the local pilotage service in 1910. For over 20 years he was hon. secretary to the outward pilots at Southampton.

At the time of the Normandy invasion in 1944 he was controller of pilots for the Isle of Wight district.

He took a keen interest in Southampton Master Mariners' Club, and was club captain in 1947.

At the funeral at St. Mark's Church, Highcliffe the U.K.P.A. was represented by Mr. F. G. Dawson, a Southampton pilot and Mr. Griffiths sent a wreath from the Association.

MR. H. A. STROWGER

"Mr. Strowger's death was a great blow to his family and to us also," writes Mr. Janes, "as only a week or two before he had been on the job and it was the last thing anyone would have expected."

The *Southern Echo* said "His warm generous nature won him many friends; there were few in dockland who did not know him."

Mr. Strowger was a native of Great Yarmouth and he first went to sea as a lad in his grandfather's fishing boat. He spent most of his early career in tankers of the Baltic Trading Co. and was only 23 when he secured his master's certificate.

In 1927, as chief officer of the tanker *Shirvan* Capt. Strowger was in charge of the life-boat which rescued crew members of the *Laleham* in the Atlantic and was awarded the bronze medal for gallantry.



Capt. H. A. Strowger

MR. LLEWELLYN FRANCIS

We heard with regret from Mr. Frank Francis, North Channel pilot, of the death of his father Mr. Llewellyn Francis who was a Cardiff pilot from 1919 until he retired in 1950.

The Francis family was one of the oldest piloting families in Cardiff. Mr. Llewellyn who was 74 years of age when he died served his apprenticeship with his father who was a very early member of the U.K.P.A., and he did his qualifying sailing ship time in the *Invercauld*.

Mr. Frank mentioned to us that he had a membership card belonging to his grandfather and he lent it to us for the reproduction herewith. A certificate of this design was used from the very

For six years he was a tanker master. In 1933 he joined Trinity House as an inward pilot in the Isle of Wight service.

Capt. Strowger was appointed second choice sea pilot with U.S. Lines in 1938 and he also handled North German Lloyd ships.

He transferred in 1946 to the Southampton service and became No. 1 choice pilot for U.S. Lines.

He handled the 33,961 ton *America* and the 51,988 ton *United States* over 1,000 times.

In 1959 he was presented with the top rung of the pilot ladder of the *America* as a tribute from Capt. Frederick Fender and the ship's officers.

Capt. Strowger was appointed P. & O. choice pilot in November, 1952. He was a member of Southampton Master Mariners' Club.

Capt. Strowger who was aged 63 left a widow, a son, Mr. Alan Strowger, who flew home from Cyprus, where he is a school-teacher and a daughter, Mrs. Fiona Waller.

beginning of the U.K.P.A. The issue of July 1933 carried a reproduction of one which recorded that Joseph Browne had been enrolled as honorary member No. 1 and the date 1884. Mr. Browne brought it to the Conference in 1933.



BARRY PILOTAGE AUTHORITY'S DOUBLE LOSS

The Barry Pilotage Authority lost by death their Chairman, Mr. J. C. Duncan, and Secretary, Mr. R. J. Thomas. In recent years both were regular guests at the U.K.P.A. Conference reception and made friends with many of the pilots. Mr. Duncan was a shipowner member of the Authority for over 40 years and Chairman for 12. Mr. Thomas had been Secretary to the Authority and to the Pilots' Steam Cutter Company for 14 years. He was a man well versed in pilotage matters.

MR. HAROLD ROBINSON

We have also had news of the passing of another retired member, Mr. Harold Robinson, a North Channel pilot. He retired from the service in 1958. We noticed his name among the delegates to the Jubilee Conference of the Association at the Holborn Restaurant in 1934.

BAT AND BALL

ONCE AGAIN as a guest of the United Pilots Cricket Club we had a lively evening with pilot friends at the annual dinner of the club in the Masonic Hall, Gravesend on 22nd April. Excellent fare, good company, breezy speeches and an entertainment which created quite an impression – what more could one desire? As an extra there was a very appropriate presentation, Stanley Coc, Channel, the first pilot to score a century since before the war was given the cricket ball which he whacked around to the tune of 108 runs against the River pilots last September.

It was good to hear better news of Maurice Taylor who has been too ill to play, he is making a complete recovery and will be playing before the end of the season.

The pilots play cricket for the sake of the game and it was that spirit which kept the club going through difficult times after the war. There was a tribute at the dinner to what David Hunter did at that period and others with similar enthusiasm included F. Woolcock and D. Pocock. At no time did the club pack up.

It was good to meet Sir Gerald Curteis again although he said he ought not to be there. Of course, he was deputising for his successor as Deputy Master, Captain C. E. Barnard who is now President of the club, but could not be at the function.

Although results are not everything the club had quite a good record last season, winning 15 matches, losing 7, and drawing 5. Their first efforts this time were:—

United Pilots v. Gravesend. Gravesend 132 for 9 R. Walker 25, D. Hunter 4 for 24, S. Coe 4 for 46. United Pilots 119, H. Lunn 46. H. Eve 8 for 33.

United Pilots v. "C" Division Police. United Pilots 142. M. Mitchell 31, W. Owen 22. "C" Div. Police 68. A. Edwards 4 for 12, D. Hunter 2 for 10, S. Lunn 2 for 13.

POSITION AT SMALL PORTS

The Secretary gave this resumé of the position at all ports not included in the Letch Agreement, at the meeting of the Executive Committee on 2nd April:

Increased rates were already in operation at Ardrossan, Teignmouth, Trent, Wisbech and Workington.

Bye-laws for Fowey and Portsmouth were before the Minister awaiting confirmation.

Proposals had been put forward by the Authority in respect of the following ports, and were being discussed with the pilots concerned – Boston, Exmouth, Milford Haven, Poole, Shoreham and Yarmouth.

The boarding and landing rate was to be increased at Gloucester, Bridgewater and Taw and Torridge, and would result in the pilots no longer having to make good deficiencies out of their earnings, which would thereby be effectively increased.

No increase was proposed at Brixham, Dartmouth, Falmouth River, Par or St. Ives at present.

Mr. Griffiths stressed that problems at the small ports were just as important to the pilots concerned as those at the larger ports, and it was felt that if possible more visits should be made.

PORT TALBOT'S TRADE

The Pilot did an injustice to Mr. E. Hare, Port Talbot, in the report of the 1962 Conference when the Rochdale Report was under discussion.

What he actually said (page 21) was that the possibility of the whole of Port Talbot's trade in commodities other than iron ore being transferred to Swansea was a matter that was causing great concern.

LOCAL SECRETARIES



Aberdeen .. ..	... W. A. Gervaise	... Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan ...	... A. Caldwell	... 8 Yarborough Place, Ardrossan.
Barrow-in-Furness	... I. R. Hoffmann	... 119 Rampsoll, Barrow-in-Furness.
Barry ... ..	... J. Bennett	... Brent Knoll, Port Road East, Barry, Glam.
Belfast ... ..	... C. M. Bower	... Runswick, 1 Sandown Park South, Belfast 5.
Boston, Lincs. ..	... A. V. Howard	... 25 Main Ridge, Boston, Lincs.
Bridgwater ...	... P. D. Thomson	... Steart House, Esplanade, Burnham-on-Sea, Somerset.
Brixham ... ..	... R. R. Gatzias	... 24 Lower Street, Dartmouth.
Cardiff ... ..	... C. D. Morgan	... 54 St. Angela Road, Heath, Cardiff.
Clyde :-		
Glasgow ... ..	... J. H. Innes	... Clyde Pilot Office, 16 Robertson St., Glasgow, C.2.
Gourock ... ..	... G. C. Howison	... 13 Barrhill Road, Gourock, Renfrewshire.
Colchester ... ..	... C. Hills	... 26 Regent Road, Brightlingsea, Essex.
Coleraine ... ..	... S. G. Martin	... Harbour Office, Coleraine, Co. Derry, N. Ireland.
Dartmouth ... ..	... R. R. Gatzias	... 24 Lower Street, Dartmouth.
Exeter ... ..	... P. R. Bradford	... 48 Camperdown Terrace, Exmouth, Devon.
Falmouth :		
Sea ... ..	... E. Carlyon	... Pilot Boat Association, 14 Arwenak St., Falmouth.
River ... ..	... J. Timmins	... 1 Ponsharden Cottage, Ponsharden, Falmouth.
Fowey ... ..	... W. L. Dunn	... 53 West Street, Polruan, Fowey.
Gloucester ... ..	... L. C. Taylor	... Pilotage Office, Sharpness, Glos.
Goole ... ..	... W. H. Perry	... 82 Village Road, Garden Village, Hull.
Grangemouth ...	... A. McArthur	... Pilot Office, The Docks, Grangemouth.
Hartlepool ... ..	... B. G. Spaldin	... 24 Kesteven Road, Fens Estate, West Hartlepool, Co. Durham.
Hull ... ..	... D. Grainger	... Humber Pilots' Society, 50 Queen Street, Hull.
Ipswich ... ..	... W. Steele	... 45 Dereham Avenue, Ipswich.
Isle of Wight (Inw'd)	... A. R. Howard	... 25 Union Street, Ryde.
London :-		
Cinque Ports ...	... C. Eastwood	... Trinity House Pilot Office, 15 Marine Ct., Dover.
Channel ... ..	... K. Y. Clow	... 72 Cambria Crescent, Gravesend.
River ... ..	... E. J. Hobbs	... River Pilots' Office, Royal Terrace Pier, Gravesend.
Medway ... ..	... C. A. Rhodes	... 19 Glenwood Drive, Minster, Sheppey.
North Channel	... K. C. Davis	... 9 Queen's Road, Dovercourt.
Londonderry ...	... C. M. O'Donnell	... 3 Oakfield Drive, Londonderry.
Middlesbrough ...	... W. E. Guy	... 25 Wheatley Close, Acklam, Middlesbrough.
Milford Haven ...	... H. W. Phillips	... 42 Pembroke Road, Haverfordwest, Pemsb.
Par ... ..	... F. Dunn	... Trinity House Pilots, Doonside, Par, Cornwall.
Plymouth ... ..	... E. Rogers	... Pilot Office, 2 The Barbican, Plymouth.
Poole ... ..	... A. W. James	... 15 Harbour Hill Crescent, Poole, Dorset.
Portsmouth ... ..	... F. H. Collins	... Trinity House Pilots, Square Tower, Portsmouth.
Port Talbot ...	... E. Hare	... 8 Bath Street, Port Talbot.
Preston ... ..	... H. Halsall	... Pilotage Office, The Docks, Preston, Lancs.
St. Ives ... ..	... R. D. Paynter	... Tre-Pol-Pen, St. Ives, Cornwall.
Shoreham ... ..	... R. Carruthers	... Cordillera, Croft Avenue, Southwick, Sussex.
Southampton ...	... K. A. Gadd	... Pilot Office, 18 Queen's Terrace, Southampton.
South Shields ...	... R. Marshall	... Pilot Office, South Shields.
Sunderland ... ..	... G. H. Donkin	... 8 Melvyn Gardens, Sunderland
Taw & Torridge ...	... V. W. Harris	... Fernlea, Pitt Hill, Appledore, N. Devon.
Teignmouth ... ..	... J. E. Broom	... 5 Strand, Teignmouth, Devon.
Trent ... ..	... G. D. Elliott	... 23 Springhead Avenue, Willerby Road, Hull.
Workington ... ..	... M. Ditchburn	... 68 Loop Road North, Whitehaven, Cumberland.
(Whitehaven and Maryport)		
Wisbech ... ..	... E. M. C. Dale	... 90 Edinburgh Drive, Wisbech.
Yarmouth ... ..	... C. Bewley	... 35 Sussex Road, Gorleston-on-Sea, Yarmouth.