

# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 4. Vol. 19.

JULY, 1939.

IN THIS ISSUE.

**FULL REPORT  
OF THE  
FIFTY FIFTH  
ANNUAL CONFERENCE**

**At the Old Assembly Rooms  
NEWCASTLE-ON-TYNE**

**June 13th, 14th, 15th and 16th, 1939**

Head Office of the Association :  
**No. 13, SMALL STREET, BRISTOL.**

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

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1939 - 1940 OF THE

# United Kingdom Pilots' Association

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ALFRED CURTHOYS

# THE PILOT

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IN the closing stages of a busy Conference week Mr. Sparrow summed up what everybody felt about the efforts of the Tyne pilots to make the occasion worthy of the Association in the two words "Well done." We believe they will be re-echoed by all who read the record of the Conference.

The Old Assembly Rooms in Westgate Road were the meeting place and some of the social functions were held there. It is not often that the colours of the Association are displayed to so much advantage as they were on this occasion, there being poles for them over the portico of the Rooms, and in the short drive leading to the entrance was room for the Conference group photographed on the second morning. Our picture on the next page takes in as many as possible and in the middle of the front row you will recognise the President with Sir John on his right and the two vice-presidents on the other side.

Lord Apsley presided over the first three sessions—there were five in all—and then had to get back to his Parliamentary duties. The number of delegates was rather above the average and there was a considerable number of visitors. There was one familiar figure missing, the veteran Joseph Browne. The loss of his old friend kept Mr. Joyce away and Conference fully understood his feeling. Executive members who could not attend were Mr. Elven, owing to illness, and Mr. J. H. A. Smith who could not leave his duties. We also missed Mr. W. T. Small, but otherwise all the officers and members of the Executive were present.

The following were the delegates:—

Barrow-in-Furness—Mr. R. Raby.  
Barry—Messrs. Abraham Woodward and John P. Bennett.  
Belfast—Mr. F. J. Hurst.  
Blyth—Mr. G. Henderson.  
Boston—Mr. G. Wilkinson.  
Cardiff—Messrs. J. E. Holloman, W. R. Morris and L. R. Slade.  
Clyde (Gourock)—Messrs. H. Stewart and J. Savers.  
Cinque Ports—Messrs. E. T. Day, W. Duncan and R. F. Mills.

Dundee—Mr. Norman Dew.  
Falmouth—Mr. W. Modd.  
Glasgow—Messrs. Alex. A. Love and McNab.  
Gloucester—Mr. R. W. Everett.  
Goole—Mr. H. L. Marshall.  
Gravesend (River)—Messrs. G. W. Windass and W. J. Wynn, Junr.  
Gravesend (Sea)—Messrs. W. R. Bruce, C. J. D. Read and F. R. Goldsmith.  
Hartlepool—Messrs. W. Reed and J. R. Hastings.  
Harwich—Mr. T. R. Letten.  
Humber—Messrs. J. W. K. Stone, F. S. Chesterfield and J. R. Lazenby.  
Isle of Wight (Outward)—Mr. H. B. Eagle.  
Isle of Wight (Inward)—Mr. J. V. James.  
King's Lynn—Mr. J. W. Smith.  
Liverpool—Messrs. Lewis Jones and T. H. Webster.  
Manchester—Messrs. J. H. Warren and T. W. Lamey.  
Methill—Mr. J. Edgar.  
Middlesbrough—Messrs. A. S. Lithgo and J. S. Dixon, Snr.  
Newport—Messrs. E. J. Spurrier and W. Bartlett.  
Plymouth—Mr. J. Eldon Evans.  
Port Talbot—Mr. G. Fairweather.  
Sunderland—Messrs. R. H. Gills and R. Wilkinson.  
Swansea—Messrs. C. E. Mock and J. G. Byrne.  
Tyne—Messrs. R. A. Cowell, R. Thurlback, G. Purvis, E. Ramsay, Junr., and J. H. Burn.

One of the Glasgow representatives, Mr. Love, was cordially welcomed by those who remembered the prominent part his father, Mr. William Love, used to take at Conference. The visitors included Mr. W. K. Charnley of Barry and many delegates brought their wives, among them Mr. Webb, whose daughter, Pat, came also.

This brief introduction would not be complete without congratulations to Mr. Stanley Ayre, the Chairman of the Tyne pilots. Mr. John Thomson, the Secretary of the Tyne Pilotage Authority also acted as secretary to the Conference Committee and had a good deal to do with the smooth running of the arrangements.



FIRST SESSION, June 13, morning.

## NEWCASTLE'S CORDIAL WELCOME

Owing to duties connected with the Assize the Lord Mayor was unable to attend the opening of Conference and his place was taken by the Deputy Lord Mayor, Councillor T. Clements. The President, Lord Apsley, was in the chair.

After prayer, led by the Rev. Herbert T. Law, Chaplain of the Tyne and Blyth stations, the Missions to Seamen.

COUNCILLOR CLEMENTS, on behalf of the Lord Mayor and citizens, extended a very warm welcome to the pilots. He said there were many points of interest in the city, and although not a native, he never tired of the beauties of Northumberland. It was said that 50 years ago it was possible to walk across the Tyne on the rocks at low tide, but now it was a fine safe harbour and they all appreciated the work of the Tyne Commission in making the river the highway it was. In the past the pilots had met in conference at the two Shields, and in their work in life the mouth of the river was more important, but the whole of Newcastle was bound up with the Tyne and depended on a prosperous river.

THE PRESIDENT acknowledged the civic welcome.

After the Deputy Lord Mayor had departed amid hearty applause Lord Apsley delivered his Presidential address.

### PRESIDENTIAL ADDRESS

THE PRESIDENT said they had always been accustomed to the presence of Mr. Joseph Browne and they very much regretted that he was no longer with them. Although it was true there had been an organisation under another name for hundreds of years, Mr. Browne was one of the founders of the U.K.P.A. and, he added, attended every one of the 55 Conferences. Mr. Michael Joyce had written to say that he did not feel he could face a Conference without his old friend, but they all hoped that as time was a great healer, he would be with them again next year. Lord Apsley also spoke of the great sympathy they felt at the loss of young Wilcox in the "Thetis" disaster—"a good pilot, a good sailor and he made a sailor's end." "We would like to convey to his family" added the President, "our regret that such a promising member was cut off at that time."

Turning to the work of the Association, the President said:

"A fine feature of this Association is the continued increase in its membership. Never has there been such a large proportion of pilot members of the Association and the membership has never been so great. There is still a certain amount of what I might call Dutch pilotage going on in that direction. I refer to those who are prepared in fine weather

to follow others in, but when the weather is rough expect to have help. There are pilots who forget there is an Association to look after their interests until they meet with trouble and then they want to join. I think we must try to impress on them that it is not fair to accept the benefits the Association gives its members when in distress and trouble, if they are not members in fair weather as well.

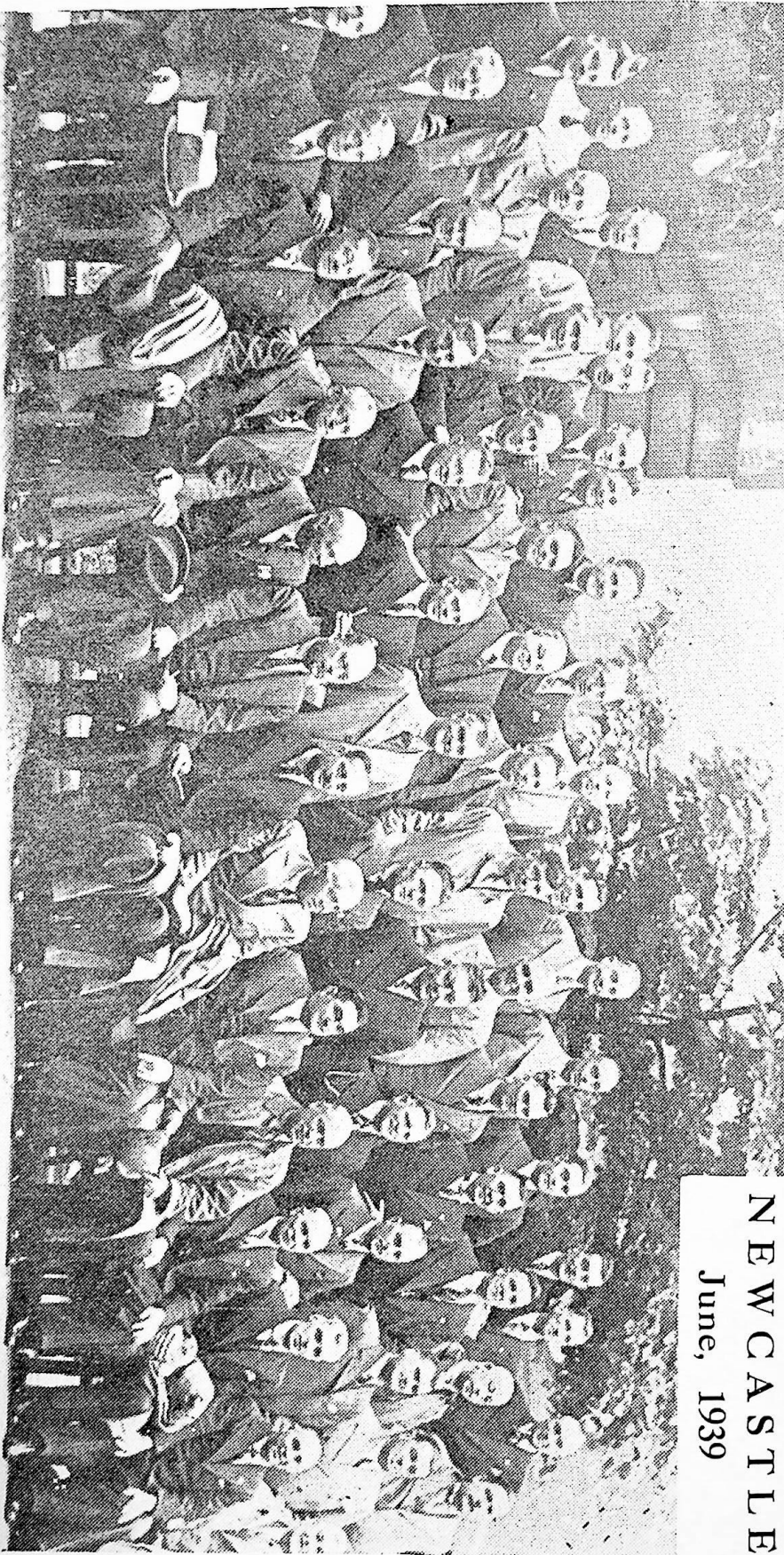
"The Humber Inquiry is to be held next week. It has been delayed for some time, but that is not the fault of the Board of Trade. They have had very great pressure during the past two years. In fact, I have never known a Government Department so busy and we must be grateful that they have attended to this matter as soon as they have. I wish the Humber pilots every success.

"The Parliamentary Committee met and among the things considered was the question of masters' certificates. On the evidence brought forward from ports it appeared to be the practice to give the names of the whole fleet of one company on a master's certificate, thereby, in effect, making him a sort of company pilot. This was discussed and members asked for information to given. So far we have no concrete evidence to bring before the Committee but as soon as we have, the Chamber of Shipping will look into it because they do not think it is a practice to be encouraged.

"The question of the Pilots' Benefit Funds you have on the agenda. I would merely say that a conference was held with the Chamber of Shipping and they will do their best to assist in putting these funds on a level keel. The present time is not a good one, but as soon as international conditions settle and we get down to the ordinary work of the country we can deal with this subject and if you want the assistance of your Parliamentary Committee it is there to help you. Some amendment of the Act may be necessary to get what we require and that is a difficult matter we cannot embark on lightly, but we can face such an eventuality with confidence because of the extremely friendly relations this Association has with the various bodies connected with pilotage."

In conclusion Lord Apsley wished the Conference success and thanked the Tyne pilots for having invited them.

The roll call followed and then Sir John Inskip read his report.



NEWCASTLE  
June, 1939



# THE YEAR'S WORK OF THE ASSOCIATION

## Many Subjects and Legal Problems Discussed in the Report

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

IT is impossible to commence this report to Conference without a reference to the great loss this Association has suffered by the death of Mr. Joseph Browne, a friend and devoted supporter of this Association since its formation in which he played an important part. For some years he filled the position of Secretary and when failing health compelled him to relinquish that office he remained as a Trustee and continued to take a close interest in every activity of the Association. It was always a source of great gratification to him to see the continuing growth of the Association and the ever increasing range of its activities, its constantly growing membership and above all the very happy relations which existed between the Association and the many important bodies with which its business has to be conducted.

The Executive Committee took the first opportunity of expressing its appreciation of Mr. Joseph Browne's life-long devotion to the Association and this Conference will, I know, endorse all that was said at that meeting and communicated to the relatives.

This is the first Conference which any of us have attended without the genial presence of Mr. Joseph Browne and no one here to-day will hear with greater pleasure than he would have done of the further growth in members and financial strength during the past twelve months.

### 13 YEARS' PROGRESS.

I thought that it might be of interest to the members to compare the position to-day with what it was no more than thirteen years ago. In 1926 there were 1781 licensed pilots and the membership of this Association was 1096 and its invested funds and cash totalled £2684. To-day with 1607 licensed pilots the membership has reached its highest level with 1177 members and its invested funds and cash, as shown in the balance sheet presented to you to-day, are of the value of £5904, so that with 174 fewer pilots, there are 81 more members. All this is very satisfactory, but most satisfactory of all is the fact that we remain upon the happiest terms with all those bodies with whom we have to be in close touch. They realise, I am sure, that this Association has for its primary aim the efficient administration of the pilotage service of this country, and although from time to time ports have their grievances, there is little or none of the constant friction and misunderstandings

such as we experienced in by-gone years when this Association was less strong than it is to-day and not so well understood.

The Treasurer will be presenting the balance sheet and statement of accounts which again show a satisfactory state of affairs.

### VALUE OF CENTRAL BODY.

The past twelve months has not seen any very important development or matter such as has had to be reported at some of the recent Conferences, but they have been remarkable once more for the number and the range of matters brought to the Association for help and guidance. More and more I see signs that the pilots generally appreciate the importance of having a central body through which it is possible for the ports to keep in touch with one another and to benefit by each others experiences.

### "THE PILOT."

Once more in preparing this report I find myself constantly reminded that matters which deserve mention have already been dealt with in "The Pilot" and therefore this report may not in recent years have had the same fresh interest as the annual reports of the Secretary and Solicitor had in the years before "The Pilot" became so efficient a publication as it is to-day. All I can do is to refer once again to those matters which I think to be of general interest to pilots and which it is well to place on record in somewhat fuller detail. But first of all the reference to "The Pilot" will remind all of us of the debt we owe to Mr. Curthoys for his most valuable services which play a more important part than ever in the welfare of this Association. It is no small or easy matter to condense the varied discussions which take place at the Executive Committee meetings so as to get into "The Pilot" the essential parts of those discussions for the information of its readers. Further than this there is the collection of all the interesting matter which we have come to expect in "The Pilot," and Mr. Curthoys has set himself a high standard to maintain.

### REVISING BYE LAWS & RATES.

Many ports have been busy during the year with a revision of their Bye-laws or Rates.

The only Board of Trade Inquiry which has been held is in the case of Manchester, the result of which was reported in the current issue of "The Pilot." The Board of Trade granted a restoration

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of 7½% of the cut made in 1933. But although this is the only Inquiry which has been held since the last Conference, it is probable that other Inquiries would have been held before now had it not been for the International crisis which must have added so tremendous a burden to the Board of Trade Department which deals with pilotage matters.

The following cases are pending in reference to Bye-laws and Rate increases: Humber, King's Lynn, Dundee, Belfast and Dee. But in the meantime some ports have had their case disposed of without an Inquiry. Liverpool, for instance, came to an agreement with their Authority upon the understanding that the pilots would be free to raise the question of an alteration in the basis of charge after the expiration of twelve months. The Goole pilots have by agreement with the shipowners received an increase of ten per cent. in their rates. The Swansea pilots, too, have received an increase since last Conference.

### HUMBER DELAYS.

It is disappointing to me to have to refer once more to the Humber case as being still undecided. A variety of reasons have contributed to the extraordinary delay which has taken place. We were led to believe that protracted negotiations with the local shipowners and with the Chamber of Shipping would lead to a settlement, but then came the international crises, which for the time being held us all up, and on top of that came the decision from the Board of Trade to deal with the Humber and Goole cases together, the result of which was that some unexpected opposition to the settlement of the Goole application meant further delay in disposing of the Humber case. However, the Goole application is now out of the way, as already mentioned, and the Board of Trade has now fixed the 21st June for the Humber Inquiry.

There is nothing for me to report in reference to the Dundee case other than what has appeared from time to time in "The Pilot," but I am sorry to say that the Dundee Pilotage Authority has not shown itself as ready as most Pilotage Authorities are to reach a friendly settlement and it seems that nothing but a Board of Trade Inquiry can dispose of this long standing problem.

Consideration of the Belfast bye-laws has continued through the year but just when a settlement of all points seemed likely to be reached the Pilotage Authority came to the conclusion that they were on unsafe ground so long as they continued to retain within the Pilotage district that portion of it in which there was no effort to provide a pilotage service. They are now threatening to cut down their pilotage district, but this is a proposal which the pilots feel it necessary to resist.

### HOPE ON THE DEE.

The transference of the Dee pilotage administration to Trinity House has been accomplished much to the satisfaction of the Dee pilots who have waited too long for some improvement in their working conditions. The Dee has provided and, I am sorry to say, still provides a glaring instance of a quite important pilotage service being maintained at the expense of an overworked and badly treated body of men.

The Dee is a compulsory port with eight pilots who, in 1937, piloted 176 ships per pilot for which the net earnings were no more than £175. In addition to their pilotage duties they have to mark the ever changing channel. They possess no boats and they have no Benefit Fund. Though working in these deplorable conditions they have had to struggle for the slightest consideration without, as you will gather, very much success. This is a whole time service and if the law requires, as in fact it does, a Pilotage Authority to maintain an efficient pilotage service, it ought also to insist and see to it that the pilots receive adequate remuneration for day and night work of considerable responsibility. However, the pilots have now high hopes of getting something done under the more experienced guidance of the Elder Brethren of Trinity House.

### A KING'S LYNN BYE-LAW.

The King's Lynn pilots have been engaged for some time in an effort to obtain a revision of their bye-laws, partly in order to meet an unexpected situation which followed the decision of the court which put upon a certain bye-law an interpretation quite different from that which had guided all parties since the bye-laws have been in operation. The decision of the court may or may not be open to question, but it was decided, wisely perhaps, to take a short cut by altering the bye-law in question so as to fit in with the practice of many years.

The other object which the pilots have in view is to alter the basis of assessment of some of their rates so as to be on the gross registered tonnage. It is inevitable that an alteration of this kind should affect different ships in different ways, and it has been found in this case that whereas certain ships would derive considerable benefit from the alteration, other ships of modern construction would be adversely affected. If, however, the carrying capacity of a ship is the basis then that is fair as between ships of every class.

### SHIPBROKERS' CLAIM.

That I think disposes of the matters that have been and are engaging the attention of the Board of Trade with the exception of one pending application of some novelty and importance. The Bristol Channel District Association of Chartered Shipbrokers have made an application to the Board of Trade for an Order under



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Authorities are anxious to put a stop to this, but as to the best method of doing this there is not at present agreement. Some Pilotage Authorities regard it as a duty resting upon them to take the necessary proceedings in the case of any infringement of the law, whilst other Authorities regard it as the responsibility of the pilots, or of the individual pilot concerned, to set the law in motion. There is not always time to get proceedings started and in the case of some vessels which turn round very quickly it is quite impossible to do so without the closest co-operation between the pilots and Authority.

These offending vessels commit in almost every case two breaches of the law, as they fail to show a signal for a pilot and also refuse to accept the services of a pilot when offered. This last mentioned offence requires, of course, strict proof of an offer of service by a pilot, and although in some cases proof of this presents some difficulty, yet in the majority of cases there is no difficulty. For instance the presence of a pilot cutter on her station if known to a vessel, is a sufficient offer of service.

A prosecution for failing to show a signal for a pilot under Section 43 of the Pilotage Act should never fail, and the pilots would be well advised to take proceedings in every possible case because the best way of stopping this growing practice is to show the offending shipowner that it is not worth his while to attempt to save the pilotage dues.

The other point which I have touched upon, namely, as to whose duty or responsibility it is to take these proceedings is another question, but this Association has always felt, and rightly I think, that it is the responsibility of the Pilotage Authority to see that the law is observed in the district which it administers, and there is no doubt that a prosecution undertaken by a Pilotage Authority comes before the court with more weight than when a pilot himself is prosecuting, and so it is to be hoped that the example of those Authorities which undertake these prosecutions will be more generally followed.

**UNLICENSED MEN.**

The unlicensed man is still with us, and not from one port only have complaints of his activities been reaching me. For one reason or other this is a class of case in which it is difficult to obtain a conviction. In my last report I referred to a case in which local bias and prejudice prevented a flagrant breach of the law from being punished, and for some reason or other the unlicensed pilot seems to get a certain amount of sympathy from magistrates who do not appreciate the importance of administering strictly the provisions of the Pilotage Act.

In a recent case at Shoreham when a boatman was being prosecuted for performing pilotage services after a licensed pilot had offered his services, it was actually contended by counsel appearing for the defence that the boatman could not be convicted under Section 30 of the Pilotage Act, which refers to "a pilot not licensed for the district" because he was not a pilot at all, and that therefore an offence under that Section could only be committed by a pilot.

If this argument were to hold then it is open for any person to perform pilotage duties in a pilotage district so long as he is not a pilot licensed for any other district. This is a *reductio ad absurdum*, but it was certainly contended at the hearing of this case, although, of course, it is impossible to say to what extent it may have influenced the minds of the magistrates. It goes without saying that if the magistrates had based their decision upon such a contention as this there would have been an appeal, but they did not go as far as this.

This question of unlicensed men is similar to the evasion in so far as the best way of stopping it is to harass these people with prosecutions until they realise that the job is not worth carrying on. Here again I would submit that the prosecution of an unlicensed man should properly be undertaken by the Pilotage Authority whose responsibility it is to see that the pilotage under their administration is carried on only by those licensed for that district.

**"PASSENGER" NOT DEFINED.**

Readers of "The Pilot" will have noticed from time to time reference to the passenger question, that is to say the question as to what constitutes a passenger so as to make the pilotage of a ship carrying such a passenger compulsory under Section II of the Pilotage Act. Strangely enough, there is no definition of the word "passenger" for the purpose of that Section and I have frequently been in some difficulty in advising a port whether or not in the particular circumstances of the case brought to my notice the vessel could be regarded as a passenger carrying vessel. It is not only in my own mind that a certain amount of confusion on this point exists as the judgments of the courts in which prosecutions have from time to time been taken have conflicted with one another.

It is well known that all manner of subterfuges are employed in order to escape the obligation to employ a pilot, but in the last case in which there was a prosecution, the Dutch vessel concerned admitted frankly that there were on board persons who could be fairly described as passengers in the ordinary acceptance of the term. The only ground upon which that vessel sought, and successfully sought, to avoid taking a pilot

Secretary's Report.

was that the passenger did not pay a fare.

It is true that decided cases, though none of them of recent date, refer to the necessity of the payment of a fare in order to constitute a person a passenger, but nevertheless it does not appear from a careful perusal of the cases that a payment of a fare is a necessary factor in the consideration of a prosecution. It may well be that the payment of a fare to the owners must be the governing consideration, but there is probably an exception to this general rule. It hardly seems possible to contend that a person who is on board a vessel with the knowledge and approval of the owner and who is not a servant of the owner nor the master nor a member of the crew can never be regarded as a passenger even though the owner may receive no pecuniary benefit from his presence on board. It can fairly be argued that an owner can derive some benefit from carrying a person on his ship quite apart from the payment of a fare in cash.

The Executive Committee has often considered this problem and would, I think, welcome any opportunity which may be offered by any port of obtaining a decision of the High Court, but if the matter is to be put to the test of a High Court decision, it is essential that we go with a case upon which the facts are clear and undisputed.

**OTHER PROBLEMS.**

Various other legal problems have cropped up for my consideration in the course of the year, but I do not propose to discuss all of these in this report although they are all of general interest to pilots. Amongst the questions put to me are the following.

1. Circumstances in which a pilot can recover compensation for injury sustained whilst in the performance of his duties, and to whom he can look for compensation when injury is sustained whilst boarding a vessel.

2. When can a vessel be properly regarded as outward bound within the meaning of Section 30(4) of the Pilotage Act?

3. Has a ship which is showing a signal for a pilot the right to insist upon the services of her own appropriated pilot if the pilot next on turn claims the right to answer the signal for a pilot?

4. The old question as to what constitutes an offer of service, and

5. What constitutes a passenger within the meaning of the Pilotage Act?

Some of these questions and the discussions which have taken place at Executive Meetings have been reported in "The Pilot" and I have dealt elsewhere in this report with the passenger question.

**OUTWARD BOUND.**

The question as to when is a vessel outward bound has never before been

put to me, but it is now suggested for the first time that a vessel which has discharged her cargo and moves from her discharging berth to another berth or place in the same port ought to be regarded as an outward bound vessel although she is not immediately entering upon her voyage from the Port.

That is a proposition which I find it difficult to accept and I think that the courts would probably consider the words "outward bound" in their usual meaning as relating to a vessel which has in fact started upon her voyage to sea. It seems hardly possible to suggest that a vessel which is perhaps moving further up the river for any purpose can be regarded as outward bound simply because she has discharged the whole of her cargo.

At the same time one is bound to admit that for the purposes of Section 30(4) of the Pilotage Act a compulsory vessel when moving in a pilotage district circumstances in which the services of a pilot can be easily obtained should be placed in the same position as a vessel which is outward bound. This would mean that the onus of proof of having taken reasonable steps to obtain a pilot should rest equally upon the master of the ship moving in a district as on the master of a ship which is so moving for the purpose of leaving the port.

This, probably, is one of those questions which will receive consideration if and when the Pilotage Act comes under review.

**ACCIDENTS TO PILOTS.**

This year again there has been brought to my notice more than one case of accident to a pilot. It is surprising how many questions are put to me in connection with accidents of this kind and it might be well for me to state in very few words the position of a pilot with regard to injury sustained whilst in the course of duties.

It is open for a pilot to make a claim under the Workmen's Compensation Act if his earnings are not above the maximum figure allowed for proceedings under that Act. If the earnings of the injured pilot preclude him from making a claim under the Workmen's Compensation Act he can only base his claim for compensation against the owners upon the allegation of negligence and there comes in the defence of common employment, which gave rise to some discussion at last year's Conference. This is probably a risk which a pilot might well insure himself against, because after all a pilot is in exactly the same position, though admittedly with a larger degree of risk, as any other member of the community with regard to accidents whilst in the course of his ordinary vocation.

**CHOICE OR TURN.**

The only other of the points mentioned above with which I propose to deal in this Report is the suggestion that a ship which is showing a signal for a

Secretary's Report.

pilot must accept the services of the pilot next on turn although the choice pilot for that vessel is on board the cutter. That was quite a novel suggestion to me and it is disposed of at once, I think, by the fact that in a compulsory district a vessel is by law compelled to show a signal for a pilot and therefore if this contention were right, the turn pilot would in almost every case be able to assert his right to supersede the choice pilot.

**A FREE TOW.**

A curious case cropped up at Gloucester following a mishap to a private yacht which had been given a free tow up to Sharpness by the Gloucester pilot cutter. The claim was resisted and nothing came of it, but the lesson to be learned from this case is, I think, that pilots would be well advised to stick to piloting and not to perform voluntary services which may bring them into trouble.

I hope that this report may be the means of satisfying any pilots who may entertain any doubt at all upon the matter that this Association is to-day doing a very important work on behalf of pilots generally, a work the value of which is best known to the many members who have been giving the Association their loyal support for a long number of years.

**DEBATE ON REPORT**

Mr. Eldon Evans opened the debate on the report by asking whether it was not laid down in law what constituted a passenger and Sir John explained that the Merchant Shipping Act was superseded as far as pilotage was concerned by the Pilotage Act. The Merchant Shipping Act was in watertight compartments and the definition of a passenger in other parts did not relate to pilotage. "Why," he added, "I do not know."

The President: It could only be made clear if the Pilotage Act is revised?

Sir John: Yes.

Mr. Lewis said that when the Pilotage Bill was before the Committee of the House of Commons it was agreed that the same terms regarding passengers as in the Merchant Shipping Act should apply.

Mr. Lewis Jones asked if the opinion of counsel which the Executive at their meeting on March 22nd agreed to seek, had been obtained.

The President said that it had, but reminded the Conference that Passenger Ships was item No. 7 on the agenda.

It was agreed that the Agenda item No. 7 should be taken in the course of the debate and Sir John then read the opinion of counsel.

Mr. Lewis Jones suggested that it made it as clear as any legal opinion could make it (laughter).

Mr. Eldon Evans said it was not a case of one or two but seven or eight and even if they were carried as cooks and stewards surely they were passengers if it could be proved in court that the ship did not carry such a number.

Mr. Love asked whether it was not possible to get some amendment of the Pilotage Act and clear it up.

Mr. Wynn, Mr. H. A. Smith and others having raised points, Sir John said he thought counsel's opinion made the matter tolerably clear. As Mr. Love had suggested the best way was to get a definition in the Pilotage Act but probably the first step toward that would be to get a decision in the High Court and that was what the Executive had in mind. Hitherto the payment of a fare in cash was considered to constitute a passenger—that was the position as Trinity House understood it—but according to the opinion which had now been obtained a governing consideration was whether the persons were on board with the knowledge and acquiescence of the owners; if that could be proved there was a reasonable chance of saying "here is somebody on board who could reasonably be regarded as a passenger."

Mr. Lewis Jones moved a vote of thanks to the Secretary for his concise and clear report.

This was seconded by Mr. Warren and carried.

The President added thanks for the excellent epitomes issued from time to time which enabled members to see something of the amount of detailed work going on in the Association day in and day out.

**FINANCE COMMITTEE.**

The Treasurer, Mr. Lewis, reported that the value of the funds of the Association was £6,000 and the membership 1,173. There were still 400 licensed pilots who did not belong to the Association, and that was a source of trouble to the Executive. He hoped the delegates would use their influence to get these "stand-backs" to come forward.

Mr. Webb said that although there were 400 pilots not members of the Association about half of them could be ruled out. In the Board of Trade records they were pilots but some of them were fishermen as well and in many cases only part time pilots.

Mr. Wynn moved the adoption of the balance sheet and accounts which were printed in the May issue of "The Pilot." Mr. Eldon Evans seconded and it was agreed.

**LIVERPOOL'S RESOLUTION.**

The resolutions on the agenda were then considered, that in the name of Liverpool being taken first.

"That the dual penalties to which a pilot is liable under the Pilotage Act and bye-laws made under the Act are contrary to the principles of natural

justice and call for an amendment of the law."

Mr. Lewis Jones, moving the resolution, mentioned the case of a Liverpool pilot who was accused of being under the influence of drink while on board a ship. The evidence was very conclusively in the pilot's favour but the Pilotage Committee having regard to the fact that there was slight damage owing to an accident decided to inflict a certain disciplinary punishment, in fact, they reduced the pilot to a second class licence for twelve months. To the surprise of the pilots the owners of the vessel issued three summonses against the pilots, two under section 46 of the Act and the other under section 48 (e) for acting when in a state of intoxication. The solicitors of the Pilotage Authority went into it very closely and regretted that there was nothing the Authority could do about it but they suggested the pilots should communicate with Sir John which was done. The stipendiary decided that the pilot was not drunk.

Mr. Webster seconded the resolution.

Mr. Stone suggested that the trouble was that the Mersey Authority has been "too previous."

Mr. Bruce said that in these days Trinity House did not take action until the civil case was finished.

Mr. Lewis Jones pointed out that that was the invariable practice at Liverpool in cases of damage but this case was quite different.

The Secretary said he sympathised very much with the point of view which prompted the Liverpool resolution, but the fact of the Pilotage Authority taking action under the bye-laws could not debar an outsider proceeding under the Pilotage Act. He did not think the Pilotage Authority would ever get the right to preclude the ordinary citizen from taking proceedings under the Pilotage Act. He admitted the righteousness of the plea that no man should suffer a dual penalty for the same offence but he was certain that counsel who handled this case would have raised the plea of *res judicata* if he could have done so. Sir John said he was not quite happy about the terms of the resolution.

Mr. Jones said they could not say that a man should not be punished under a bye-law but Sir John commented that the Pilotage Authority should hold its hand until it knew whether other proceedings were being taken.

The debate continued for a considerable time and ultimately the resolution submitted in a new form suggested by Sir John.

"That a pilot should not be subject to more than one punishment for the same offence" was defeated.

A proposal by Mr. Lewis that the matter should be referred to the Executive for action whenever there was a revision of the Pilotage Act was also lost.

Conference then adjourned for luncheon.

**SECOND SESSION, June 13 (afternoon).**

When the Conference re-assembled the President announced that the amendment of the rules would be taken. The amendments were drafted by the Executive Committee subsequent to the Liverpool Conference and had all been circulated.

Some delegates stated that they had not seen the draft of the amendments and the Secretary stated that they had been sent to every local secretary. In addition, it was announced in "The Pilot" that that had been done.

**SWANSEA RESOLUTION.**

Mr. Mock moved the resolution on the agenda in the name of Swansea:

"That the United Kingdom Pilots' Association be asked to review the constitution of Pilotage Authorities with a view to their reconstruction and a more equitable distribution of their interests therein."

He said Swansea were raising the matter for discussion because they felt that at a lot of the ports the Authorities were not properly constituted and the pilots did not get a fair crack of the whip. At Swansea for instance the Authority had five representatives of the Great Western Railway, three from the Chamber of Shipping, three pilots and two Corporation officials, but they thought the question might be attacked collectively and not by the ports individually.

Mr. Byrne, seconding, impressed on the Conference that Swansea were asking for support for a concerted effort to better the position of Pilotage Authorities in the country from the pilots' point of view.

The proposition led the delegates from a considerable number of ports to give details of the constitution of their pilotage Authorities and several of them pointed out that the pilots, always in a minority, were outvoted every time.

In the case of Liverpool Mr. Lewis Jones said they had four pilots among the 14 members of the Pilotage Committee but they were not represented on the Authority. It very rarely happened that the minutes of the Pilotage Committee were not accepted by the Authority.

Mr. Smith suggested that they were on the wrong track on the question of representation. He did not think pilots went on the Pilotage Committee for the purpose of carrying a majority of votes but to give the layman the practical point of view.

Mr. Lewis Jones contended that the pilots were there very strongly to represent the pilots of the port.

Mr. Cowell asked if the pilots got their way after giving the laymen the pilots' point of view.

Mr. Wilcox: Different places, different ideas. A pilot to be on the Pilotage Authority at Liverpool would have to be a member of the Mersey Docks and Harbour Board. In our case the Author-



Swansea Resolution

ity delegates certain duties to a Pilotage Committee.

Mr. Dixon: Is it any good doing anything here to-day as regards taking a vote or asking all ports to be represented on all Pilotage Authorities, not Committees?

Mr. Lewis Jones pointed out that the Pilotage Committee was only one of about ten committees of the Mersey Docks and Harbour Board. If pilots sat on the Authority they would have to vote on the affairs of every other committee and they were matters the pilots were not generally interested in. That, however, was not the point at Swansea where the pilots had a great grievance and were asking the Association to review the constitution. That was a matter which might be referred to the Executive to take up with the Board of Trade.

Mr. J. Jones recalled that some time ago the Association spent a considerable time on a grievance the Swansea men had regarding the shipowners' representation on the Authority. Then Swansea said things were going so nicely that they would be glad if the Executive would drop the matter. It seemed that circumstances must have altered. There was really no need to pass a resolution for a national movement. If any port had a grievance all it had to do was to get into touch with Sir John about it.

Mr. Stone said it did not make any difference whether they had a Committee or an Authority, the pilots were always outvoted.

Mr. Dixon moved an amendment:

"That with a view to securing more adequate representation pilots at all ports should be represented on the Pilotage Authorities."

Mr. Lithgo seconded.

Mr. Webb asked whether anybody thought they could get sufficient pilots on any Authority to outnumber the others. (Cries of "No"). He did not think the Conference could go forward with a resolution asking the Executive to review the position of all Authorities. He would resent any interference with the representation the pilots had on the Clyde but he was perfectly willing to do what he could to assist any district that came along with a grievance.

Mr. Stone said there were bodies with grievances and contended that it was the duty of Conference to pass the resolution and try to bring about the same constitution in all cases.

Mr. Chesterfield asked whether it would satisfy the assembly if the motion were altered to read:

"That the pilots should be represented on all Authorities."

After further discussion,

The Secretary said he had had great difficulty in following what was wanted. If the resolution were passed the time

would eventually come when the Executive would have to decide what steps should be taken and certain other points would arise on which his opinion would be sought. If the resolution were passed in the form proposed by Swansea the Association would have to apply for the revision of Acts of certain Public Bodies so as to permit a pilot to claim a seat on the Boards of those Bodies, for instance, the Mersey Docks and Harbour Board, the Manchester Ship Canal, Humber Conservancy Board, to mention only three. How, too, about Trinity House? The other point he had not been able quite to follow was the complaint about Pilotage Authorities who had other duties to perform besides pilotage, because in fact every such Authority had delegated its pilotage duties to a committee except in disciplinary matters. Further, this alleged grievance of a Pilotage Committee being over-ruled by a Pilotage Authority, which had delegated its powers, had only once been brought to him. He thought it was a matter for each individual port and did not see why a resolution of the Association requiring a review of the constitution of every Authority was necessary.

Mr. Byrne: We will take the resolution back and let you know further.

The President: You don't wish to force it?

Mr. Byrne: It is no use.

Mr. Mock: The idea was that dissatisfied ports would make an attempt to better their conditions.

The resolution was then withdrawn.

PILOTS' BENEFIT FUNDS.

This subject was dealt with at some length by the Secretary in his report and it was briefly introduced at this juncture by Mr. Webb who said that the Chamber of Shipping had not been antagonistic and were quite prepared for Conference to instruct the Executive to carry it further and discuss it again.

At the suggestion of Mr. Young the Secretary summarised his remarks in the report.

Mr. Wynn asked whether the U.K.P.A. could not start a fund for the benefit of all pilots. He thought everybody would come into it.

Mr. Read said that no insurance company had offered anything reasonable.

Mr. Dixon and others gave details of various sick benefit funds and Mr. Cowell referred to their "put and take" fund on the Tync.

Mr. Wynn thought the references to the sick fund would confuse the issue. "Surely the young men coming in," he said, "would support the men going out."

Mr. Eagle said it was a fallacy to say they could not carry the old men.

Ultimately the President suggested that some delegate should put forward a resolution empowering the Executive to carry on the consideration of the position as outlined by Sir John or adopting the

suggestion made by Mr. Wynn at the beginning of the discussion.

The latter was embodied in the following resolution.

"That the Executive Committee consider the possibility of a pension scheme administered by the U.K.P.A. and that the Chamber of Shipping be approached on the matter of contributions to the fund."

This was proposed by Mr. Wilcox, seconded by Mr. Dixon and carried unanimously.

"HE STANDS NOWHERE."

Mr. Dixon asked where a pilot stood if at the request of the shipowners he went out of his district to join a ship and something happened to her on the

passage. Who was going to compensate the pilot?

"I am afraid he stands nowhere," the Secretary replied. "If he goes out of his district voluntarily he goes as a volunteer."

Sir John added that the pilot would be in the same position as an ordinary person in the event of accident, and in order to recover compensation he would have to prove negligence, unless he could bring himself within the Workmen's Compensation Act and it could be said that he lost his life or suffered damage in circumstances arising out of his duties.

Mr. Dixon: But we are asked to go from Middlesbrough to Hull for the ship.

Mr. Webb: They cannot compel you to go.

Conference then adjourned for the day.

THIRD SESSION. June 14.AMENDMENTS OF THE RULES

The President was in the chair and the first business was the amendment of rules.

On Rule 3 a question was asked about the position of the reserve pilots at Cardiff and the answer was given that a man was regarded as an active pilot so long as he held a licence.

On Rule 4 dealing with membership the question was asked on what grounds an application for membership would be refused.

Mr. Webb replied that it would be refused if, for instance, they found that the applicant had "a nice little action" he wanted the Association to defend.

The draft amendments of both rules were adopted.

The provision that under Rule 5 retired members should pay a yearly subscription of five shillings was opposed by Mr. Lewis Jones who moved as an amendment that these men should pay nothing.

Mr. Dixon seconded.

Mr. Smith (London) raised another point. He thought the unspecified entrance fee for men who did not join within one year of becoming pilots, might still shut the door to a lot who had been hanging back. They might not make application because they did not know what it was going to cost them. If the rule were left irrespective of service there was a greater chance of getting these men in.

Sir John said that the nominal subscription of five shillings went toward the office expenses and keeping in touch with the man. He was also entitled to receive "The Pilot" regularly.

Mr. Lewis Jones's suggestion was not adopted and the draft amendment of the Rule was adopted as was that of Rule 7.

On Rule 8 Mr. Wynn moved an amendment.

"That the Executive have power to co-opt any member of the Association for any special purpose."

The President said that any member could be asked to attend a meeting but it did not make him a member of the Executive.

The Secretary pointed out that Mr. Wynn's suggestion might defeat the vote of Conference if the Executive chose to co-opt half-a-dozen people.

Mr. Wynn's amendment was defeated and the rule as amended in the draft was adopted.

The draft amendments of Rules 9, 10, 11, 12, 17 and 22 except paragraphs 8 and 9 were adopted without discussion. These paragraphs were additional and read:—

Only Ordinary Members or Retired Pilot Members shall be permitted to attend and to speak at the Conference provided always that any duly appointed Official or representative of the Ordinary Members at any port may be admitted to the Conference and may speak upon any matter raised by and affecting the Port which he represents.

Notice in writing of such attendance shall be given to the Secretary not less than 14 days before the date upon which Conference opens, and shall certify that it has the approval of the Ordinary Members at such Port.

When they were reached Mr. Richardson made a personal statement. He said the amendments were recommended by the Executive Committee but they were not unanimous. "I object," he said, "to anything more in paragraph 8 than 'Only ordinary members and retired pilot members shall be permitted to attend and to speak at the Conference.'" He then proposed that as an amendment to the draft.

Mr. Mock seconded.

Mr. Sparrow also made a personal statement. He said he found himself in a very difficult position in consequence of the attitude he took to this subject at

Amendment of Rules

Liverpool in 1938 and at an Executive meeting. He "climbed down" now and agreed that only delegates should speak at Conference. For some reason all sorts of dangers had been woven into the situation but he could not see any outsider coming there to do damage. There was no more obstinate body in the world than sailors and he could not see them allowing outsiders to come there and run the Conference.

Mr. Chesterfield supported Mr. Richardson's amendment.

Mr. Love quoted from the January issue of "The Pilot" the remarks of Mr. Webb: "It is only after giving due consideration to the large membership of Liverpool and Gravesend that I agree to their even speaking at Conference; in my heart I am totally against their attending." Mr. Love added that he would like to ask why considerations of membership should influence a member of the Executive in coming to any conclusion.

Mr. Webb said he was relieved to hear what Mr. Sparrow had said: "I have a vital interest in this. This has always been a pilots' Association and I say keep it a pilots' Association and admit no one but pilots or retired pilots to your Conference. If a large body of pilots tells us through their Executive members that if we do not agree to what they tell us their members are going to be very disappointed. I as vice-president, have also to realise what that may mean to this Association. So, rightly or wrongly, I tried to compromise by agreeing to these 'recorders' coming in and speaking on anything their own district brought up, but nothing else and not to vote."

Mr. Marshall (Tyne): If this goes through the rich will be able to send men to put their cases for them but the little ones will have to put their own and would cease to function at Conference. I am a member of the Tyne Pilotage Authority and I think the Tyne pilots can trust us to put forward their case. Have we not a worthy solicitor in Sir John who understands all pilots and what they are getting at? (Hear, hear).

Mr. Webb: As far as my remarks in "The Pilot" go, I would now like to withdraw my part of the recommendation and say I am personally against opening the door of this Conference to anyone except pilots.

Mr. Sparrow: I put my foot right into it in trying to speak in a sisterly way on behalf of another section. Although you may think London speaks with a single voice it is a long way from being the case. There are four services in London with scarcely anything in common and when we come to Conference we speak with four distinct voices, so that although you call it London you need not be afraid of London as a great big naughty wolf.

Mr. Windass: I wish I could say

Gravesend were 100 per cent. We are not, but those who are members are just as loyal as those from ports with 100 per cent.

Mr. Smith (London): I feel it was very unfortunate that I was absent so I have no apology to make for any remarks I might have passed. If the remark were passed by any chance it would not be by London River men because although we are not 100 per cent, strong those who are members work as hard as anybody to get us up to that standard. Whatever the outcome of this proposition it will not decrease our membership. We shall go back and do our best to come up to the 100 per cent, position Liverpool are in. Going back to the question of a non-pilot secretary attending and speaking at Conference, I feel no harm could be done if he confined his remarks to matters concerning his port. We have no intention of bringing our secretary here to try to influence Conference on any matter which does not affect our port. We consider, however, that from the business point of view it is a good thing to have a business man with us.

The President then submitted clause 8 in accordance with Mr. Richardson's amendment.

"Only ordinary members or retired pilot members shall be permitted to attend and to speak at the Conference." That was carried.

ELECTION OF OFFICERS.PRESIDENT.

Mr. Webb: We have the finest President this ship has ever had. Name please?

The delegate on his feet replied amid laughter and applause: "Stone, 'Umber—I have great honour and pleasure in proposing our past-president."

The one who caught Mr. Webb's eye announced himself:

"Windass of Hull (laughter)—Gravesend, I was thinking of my native town, not my district. I second."

Mr. Webb: Any other nomination?

Everybody: No.

Mr. Webb: Unanimously carried?

Everybody: Yes.

Mr. Webb to Lord Apsley: There is no other nomination so you are doing very well.

Lord Apsley: Thank you very much indeed. I shall have great pleasure indeed in accepting and helping to keep the ship on a level keel as it has been for many years now and going better than ever.

VICE-PRESIDENTS.

The Vice-Presidents were re-elected unanimously. Mr. Webb on the proposition of Mr. Dixon seconded by Mr. Wynn and Mr. Richardson on the proposition of Mr. Lewis Jones seconded by Mr. Ramsay.

Both briefly replied.

TRUSTEES.

Mr. Morris proposed Mr. Stoodley: Mr. Fairweather seconded.

Mr. E. Eldon Evans proposed Mr. T. W. Small: Mr. Byrne seconded.

Mr. Dixon proposed Mr. Richardson: Mr. Henderson seconded.

Each proposal was carried unanimously.

The President: It is a great regret that under the rules passed to-day Mr. Arthur Evans is no longer able to help us as a trustee. We thank him for all the work he has done as trustee (applause).

Mr. Arthur Evans: In 24 years I have missed only one Conference. I appreciate the privilege I have enjoyed. I have not been an obstacle and I hope I have at times been helpful. I have made many friends and hope to keep them. I have no feeling of resentment in the step you have taken and I thank the officers and members for the kindness they have shown me.

HONORARY VICE-PRESIDENTS.

It was unanimously agreed to add the following to the list of honorary vice-presidents:—

Sir James H. Readhead, Bart., proposed by Mr. Marshall (Tyne), seconded by Mr. Bruce. "We on the Tyne know him as a benefactor of South Shields and the Tyne as a whole," said Mr. Marshall.

Sir Irving Alberry, M.P., proposed by Mr. Ayre, seconded by Mr. Read.

Mr. Arthur Evans, proposed by Mr. Eagle, seconded by Mr. Dixon.

HONORARY TREASURER.

Mr. Lewis was unanimously re-elected honorary treasurer, on the proposition of Mr. Dixon, seconded by Mr. Warren.

Messrs. Watling, Parker and Co. were re-appointed auditors.

SOLICITOR.

The re-election of Sir John Inskip as solicitor was proposed by Mr. Dixon and seconded by Mr. Henderson.

"Don't let it go with just saying 'aye, aye,'" said Mr. Sparrow and he and others paid tribute to the work done by Sir John. Among those who spoke were Messrs. Warren and Eldon Evans, the latter mentioning what the Plymouth pilots owed to Sir John in a matter with the Admiralty which had been settled in favour of the pilots.

"As long as we get along as at present, as a united body," said Sir John in reply to a unanimous vote, "the Association will prosper. The time will come when I shall have to sever my connection with it but I can only say I am not contemplating that (hear, hear). When sometimes my advice is not palatable to you I hope you will believe it is given not because I like doing it but because I believe it to be right and in your interests. Thank you very much" (applause).

Conference also passed a vote of thanks to the Editor of "The Pilot" who had not a lot to say for himself but was really very pleased about it.

EXECUTIVE COMMITTEE.

There was a ballot for the three vacancies on the Executive Committee.

The President referred to Mr. Elven's illness and said how much they regretted that he was prevented from attending the Conference this year and hoped for his speedy recovery. The future was uncertain but Mr. Elven had always been a very loyal friend and worker of the Association and he left himself in the hands of the members.

Messrs. Lewis and Coles were appointed tellers.

The voting resulted:—

Mr. Stanley Ayre	...	...	55
Mr. C. F. Young	...	...	41
Mr. H. B. Eagle	...	...	23

Mr. J. J. Elven	...	...	20
Mr. J. A. Clare	...	...	17
Mr. Lewis Jones	...	...	12

Mr. Coles, reporting that the ballot papers had been checked, took the opportunity of thanking the members for their courtesy during the time he had been privileged to attend Conference, and added "I hope some day you will amend your rules and enable me to attend. I wish you every possible success" (applause).

The President thanked Mr. Coles for all the help he had given to the Gravesend people and said his advice had been much esteemed. Lord Apsley also thanked Mr. Ayre for all the help he had given to the Conference and the Tyneside pilots for the way they had backed him up and made the Conference such a success.

Mr. Ayre said he regarded it not only as an honour to himself but to the men of the Tyne that he was elected to the Executive. This would be his second spell and during the next three years he would do what he could for the benefit of the Association which he had so much at heart and his father had it before him.

Mr. Young and Mr. Eagle also replied, the former stating that he went to the Executive not representing Manchester alone but every pilot in the kingdom.

This concluded the business of the session and at this juncture Lord Apsley was compelled by Parliamentary duties to retire from the Conference. He was given a rousing send-off.

FOURTH SESSION, June 15.

Mr. Bernard Webb was in the chair.

Mr. Spurrier raised a question regarding the voting for the Executive Committee and asked for the numbers cast for the unsuccessful candidates.

The figures were given and Mr. Fairweather said it was well that this should



be done as it gave a man an indication whether it would be worth his while to stand again.

#### VOTING BY PROXY?

The Chairman recalled an article he wrote for "The Pilot" advocating that where, for instance, there were three vacancies each delegate should use his three votes. When a man was appointed delegate he should forget what district he came from, come with an open mind and vote for his three best choices.

Mr. Wynn said that each port was allowed a certain number of delegates but every port could not afford to send its full quota. Would it not be possible for the delegates to represent a certain number of votes by proxy?

Mr. Lewis Jones argued that that would bring the card vote into operation and that would be grossly unfair.

Mr. Lewis contended that a card vote on matters arising during Conference discussions could not be expected but on considered resolutions it would be an improvement.

The Chairman agreed with Mr. Lewis Jones. The matter had been discussed before, he said. A port with a sufficient membership to send five delegates might send only one with power to use the votes of all five and the small ports with two or three members—there were a number of them—might not send the one delegate to which they were each entitled but be content to vote by proxy or even letter.

Mr. Sparrow said Mr. Wynn's suggestion would go a long way toward destroying the social side of Conference.

Mr. Stoodley thought a better method than the present one could not be devised and pointed out the advantages of sending the full quota of delegates from each district which enabled pilots to discuss one another's difficulties and get to know the conditions under which they worked.

Mr. Lewis Jones: We do not give our delegates instructions. We send men in whom we have confidence. The value of that is that they came with fairly open minds and after hearing the discussions decide how to vote. I should deprecate any change.

The Chairman said there could be no vote that morning, but if Mr. Wynn would send his suggestion in writing to the Secretary it could come before the next Conference. Mr. Wynn, however, said he did not intend to move a resolution and had only mentioned the matter for the purpose of getting some opinions.

#### ONE-WAY PILOTAGE.

Mr. Dixon thought the Association should do something about the grievance non-compulsory ports had over ships, which took a pilot only one way, out or in. If a ship took a pilot one way it should pay for both ways.

Mr. Lewis: That would be universal compulsory pilotage.

Mr. Dixon: He is making a tool of you by taking you only one way.

The Chairman: He might look at it from the other angle and say he would not take you at all. It would be a case of grasping the shadow and throwing away the substance. If you come along and say you are going to make an application for compulsory pilotage at Middlesbrough we will support you to our uttermost.

Mr. Dixon: I do not see how you can call it compulsory pilotage; we object to being the tool of the ship.

Mr. Wilcox: I do not see how any pilot could expect fees for a service he did not perform.

Mr. Lewis Jones pointed out that the signing of the pilot's note without any pilotage having been performed had been held to be illegal and in any case it amounted to putting pressure on the master not to take a pilot at all.

Mr. Jones thought Mr. Lewis Jones had not the least idea of the injustice the non-compulsory ports suffered. The pilots had to keep station for those fellows who came along and took no notice of them on a fine night but when the weather was dirty they came up blowing their whistles and burning blue lights for a pilot. In getting a pilot in a non-compulsory port a ship had compulsion in her favour only, and it was an injustice to the pilot.

Mr. Wilkinson asked if there was any reason why a ship should not be left to blow her whistle off at a non-compulsory port.

Mr. Henderson mentioned a grievance that once existed at Blyth when a pilot might be called up at three in the morning to move a ship. The pilots went to the shipowner and asked for double rates for moving and got it.

Mr. Woodward suggested that the subject had brought them to the fringe of one of the Seven Points.

Mr. Cowell said that they had a similar system on the Tyne and were going for compulsion.

Mr. Gills said that this subject had been talked about all the forty years he had been in the Association. One of the difficulties was the owner who paid the master not to take a pilot.

The discussion was brought to a close by the Secretary who said that the matter raised by Middlesbrough was not peculiar to any port; it was only one of the troubles which beset the voluntary system. There was only one way of getting over it and that was by pulling the Pilotage Act to pieces. The introduction of compulsory pilotage would solve many problems and on the Tyne they were trying to bring that about. Reference had been made to the Seven Points Policy and short of compulsory pilotage that was a substantial step which might have been taken. In fact it would have got over the trouble of the

Middlesbrough people. Conference, however, turned it down.

Mr. Dixon: Would it not be possible to make a bye-law?

Sir John: It is not any bye-law but the Pilotage Act which compels a pilot to answer the signal of a ship, and you cannot have a bye-law contrary to the Act.

Mr. Jones: Could they make a consolidated rate for in and out?

Sir John: They could make any rate they like provided the Board of Trade would agree but it would not compel a ship to take a pilot. The consolidated rate might be half the present rate.

Mr. Ayre mentioned that the Blyth pilots had some sort of arrangement or bye-law under which double rates were paid in certain circumstances.

Sir John: That can be done.

The Chairman said that if any point were submitted to the Executive it would be examined.

#### THOSE LADDERS!

Mr. Chesterfield said he would be disappointed if the Conference went by without some reference to pilot ladders (laughter).

The Chairman said that a ladder had been submitted to the Association and on their behalf to the Merchant Shipping Advisory Committee and he did not think it was worth discussing it any more because the Board of Trade had told them they would take practical measures with any ship which wanted a pilot to use a ladder which was really faulty. The Executive was still waiting for the evidence.

Mr. Bruce said that a ladder used by German ships was so good that the pilot could almost walk up without putting his hands on the ropes. The ladders on British ships, however, were still bad.

No information was available when somebody asked if the German ladder was a standard one.

Mr. Stone said there was no ladder to beat that used by the Clan Line.

Mr. Lewis reminded Conference that it was difficult to get any question before the Advisory Committee. The Committee could not take the initiative; it only advised the Government on those questions the Government put before it. The Board of Trade had given instructions that the surveyors must see the ladders but when that was done a brand new one might be produced instead of the one the pilots were expected to use.

Mr. Cowell said that in 99 cases out of 100 the blame lay with the mate.

There was considerable discussion on the subject and it revealed an uncertainty as to the method of how to get the necessary evidence together and one suggestion was that the faulty ladder might be photographed. That, however, might be difficult and a practical lead was given by the Secretary.

Sir John said the Board of Trade had taken up the perfectly reasonable position of saying that if the Association brought any cases of faulty ladders to their notice they would deal with them. If a pilot found a faulty ladder he could note where it was put when he went aboard and on reaching port draw the attention of the Board of Trade surveyor or the Custom official to it. The facts could then be reported to the Association and the information would be sent to the Board of Trade who would be referred to the official at the port for confirmation.

#### CONFERENCE VOTING.

Mr. Wynn suggested that at future Conferences voting should be by show of hands and not by power of voice.

The Chairman suggested that the matter should be raised at the next Conference.

#### IN THE EVENT OF WAR.

Mr. Spurrier inquired whether any Government Department had approached the Executive with regard to what they would require of the pilots in the event of war.

Mr. Lewis Jones said that every Pilotage Authority had been communicated with by the Board of Trade and asked to make temporary bye-laws in the event of a national emergency. There was no mention of transfer of pilots.

Some delegates said they were not aware of that and the Chairman said that any member sitting on his Authority had a right to ask to see the correspondence and suggested temporary bye-laws. If hostilities broke out the position would be the same as in 1914-19; there would be compulsory pilotage everywhere. Incidentally, if that could happen during hostilities why not always? (Hear, hear).

#### RETIRING AGE.

Speaking as a visitor, Mr. G. Purvis of the Tyne raised the question of a retiring age for pilots and its bearing on the position of apprentices.

He said the Tyne was in an unfortunate position in this matter and regretted that the district had not sent a resolution to Conference. They had an age limit of 70 and they had 65 apprentices, the youngest of whom was 31 or 32. There was a general feeling that 65 was quite a ripe age for retirement not only for a pilot but in any other trade or profession.

Mr. Dixon asked if this were not a matter for the Tyne pilots themselves. It was for them to alter the number of apprentices and the age limit.

Mr. Purvis asked if there were any other port where the pilots went on until 70.

"Yes, many," came the reply from the body of the hall.

Mr. Richardson said that Hull had 23 apprentices and ran the boarding service with them. They had no limit for

retirement but being a sea-boarding district where the men had to be physically fit it worked out in practice at about 57.

Replying to a question from Mr. Purvis, Mr. Richardson said apprentices could not come after 16. They served six years and then had to go to sea in a sailing ship for twelve months. When they had a mate's certificate they joined the service as vacancies occurred.

The Chairman said that on the Clyde men had to come into the service before they were 35. The only compulsion about retirement was that they could not take up superannuation until they were 60 and then only on medical grounds.

Mr. Reed said the retiring age at Harlepool was 60 but it was optional.

Mr. Cowell reminded Conference that Mr. Purvis was not speaking with a mandate but as a visitor.

Mr. Purvis said he had been a visitor for 26 years and he was seeking information for the next Conference when, he thought, there would be a resolution from the Tyne advocating 65 as the retiring age throughout the country.

Conference then adjourned for the day.

#### FIFTH SESSION, June 16.

At the opening of the proceedings Mr. Sparrow said a great deal of thanks were due to the Chairman, Mr. Webb, for the fine speech he got away with on the previous evening (applause). "The words he carefully weighed" said Mr. Sparrow, "went down and I am confident that if there is going to be any give and take in the coming inquiry his words will not be lost. Let us congratulate him on his very fine effort." (Hear, hear).

Mr. Lewis Jones: Of course he made a good speech. What did we make him and keep him vice-president for? (Laughter and applause).

Mr. Webb: If you are satisfied I am happy. Thank you.

#### PILOTAGE CERTIFICATES.

Mr. Lewis Jones said that twice during the Conference when the President was there it was mentioned that cases concerning pilotage certificates had been considered by the Committee of Members of Parliament and the Chamber of Shipping had been consulted. There was something very wrong about the whole thing. Many years ago every master and mate in the Coast Line had 63 ships named on his certificate—the Line was bigger now—but the Pilotage Act provided that the man must be either master or mate of the ship. It was then fought out that the man's name must be either on the register as master or on the articles as mate which precluded him from being a pilot of more than one ship at a time.

The Chairman said that at that time changes were made against some companies that masters were being sent from one port to another, put into ships as

masters for the time being and they took the ships into other ports.

Mr. Lewis Jones: It has been proved to be illegal and there is no need for the Committee of Members of Parliament to bother their heads about it.

The Chairman: We had a mandate to meet that Committee on the particular question of certificates because there was so much murmuring about the way they were being freely given out. At the meeting with the Parliamentary Committee the shipowners said they would take up any case of abuse by a shipping company.

#### CONFERENCES AT SMALL PORTS?

Mr. Webster said this was his first Conference as a delegate but he was an old member. He had met people who had charmed him but he felt some arrangements should be made which would enable Conference to be held in ports where there were few pilots who could contemplate entertaining on the scale the Tyne had done. He suggested that there should be an Entertainment Fund, or whatever they liked to call it which would give assistance every three or four years to a port which wanted to show willingness to entertain them. "The smallest ports" he added "are as enthusiastic and loyal as I am."

The Chairman said the matter had already been talked about by the Executive and he promised that they would go into it thoroughly at their next meeting.

#### TYNE PILOTS' COURAGE.

Mr. Morris said the Tyne was not the only port which wanted compulsory pilotage and he would like them to know that the Bristol Channel had an unbounded admiration for the courage they were showing. "We in the Bristol Channel," Mr. Morris added, "wish to congratulate them and think their battle is already half won by their courage."

Mr. Sparrow, as a member of a compulsory port, also wished the Tyne every success.

#### NEXT CONFERENCE.

The Chairman: I think it is generally agreed that it is time we went back to London.

No other proposal was forthcoming so the 1940 Conference will be held in London.

#### VOTES OF THANKS.

Mr. Lewis Jones proposed a vote of thanks to the Tyne pilots "one and all." It was hard to single out names he said, but he wished to mention Messrs. Ayre, Marshall and Thomson for the most excellent way they had entertained the delegates and visitors.

Mr. Ayre said it had been possible to do what they had done only by the work of the entire committee who had been engaged on it for a considerable time.

Mr. Marshall also replied and added a word in support of the suggestion made earlier by Mr. Webster regarding the holding of Conferences in smaller ports.

Thanks were also accorded:—

The Newcastle Ladies,  
The City and Corporation of Newcastle upon-Tyne,  
The Tyne Pilotage Authority,  
The Tyne Improvement Commissioners,  
The Elder Brethren of Trinity House,  
Newcastle-upon-Tyne,  
The North of England Shipowners' Association,  
The Rt. Hon. Lord Armstrong,  
Sir James H. Redhead, Bart., and  
The Blyth Pilots.

Messrs. Modd, Love and Sparrow joined in the expression of thanks.

With gratitude in everybody's mind the Chairman mentioned Mr. Arthur Evans and said they all regretted the end of his services.

Mr. Evans thanked Conference for its kindness and the honour it had shown him. The hope had been expressed to him by many delegates that they might see him at future Conferences and he thought it was quite likely that he would be with them again.

A vote of thanks to the Committee of Members of Parliament was passed on the proposition of Mr. Spurrier and then the Chairman brought the proceedings to a close saying:

"Thank you. The best of luck. I declare the Conference closed."

#### CONFERENCE COMMITTEE

The full Conference Committee appointed by the Tyne Pilots was as follows:— Messrs. J. S. Ayre (Chairman), R. A. Cowell, M. M. Marshall, J. H. Burn, G. W. Purvis, W. B. Chambers, J. Harrison, Ral. Phillips, L. V. Watson, E. Ramsey, Jr., W. C. Stewart, G. Purvis, Jos. Marshall, Senr., J. L. Goudie, A. Phillips, Senr., A. Young, T. Young, Senr., R. S. Shewan, J. Chambers, Jas. Purvis, and H. Leslie.

A sub-committee of the above was appointed to deal with the details. They met frequently and went into everything with the utmost care to ensure smooth working of all the arrangements in which they were most successful. The members of the sub-committee were:— Messrs. J. S. Ayre (Chairman), R. A. Cowell (Vice-Chairman), J. H. Burn, W. B. Chambers, M. M. Marshall, E. Ramsay (Jnr.) and W. C. Stewart. Mr. J. Thomson was secretary to the Committees.

Mr. George Bowyer has been re-elected a Sub-Commissioner for the Isle of Wight district as pilots' representative.

The issue of "Shipbuilding and Shipping Record" published during the Conference week contained a special feature in which the new Mauretania was fully described and illustrated.

## From Lady Apsley

During the Conference it was arranged for Lady Apsley to receive a gift of flowers from the pilots and in this letter to the Secretary she tells of the pleasure they gave her.

Badminton, Glos.,  
June 8th, 1939.

Dear Sir John,

I must write to you as Secretary of the United Kingdom Pilots' to tell you how delighted I was with the most beautiful bouquet of flowers I found waiting for me last night. All their kind thought of me is overwhelming and I do thank them very much. Please say at your next Meeting how very much I appreciated their gift and great surprise.

With the best of good wishes to the Association and hoping to see something of Members at the next Conference.

Yours very sincerely,  
VIOLA APSLEY.

The Tyne pilots sent Lady Apsley a cushion and rug and at the Conference dinner the President read a telegram from her thanking them for their gift (See page 22).

## EXECUTIVE MEETINGS

A meeting of the Executive Committee was held at the Royal Station Hotel on the eve of the Conference, Mr. Webb presiding.

There was an application for a grant by the Manchester pilots for a grant in the case of Pilot Pickthall. After considerable discussion, it was agreed to adjourn the matter until the first meeting of the Committee after the Conference.

It was also agreed to defer an application from the Liverpool pilots for a grant towards their costs in defending a pilot who had been prosecuted. (This case was discussed at the first session of the Conference).

The Thames River pilots asked for the support of the Association in their application for a restoration of what they had lost by cuts. This was accorded.

The new Executive met prior to the session on June 15, Mr. Webb again being in the chair and there were present Messrs. Richardson, Ayre, Marshall, Young, Wilcox, Sparrow, Jones, Lewis, Eagle, Smith, Evans and the Secretary.

Mr. Lewis was asked to attend the Humber Inquiry.

On the Finance Committee Mr. H. A. Smith was appointed to take the place of Mr. Elven and the Parliamentary Committee was re-elected.

It was agreed that Mr. Lewis should remain the representative of the pilots on the Merchant Shipping Advisory Committee.



## SOCIAL SIDE OF THE CONFERENCE

### The Tyne's Generous Programme of Festivity and Sight-Seeing

ON the social side the Conference achieved one of the greatest successes in the history of the U.K.P.A. It had an enthusiastic send-off on the Monday evening when there was a civic reception and each day there were functions to most of which the ladies of the party were invited.

#### CIVIC RECEPTION.

The civic reception was held in the Grand Assembly Rooms and the guests were received by the Lord Mayor and Lady Mayoress (Alderman and Mrs. William R. Wallace) with whom were the Sheriff (Alderman George Dixon) and his daughter, Mrs. Farrish; the Deputy Lord Mayor (Councillor T. Clements) and Mrs. Clements and the Deputy Town Clerk (Mr. W. Usher) who brought his wife to her first public function since her marriage. These and other leading citizens gave the pilots a most cordial welcome. Lord Apsley, Sir John Inskip, practically all the officers of the Association and Conference delegates attended together with a number of the Tyne pilots. Miss Pat Webb presented the pilots' bouquet to the Lady Mayoress. Nearly everybody joined in the dancing and if there had been any ice to break it would not have survived the first few minutes.

The scene evidently impressed the representative of the *Newcastle Journal* who wrote: "Among the pilots were men who have taken out the biggest liners in the world on their maiden trips and braved many a storm to bring safely to port vessels which have had perilous passages. Many of them wore medals of the Great War and all were weather-beaten, tanned, and jolly fellows."

#### SHIPOWNERS' LUNCHEON.

After the opening session of the Conference the North of England Shipowners' Association entertained the delegates, visitors and ladies to luncheon at the Old Assembly Rooms. Mr. Leslie Mann, the Chairman of the Association presided and was accompanied by Mrs. Mann, who was presented with a bouquet by Mrs. J. S. Ayre from the pilots.

After the loyal toast, the Chairman welcomed the shipowners' guests and said they regarded it as a privilege and real pleasure to entertain them. Mr. Mann's stories delighted the company particularly one about a captain who committed bigamy when told to take a second mate and another of a schoolboy who, asked the difference between a king and a president, replied that a king was the son of his father but a president was not! In a more serious vein he referred to

the application for compulsory pilotage on the Tyne. "I would like to say," he said, "that the shipowners, perhaps unwittingly, in opposing that application are doing the Tyne pilots a good turn."

"Under the present voluntary system, no one bothers about pilotage certificates, but if compulsion were introduced, many shipowners would, out of pigheadedness, if you like, insist on masters taking out pilotage certificates, and I think it would result in a net loss to the Tyne pilots."

Lord Apsley replied to the welcome and said there was nothing the pilots liked better than being the guests of the shipowners because it showed what good relations they had with those whose interests were bound up with their own. He mentioned that the two previous visits of the U.K.P.A. Conference to the Tyne were after periods of depression when things were beginning to look up again and when they received an invitation to come this year they realised that it was the sure fore-runner of coming prosperity to the Tyne (hear, hear). They were only a part of one great organisation which included the Board of Trade, Trinity House, Pilotage Authorities, the Chamber of Shipping, shipowners and pilots. All their problems, troubles and successes were shared one with another and they could only solve their difficulties by mutual arrangements (applause).

#### LADIES GO TO OTTERBURN.

After lunch, when the delegates went back to business, the ladies were the guests of the Tyne pilots on a most delightful motor drive into the beautiful country of the North Tyne. They went through Hexham, Chollerford, Wark and Bellingham to the famous Otterburn Mill where they saw weaving in process. Each was presented with a lovely Otterburn scarf, the gift of the Tyne pilots. Afterwards they were entertained to tea at Otterburn Hall Hotel and greatly enjoyed wandering in the grounds and gardens. Somebody found a piano so there was dancing as well and they arrived back in Newcastle about the time the annual dinner of the Association which the men attended was drawing to a close. That was one of the chief functions of the Conference so we will start it at the top of a new page.

### Social Programme

## SPEECHES AND SHANTIES AT THE ASSOCIATION'S DINNER

THE PRESIDENT took the chair at the annual dinner of the Association at the Old Assembly Rooms on the evening of the first day of the Conference.

After the toast of "The King" submitted by the President had been honoured,

ALDERMAN JOHN MASON of Wallsend, a member of the Tyne Pilotage Board, proposed "The City of Newcastle upon Tyne." He referred to some of the historical associations of the city and reminded the company that Collingwood who with Nelson brought the battle of Trafalgar to a successful conclusion was born at Newcastle. He also mentioned that the responder to the toast was responsible for the scheme which would give Newcastle a Town Hall worthy of the city.

THE DEPUTY LORD MAYOR, COUNCILLOR T. CLEMENTS, responded, and mentioned that the Lord Mayor was unable to be present because he was being entertained by the judges who had come to the city for the Assize. He said that a busy river was a busy Tyneside, and they owed a lot to the pilots.

ALDERMAN THOMAS SYKES (vice-chairman of the North of England Shipowners' Association), proposed "The United Kingdom Pilots' Association." He referred to the President's varied interests and congratulated him on being associated with the pilots who, with their relatively few numbers, had greater responsibility in safeguarding property than any other body of men. Mr. Sykes hoped the company would long retain happy memories of the Conference and the city in which it was held.

THE PRESIDENT took up a point in the alderman's speech, that it had taken Newcastle fifty years to get a Town Hall and recalled that he used to be member of Parliament for Southampton—that was the only excuse for having had conferred upon him the still greater honour of being President of that Association—and one of the first things he discovered in those days was that in the time of King John it was proposed that a Town Hall should be built for Southampton. The subject was debated every year but it was not until about 1931 that, thanks to the efforts of Sir John Kimber, the hall was built, so Newcastle had not been long about theirs. Again, Southampton was divided by a Bar, one part being known as "above Bar" and the other as "below Bar." On the Tyne there was a bar and in the old days the seapilots lived below the bar and the river pilots above it. The latter were freemen and burgesses of Newcastle and they were members of Trinity House. In the entertaining way,

characteristic of his Conference dinner speeches, Lord Apsley traced the development of the rights of the pilots and referred to the promotion of a Mr. Ayre to piloting river ships up to Newcastle but he was not made a Brother of Trinity House.

Trinity House were a great body of men but he wondered what would happen if Mr. Winston Churchill, for instance, were asked to fulfil the normal function of a Brother of piloting a ship up the Tyne. "I have no doubt he would have a shot at it" said the President amid laughter, "but I am not sure that the shipowners would altogether agree."

In conclusion he emphasised the need of unity and collaboration throughout the sea-faring industry.

MR. BERNARD C. WEBB proposed "Our Guests" and said that the many leading citizens who had come there to honour the pilots must indeed be their friends.

SIR AMOS LOWREY AYRE, Chairman of the Merchant Shipping Advisory Committee, and brother of Mr. Stanley Ayre, was the first to reply and said it was an ancestor of his who was made a freeman of Newcastle at the command of James II to whom he had rendered some service in piloting a ship into the river. That was a great achievement for a Shields man.

"I feel something of a renegade," Sir Amos continued. "I was the first of a long line in my family to leave the piloting profession, but at least I stayed with ships. There were five brothers, three went to the service and two of us were renegades. The non-pilot brothers very often said to the pilot brothers, 'Would you rather work or be a pilot?' On one occasion one fell for it and said 'Be a pilot of course.' It is a very fine profession."

He congratulated the U.K.P.A. on having Mr. Richard Lewis on the Merchant Shipping Advisory Committee and added "I have heard some whispers of pilot ladders. It has not gone to the Committee yet but if ever it does you are in perfectly safe hands."

MR. LESLIE MANN next replied and told how he came into shipping. Shortly after he had qualified as a chartered accountant he told his governor that his salary was not what it ought to be and the reply was "Perfectly true, but what would you live on if it were?" (Laughter).

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In view of that remark he thought he had better look elsewhere than accountancy for a livelihood so he turned to shipping and now found himself rather surprisingly chairman of the most important provincial shipowners' association in the country.

"As I am constantly hearing that pilots never get anything like enough pay," he continued. "I wonder how you can manage to entertain us so sumptuously (laughter). Nevertheless, that entertainment is all the more fully appreciated by your guests. A maid servant told her mistress that she could wait on her guests both ways, one way so that they will want to come again and the other so that they won't (laughter). After to-night the pilots seem to me to know only one way—so that the guests will want to come again" (hear, hear).

He also told the story of a blacksmith who mended the parish pump and charged 5s. 6d.—for mending the pump 6d., for knowing how to 5s. "Pilots," said Mr. Mann, "are evidently men who know how to; not only how to navigate ships in closed waters but also how to entertain guests."

Another of his hits was "The man who gets on is not one who never makes a mistake but one who never makes the same mistake twice."

And again: "A silly Chinese Emperor built a wall to protect his empire but he forgot the human element. His intention was to keep out the Mongols but they bribed the gatekeeper and walked through the gate. The Emperor forgot the human element. To those shipowners, however few, who think the pilot should never make a mistake I would say: remember the human element. Pilots are not perfect, but we know that 99.9 per cent. of them are darned good navigators. To eliminate the human element many of us would like to have choice pilotage on the Tyne. We should feel that if an accident happened for which the pilot was partly responsible we would also be partly responsible because we had elected him."

CAPTAIN W. H. COOMBS, of the Officers' (Merchant Navy) Federation, also replied and said that everybody, whether shipowners, pilots, masters or seamen realised that they must all unite in preserving the well-being of British shipping, knowing that the spirit of the sea is the soul of England, and without it this country would sink.

COUNCILLOR J. STANLEY AYRE, Chairman of the Tyne Pilots' Association submitted the toast of "The President" and said it was the first time he had the honour of proposing it. He spoke of Lord Apsley as a sterling and true friend of the pilots. Inside the House and outside he had done a great deal to cement the friendship between the pilots and those who employed them and they were sure that he would safely navigate

them among the shoals and rocks that beset their course.

THE PRESIDENT and LADY APSLEY were honoured with cheers and singing and when he replied he read a telegram from Mr. Alfred Denville, M.P. for Newcastle, regretting that owing to the third reading of the Civil Defence Bill he could not be with them, and another from Lady Apsley as follows.

Beautiful rug and cushion just arrived. Please thank the Tyne pilots very much from me and say how I shall use it and do appreciate their gift which will remind me always of their warm hearts and great North Country.—Viola Apsley.

— Lord Apsley added his thanks to the Tyne pilots for their gift to his wife. He also spoke of the excellent staff work which had been put into making the Conference so successful.

Max Swart and orchestra played during dinner and Mr. Harry Shuttleworth, bass, sang between speeches. Afterwards there were calls for shanties with Mr. Sparrow as shanty master. It made a jolly finish to a very successful evening.

**BAMBURGH AND ROTHBURY.**

On the afternoon of June 14 delegates, visitors and ladies were taken a very interesting tour through some of the best Northumbrian scenery to Rothbury. First a short halt was made at Warkworth and a visit paid to the castle and then the journey was continued along the coast to Bamburgh Castle which was visited by permission of Lord and Lady Armstrong. The old stronghold in its commanding position overlooking the sea is known to those who pass up and down the North Sea. Restoration has been carried out with great care and it was a privilege to take tea as the guests of the Tyne pilots in the King's Hall. Lady Armstrong herself took charge of one section of the visitors and showed them the features of the castle.

Afterwards the company had a passing view of another fine Castle, Alnwick, and then driving inland over the rising moorland reached Rothbury where they were entertained to supper at the County Hotel by the Chairman (Captain Andrew Christie) and members of the Tyne Pilotage Authority. Unfortunately the weather was not too kind during the drive but it did not damp the spirits of the coach parties. Supper was served in several rooms at the hotel and in each members of the Authority welcomed their guests. In one room Captain Christie acted as host for his colleagues and Mr. Windsor Baker of Cardiff replied. In another Alderman Mason spoke for the Authority and Mr. Webb replied and in a third Mr. Stanley Ayre took on the role of host as a member of the Authority and Mr. Richardson responded. The responders called for a toast to the Authority and this was cordially honoured. It was late when the company returned to Newcastle but everybody had a real good time.

Social Programme**GUESTS OF SIR JAMES READHEAD, BART.**

After the Conference session on the Thursday the delegates, visitors and ladies were the guests of Sir James H. Readhead, Bart., at luncheon at the Old Assembly Rooms. Sir James was unavoidably unable to be present but his daughter, Mrs. H. M. Coatsworth, attended and was presented with a bouquet by Mrs. R. A. Cowell on behalf of the pilots.

Mr. G. H. R. Towers, a nephew of Sir James, presided at the luncheon, and expressed on behalf of the host sincere regret that owing to a long-standing engagement he could not be with them but he extended a most cordial welcome to Tyneside and hoped that the Conference would be the most successful they had ever held. That morning Sir James had heard that they had done him the honour of electing him an honorary vice-president of the Association and he wished to thank them for that honour which he very much appreciated.

Mr. Bernard Webb asked Mr. Towers to convey to Sir James their great appreciation of his kindness in entertaining them to luncheon and invited the company to drink to the health and happiness of the host and his family and wish him prosperity in his undertakings.

The toast was cordially honoured and to the delight of the company it was acknowledged by Mrs. Coatsworth who also expressed thanks for the flowers she had received.

**VISIT TO TRINITY HOUSE.**

In the afternoon there was a visit to Trinity House in Trinity Chare, which runs down to the Newcastle water front near the new bridge. They were received by the Master, Captain Horace R. B. Kent, and some of the Elder Brethren and were entertained to tea. The House which has been occupied since about the year 1500 is full of treasures of great interest to sailor men. The visitors saw the old cottages, now unoccupied, in which at one time pensioners were accommodated, and they showed great interest in the little chapel in the House with its pews of carved Jacobean oak. Captain Kent, the secretary (Captain C. K. Sergeant) and their colleagues are proud of the place of which they are guardians and had deeply appreciative listeners and questioners in the pilots. The visit, in an atmosphere of great cordiality, was a most delightful interlude in the Conference.

The Tyne pilots' new launch came alongside the quay as near the House as possible and was visited by many of delegates and others, who were loud in their praise of the serviceable craft.

**TYNE COMMISSION AS HOSTS****Mr. Webb's Effective Speech on Compulsory Pilotage**

THE CHAIRMAN (Sir Arthur M. Sutherland, Bart) and members of the Tyne Improvement Commission gave a dinner to the delegates and pilot visitors at the Royal Station Hotel, Newcastle, on the Thursday evening. Sir Arthur presided.

After the loyal toasts proposed by the Chairman, "The United Kingdom Pilots' Association" was proposed by Mr. H. P. EVERETT, Chairman of the Finance Committee of the Tyne Improvement Commission.

He expressed the hope that it would not be so long before the pilots Conference was again held in Newcastle. "I notice in the press various notes of your meetings," Mr. Everett continued, "and I also notice that your President is not a pilot. He is heaps of other things but if he can keep a lot of fellows like you in order in Conference he is qualified for the highest possible pilotage order (laughter) . . . The desire of our local pilots is to have compulsory pilotage on the river. As a shipowner I say there is much to be said for it but I have heard such a lot of things said against it. The Tyne Commission as a body is opposed to it. For years—since 1850 when it was formed—this harbour authority has spent

its energies in making this port one of the best in the kingdom. I think there is only one port in the kingdom—Southampton—where there is a greater depth of water. It has cost us and our predecessors five millions of money to make it what it is and with it all we have kept our dues and charges at a very reasonable level. It has always been our wish to attract trade and that is why we have done our best to keep our charges down. To make pilotage compulsory would defeat the object we have in view. It is not done from any antagonism to the pilots—we are very friendly with them. From my knowledge, the hours worked by them and the income received compare favourably with any other port and I would like you to think that out before you go to extreme measures.

Mr. BERNARD WEBB, replying, said: "I regret intensely that our appropriated pilot—the Lord Apsley—is not here to reply to the Toast as proposed by Mr. Everett. Whenever a great statesman



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guides a Bill through Parliament, or the nation through a crisis, we read that he piloted the nation or the Bill to safety. Pilots and pilotage stand for and mean, safety.

"Marsden, the great authority on pilotage matters says: 'Pilotage is not a tax upon shipping, but an instillation for its benefit.' Pilotage is the most important part of navigation, the part requiring the most skill, nerve, and cool judgment, an error at sea can almost always be corrected by later observations but an error in piloting at once results in disaster. The shipmaster works with books, charts and instruments, a pilot must have all the knowledge in his head.

"Two disasters stand out distinctly in my mind, through not having a pilot on board; the first ship that went to sea without a pilot was the 'Ark' under command of Noah, who lost sight of land and sent a raven to look for it. The raven, a wily old bird, said to himself, 'There's old man Noah without a pilot, I'm not going back' (laughter).

"Next there is Tenniel's immortal cartoon of 'Dropping the Pilot' and a great nation got on the rocks.

"Now whatever shipowners say of pilots, the British shipowner has always placed implicit confidence in the British pilot. Pilots were the pioneers of the Empire, they were the original navigators. Sometimes they found what they were looking for, and sometimes they found lands they were not looking for, but the flag went up and the unknown land was added to the British Empire. Later, the pilots became localised and specialised under the conditions we now find them in.

"I will not enter closely into the respective merits of voluntary and compulsory pilotage services, but it seems to me that the odds are in favour of compulsory service, for immediately the country is in danger, the Admiralty take charge of all pilotage services, and make them compulsory; the matter of defence and safety comes in.

"The United Kingdom Pilotage Association has always stood for constitutionalism, loyalty, and efficiency, and when we realise and admit that the Mercantile Marine is the first bulwark in the business of this country, then I look forward to the time when there will be more co-operation, trust and faith between the shipowners and ourselves, and this will be beneficial to shipowners, pilots, and the nation at large.

"The Departmental Committee in pilotage matters in 1912 strongly recommended general compulsory pilotage, but the powers that be, in their wisdom or

folly, refused to accept the recommendation. This Association thinks their decision wrong.

"I cannot see how you can call the present system on the Tyne voluntary pilotage; it is a port where an efficient pilotage service has to be maintained and a ship comes along in fine weather passes the pilot boat, and goes into the harbour; the next time it is really dirty or foggy, and if he does not find the pilot ready at his beck and call; the master reports his grievance to the Authority and the pilot is then put "on the spot" without loss of time. Again in fine weather, the ship sails in, and sails out without a pilot, but while in harbour, he has to shift during a dirty night and the Master then clamours for a pilot. This does not seem to be voluntary or non-compulsory pilotage; it is all on one side in fact.

"Right or wrong, the Tyne pilots have made application for compulsory pilotage and applied to us for support, which is being granted. I cannot see how the shipowners, or you Sir Arthur or anyone else, can dispute that foreign shipping is entering our ports in ever increasing numbers, and many of them prefer to follow another ship in, than take a pilot. In many British Ports to-day the foreign shipping amounts to 40%.

"There is the honourable good old British shipowner—and there are many of them—who, knowing that many times he requires a pilot in the voluntary port says, 'Here is a pilotage district and there are pilots to be maintained—poor devils.' All pilots are poor, and that shipowner likes them both in and out. On the other hand, there is the miserable class who impress on their masters that they are not to take pilots if it can be avoided, and probably employ a pilot for only 50% of their ships entering port. Then we have the foreigner who takes advantage of every opportunity to avoid pilotage.

"Compulsory Pilotage dues are always less than voluntary dues, and so in the illustrations given, the first class would save money, the second would pay but very little more, and the third would become subject to the Law. This would enable the local Authority to budget on safer grounds, and maintain a more efficient service.

"We thank you, Sir, for entertaining us in this royal manner this evening, and for the honour you have extended to our Association as a whole. I hope when we are next invited—I shall not be Vice President—we shall all find the Tyne under a new atmosphere and administration, that of compulsory pilotage (applause).

Mr. R. A. LEWIS proposed "The Tyne Improvement Commission and Tyne-side Industries." He referred to the Tyne

*Social Programme*

as the birthplace of pilots and recalled that when Nelson went to the Baltic his ships were in charge of North Sea pilots most of whom came from the Tyne.

THE CHAIRMAN who had added much to the pleasure of the evening by his amusing stories and comments caused a good laugh when he started his reply by saying, "We used to have a lot of funny shipowners," but he turned to a more serious vein and told of the great work which had been achieved in making the river suitable for big ships.

### TYNEMOUTH AND HARTFORD HALL.

On the last day of the Conference the Blyth pilots made a very pleasing gesture by inviting the whole of the company to tea at Hartford Hall the home of Mr. and Mrs. John T. Thompson who opened their house and grounds for the occasion. Owing to ill health Mr. Thompson was unhappily unable to welcome the visitors but he arranged a mirror in his room overlooking the grounds so that he could see them. Mrs. Thompson joined the company and took tea with them. That gave the opportunity for Mr. George N. Richardson to say a few words in appreciation of the welcome which had been given them.

On the way to Hartford Hall by motor coach there was a break in the journey for the visitors to explore the ruins of of the once very extensive Tynemouth Priory and after that the route was along the coast through Whitley Bay and Blyth.

### FAREWELL DANCE.

The closing function was a farewell supper and dance given to the entire company in the Old Assembly Rooms by the Tyne pilots. It went with a swing throughout and finished on the top note of hospitality and cordiality.

A final word of thanks to the Tyne pilots was voiced by Mr. George Richardson.

Mrs. Stanley Ayre was presented with a bouquet and chocolates from the Humber pilots by Miss Richardson and another bouquet by Miss Kathleen Marshall on behalf of the Tyne pilots.

Cheers were given for the Tyne pilots, "for they are jolly good fellows" was sung and on that note we leave the memorable Conference of 1939.

## HUMBER INQUIRY

### Informal Meeting at the Board of Trade Lasts all Day

The Humber Inquiry was held in the offices of the Board of Trade on June 21st and like recent inquiries, was an informal meeting of all interested parties. It was presided over by Sir Julian Foley. Messrs. Richardson, Stone and Chesterfield represented the Humber pilots. Mr. Richard A. Lewis attended at the request of the Executive Committee and Mr. Sparrow and Mr. H. A. Smith were also present.

The Humber Pilotage Authority were making application for an amendment of their bye-laws and schedule of rates in order to get over a difficulty which had arisen consequent upon the decision of the High Court in a case in which a local shipowner queried the legality of a rate which had been in operation for some time. The Authority wished to preserve the rate which had been in operation before this case was decided and the purpose of their application was to amend the bye-law so as to restore the rate.

The application for an increase of rates was, of course, made by the Humber pilots who had long felt that their remuneration was far below what it should be, and they sought to bring it up to a level which would compare more favourably with other important ports.

The Pilotage Authority had taken no part in the negotiations between the shipowners and the pilots and Sir Julian Foley had something to say at the opening of the Inquiry with regard to the part which in the view of the Board of Trade an Authority should play in trying to bring opposing interests closer together. As things were there was a substantial gulf between the demands of the pilots and any increase which the shipowners would have been willing to agree to.

The case for the pilots was stated by Sir John Inskip, and representing the Chamber of Shipping was Mr. Somerville, the Chairman of their Pilotage Committee, Mr. Gorick and Dr. Isserlis. There were also representatives of the local shipowners who offered a strong opposition to the application. The views of the Pilotage Authority were expressed in the main by Dr. Jackson their solicitor.

The proceedings terminated the same day after a long sitting and the decision of the Board of Trade may be expected in the course of the next few weeks.

## IN MEMORIAM

## Norman Douglas Wilcox

LIVERPOOL in her long maritime history cannot recall such a terrible calamity as befel the submarine *Thetis* on June 1st.

Seamen the world over have cause to remember what fickle mood has caught



Norman Wilcox.

them in the bay when either inward or outward bound from Liverpool. They know full well there is no shelter from a hard Nor'wester and the pilot has to stay his hand in the job of boarding. Fog, too, played no small part in the anxieties of the seamen due to the strong tides which sweep them from their course.

Liverpool Bay, however, was in her best and friendliest mood on the day of this tragedy. The sea was calm; the weather fine and clear. Whatever happened to the *Thetis* we feel we cannot blame the bay. Moreover, calm conditions prevailed for best part of a week with, toward the end, a slight haze as if the whole bay were in mourning.

This tragedy has come home the more to us on account of one of our own being on board. Norman Douglas Wilcox was at the beginning of his career, having passed his examination for a third class license on 26th May, 1938. As is usual at Liverpool, he had served his apprenticeship in the pilot boats and had two years foreign going in the City Line where his father in Liverpool is the appropriated pilot.

The second of three sons (his elder brother is a second class pilot) Norman was a tall, athletic young man, quiet in disposition and a type that would inspire confidence at his job. He accompanied his uncle Andrew H. Wilcox as signaller

on the trials of H.M.S. *Ark Royal* when he was warmly congratulated by the officers for the work he did.

The Pilotage Committee, under our Chairman, Sir Thomas Brocklebank, paid tribute to his memory at their weekly meeting on June 6th, by standing in silence for two minutes. Members of the board also paid personal tribute by sending messages of sympathy to the family which has been a source of great consolation to them in their tragic loss.

We in the service feel we have lost one of the family. His type was one we could little afford to lose. We also feel sure, too, that whatever happened, he faced the consequences with that indomitable spirit which was so characteristic of him.

H. NELSON DREW.

## MEMORIAL SERVICES

Many pilots attended the memorial service at Liverpool Parish Church on June 7—it was identical with that used in Liverpool Bay from H.M.S. *Hebe*—and others went to one conducted by the Bishop of Chester in Hamilton Square in front of the Birkenhead Town Hall.

The Gravesend Sea and River pilots with the Pilot Ruler, Captain L. E. Owen, attended the service at Chatham Naval Barracks.

A meeting between the Duke and Duchess of Kent and 40 widows and mothers of the civilian victims of the *Thetis* disaster marked the close of their Royal Highness's two-day Lancashire tour. The meeting was arranged secretly at the request of the Duke and Duchess.

The Duke and Duchess were deeply moved, and spoke individually to every one of the women.

The Duchess shook hands with Mrs. Wilcox, mother of Norman, and asked if she had any other children. "I have four," replied Mrs. Wilcox, "and two of them are pilots." The Duchess patted her sympathetically on the shoulder.

## WILLIAM BIRD

The death occurred recently of Mr. William Bird one of the retired pilots of the Cunard Line at Liverpool. "A good shipmate and true pal" writes an old colleague. "His happy smile and bright chat will be missed by all who were associated with him."

There was nothing ostentatious about him and with quiet confidence he handled the great liners as if they were tug boats. For one particularly fine feat of seamanship and piloting when one of the vessels had lost both her anchors and was kept under weigh in a gale in the Mersey he received a handsome cheque and a letter of appreciation from the owners.

At his funeral an address given by the vicar of St. Simon and St. Jude, Anfield (the Rev. E. Hacking) made a deep impression (See next page).

## THE KING'S PILOTS

## Souvenirs of the Return to Southampton from America

When the C.P.R. liner "Empress of Britain" brought the King and Queen back from their visit to America she was piloted from the Needles to Netley by Lieut.-Commander L. W. Akerman, R.N.R., choice inward pilot of the line.

On June 21, Mr. Akerman joined the destroyer "Basilisk" at Plymouth, which went out to the liner with mails in the



early hours of Thursday morning. In spite of rough seas and very poor visibility, the rendezvous was reached on schedule, and pilot and mails were transferred by the destroyer's whaler.

Visibility was poor throughout and the review of the Fleet, arranged to take place off Portland, was cancelled. Speed was increased to 20 knots in order to arrive at the Needles half-an-hour ahead of schedule and thus have time in hand should fog be experienced in the Solent.

The escorting cruisers, "Glasgow" and "Southampton," kept station astern of the liner. Approaching the Needles, visibility improved. A stop was made off Yarmouth, I.W., to embark the Princesses Elizabeth and Margaret from the destroyer "Kempenfelt."

Off Gurnard, the escorting cruisers left, and the Trinity House Yacht "Patricia" —exercising her prerogative — took up station ahead for the remainder of the voyage to Southampton.

Mr. C. H. Watson, senior outward C.P.R. pilot joined the liner in the usual place in the river off Fawley and was responsible according to the usual routine for the docking of the ship.

On arrival at Southampton, both pilots  
(continued foot of column 2)

## "MR. PILOT, I SALUTE YOU"

The tribute of the Rev. E. Hacking at the funeral service of Mr. William Bird.

"As a boy I had a great liking for stories of the sea, and a deep regard for those who laboured upon her broad waters. The sight of the uniform, or a glimpse of the popular blue jersey made my hand move as though to salute the wearer, officers and men alike I revered them all.

"It was for the pilot however that I had an extra special respect. To me he was different from the others. He was *the man*. What a responsibility was his, what an important task—to bring the ship—my ship—safely into harbour.

"During the war years, as a soldier crossing to and from France several times, my esteem for the pilot grew, and often I longed for the privilege (I would have counted it an honour) to shake his hand and say a "Thank you, sir." Since my ministry brought me to Liverpool, it has been my joy to meet several pilots personally. The thrill is still there—the quiet reverence has grown.

"How greatly indebted we are to these men—Ambassadors of mankind; links between the nations; keeping open the roads of communication; conveyors of a people's goodwill.

"Such a task as theirs, calling for a deep concern for another's safety, demanding a great courage, a strong will, a high intelligence and a noble purpose, required a man to fill it. To-day we mourn the passing of such a man.

"Mr. Bird was a great ambassador of peace. His cheery word, his loyalty to duty, his helping hand by the way, made life happier and brighter for the countless many, and because he was a blessing to them they in turn have become a blessing to others. His work will still go on. And now, he who was a strong link between the wide unknown and the homeland, has himself been called home.

"For those who loved him most our prayers will mingle and our sympathies go out on their behalf—and when the voyage of life is over may God bring them and us into the Harbour of Eternal Peace.

"One last word—Mr. Pilot, whoever you are, wherever you are—I salute you."

(continued from preceding column)

were presented to His Majesty, in the presence of the Queen, Queen Mary, the Princesses Elizabeth and Margaret, the Princess Royal, the Duchess of Gloucester and Duchess of Kent, and each received a gold tiepin.

A few biographical details about the two pilots will be interesting.

Mr. Akerman, whose portrait is above, was educated at Dulwich College and

(continued page 29, foot column 2)



## TYNE HISTORY—Part 2—by John Bone, Jr.

The Harbour and Passing Tolls Act, 1861, abolished the payment of Reciprocity Money by the Treasury, but for ten years the pilots were to receive as compensation a sum equivalent to the amount paid in 1861. Under this Act Trinity House received £6,400 per annum but declined to pay more than the amount disbursed in 1861, viz., £1,138 to river pilots and £2,187 to sea pilots and retained the balance of over £3,000 as "unclaimed pilotage" though the pilots had to pay the expenses of administration, about £340 per annum.

The Brethren meanwhile insisted that pilots should continue to supply returns of the foreign vessels piloted by them and that the money should be distributed upon such basis. Acting on legal advice the pilots refused to give these returns and claimed that all compensation money should be distributed amongst them.

In October, 1862, John Hutchinson and Robert Blair, the latter a founder member of the United Kingdom Pilots' Association and member of the first Executive Committee, were deputed by their fellows once more to request the payment of all monies and also the disclosure of information regarding the Superannuation and Widows Funds.

### BEFORE THE BRETHERN.

On attending before the Brethren they were informed that their licences were forfeited for insubordination and further information refused them. The general body of pilots now took up the cause of Hutchinson and Blair and sought the advice of Mr. Roberts, the pitmen's attorney, and Mr. Hobhouse, Q.C.

Trinity House then attempted to overawe them by summoning twelve of their members to answer any complaint. Over one hundred pilots attended and refused either to give their foreign ships returns or forfeit their licences. Trinity House retaliated by dissolving the pilots' committee, who examined candidates for licences, and set up a committee of Elder Brethren. They also proceeded to licence a number of Cullercoats fishermen who had not served apprenticeship in the boats hitherto required of all candidates. These licences were "limited" to inward pilotage of ships to Shields Harbour and none were issued after 1865.

The pilots sent Hutchinson and Blair to London to lay their case before the Board of Trade and Mr. Ingham, the local M.P., raised the question in the House of Commons.

In 1863 an Order was obtained calling upon Trinity House to shew the amount of the various pilotage funds in their possession and the manner of administration.

The returns revealed that the balances at the end of 1862 stood at £11,166 in

respect of river pilots and £8,915 in regard to sea pilots. The items of "income" however did not include the so-called unclaimed pilotage and Trinity House refused to disburse more than the £3,207 obtained by the pilots in 1861.

The Merchant Shipping Act of 1862 empowered the Board of Trade to transfer pilotage administration in each port to a representative body and under this Act, in May 1863, the pilots petitioned Parliament to create an elective Pilotage Board for the Tyne and to include pilots representatives.

### PILOTAGE BOARD ESTABLISHED.

The Tyne Improvement Commission also carried a motion in favour of this step and early in 1864 the South Shields Corporation in conjunction with the ship-owners and pilots applied for a Provisional Order for the creation of a Pilotage Board and the transfer of the control of the pilotage service to that body.

Trinity House strenuously opposed the application, but notwithstanding a slight set-back, the Bill with slight amendments became law on 19th June, 1865, as the Tyne Pilotage Order Confirmation Act, 1865.

It provided for a Pilotage Commission of seventeen members, five appointed by Trinity House and two each by the Tyne Improvement Commissioners, the Board of Trade, the pilots and the ship-owners of Newcastle, North Shields and South Shields—this being the first instance of direct pilots representation.

At the first meeting on 21st July, 1865, Mr. J. C. Stevenson was elected Chairman and appointments made of Mr. T. C. Lietch, Law Clerk, Mr. George Lyall, Secretary and Mr. John Osborne, Pilot Superintendent.

Mr. Lietch designed the seal of the Commission which bears an appropriate motto of "In Portu Salus."

### TRINITY HOUSE'S CLAIM.

The disestablished officials of Trinity House claimed compensation and long legal negotiations ensued regarding the funds until 1866 a committee recommended that to avoid the expense and delay of Chancery proceedings the Board should accept the figures of Trinity House on condition that the Compensation Money disclosed was handed over. The accounts were as follows:—

	£	s.	d.
Sea Pilots Superannuation Fund	8,101	5	6
River Pilots Superannuation Fund	11,962	7	9
"Unclaimed" Reciprocity Money	4,336	3	4
	£24,399	16	7

Trinity House claimed £3,490 the cost of legal opposition and the final sum handed over was £19,675, part of which formed the nucleus of the present Pilots Benefit Fund. The two Trinity Pilot Masters each received a life pension of £113 per annum.

The most difficult task facing the new Commission was to introduce a system of pilotage that while leaving the ship-owner freedom of choice of pilots it would not deprive any class of the men from earning a fair livelihood and also encourage as many men as possible to cruise at sea in their cobsles for the purpose of seeking ships.

These cobsles were a shape and design peculiar to the North East Coast. They were open sailing and pulling boats about 28 or 30 feet overall, by about 7 ft. 0 ins. beam, the draught forward being 2 ft. 6 ins. aft 0 ft. 1 in. and steered by a rudder projecting 3 or 4 feet below the stern. A very sharp vee section forward running into a flat section aft, a high bold sheer and a big tumble home in the sheer strake made them unmistakable craft at sea. Designed to take a beach stern first they also towed alongside ships in this manner.

They could withstand a tremendous amount of bad weather but were essentially boats one had to "grow up with" as they were most treacherous in inexperienced hands.

### WINTER'S TOLL.

In these cobsles the pilots ranged from Holy Island in the North to Scarborough and Flamborough in the South and a cruising range of thirty miles was quite common.

Needless to say, no winter passed without one or more families being bereaved and in 1875 five pilots were lost from one boat during a summer gale off Hartlepool.

The steady growth of the steamship and the improvements carried out by the Tyne Improvement Commissioners in the development of the river resulted in less employment for river pilots and by 1880 it was decided to licence no more river pilots.

The increasing use of steam also gave rise to a system of constant or choice pilots who earned good incomes by piloting all vessels of certain firms and who, with information as to when their ships were due, did not go to sea "seeking."

Various rules were proposed to combat this system without success and in March, 1874, the free pilots proposed a pooling scheme which the Pilotage Commission refused to introduce as being too sweeping a change. In 1884 another pooling system was proposed, together with the maintenance of steam cutters at sea. This also was turned down but a proposal that a recognized Collector of Pilotage be appointed, instead of individual pilots collecting their own fees, and that a boarding fund be instituted to pay for the hire of a steam vessel during bad

weather, was agreed to and worked so satisfactorily that in 1887 bye-laws were obtained accordingly without opposition.

### TOP HATS AND REEFERS.

At this time and for many years previously the accepted uniform was, of all things, a top hat. This together with a reefer jacket was the insignia and continued in use until 1897.

Another attempt to combat constant pilotage was made in 1887 when the Board of Trade declined to make any alteration but suggested that the question be brought before a Select Committee on Pilotage set up by Parliament. Mr. J. C. Stevenson, M.P., Capt. G. Coates, then Chairman of the Pilotage Commission and Mr. John Purvis, Pilot Master, gave evidence before the Committee which disclosed that the pilots net earnings for the previous year averaged £168. The three highest earnings of constant pilots were £891, £767 and £710 while the lowest among free or seeking Pilots was £39—the total number of pilots having declined from 270 in 1866 to 159 at that time.

The outcome was that the Select Committee approved a proposed bye-law that the first pilot to offer his services to a ship should receive half the pilotage fees, which eventually became law in 1892.

In 1885 the system of apprenticeship was amended and pilots' assistants were to serve a three years probation in the cobsles, one in sail and one in steam. Between the years 1852 and 1885 the pilots had out of their own pockets provided at different times the cost of four steam vessels to act as pilot vessels in bad weather.

(to be concluded)

(continued from page 27)

joined the Canadian Pacific Company as a cadet. Whilst serving in the "Mount Temple," he was taken prisoner by the German raider "Moewe," and spent two years in Germany. After 15 years with the Canadian Pacific, his last ship being the "Empress of France," he received his licence as a Trinity House Pilot for the Isle of Wight District (Inward Service).

Mr. Watson (whose portrait we are unable to publish because the snapshot he sent would not have given a satisfactory reproduction) joined the old Union Line in 1894 and later he cruised in some well-known craft, including the old "Britannia" in Edward VII's days, the "Vagus" owned by Sir Richard Williams-Bulkeley, Bart., and the auxiliary ship "Valhalla" owned by the Earl of Crawford of that time. He had a season in the racing yacht "Namara" when she won a good share of prizes. He went back to merchant ships, obtained his master's ticket in 1907, and before joining the pilot service in January, 1912, spent some time as master of Sir Frederick Preston's yacht "Moina."

**THE PRESIDENT:**

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**VICE-PRESIDENTS:**

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 Mr. G. N. RICHARDSON, 853, Anlaby Road, Hull

**EXECUTIVE COMMITTEE:**

Mr. J. J. JONES, "Aghanti," Beatty Avenue, Roath Park, Cardiff  
 Mr. H. A. SMITH, "Harlech," The Avenue, Gravesend.  
 Mr. J. H. A. SMITH, Pilot Office, 32, Queen's Terrace, Southampton  
 Mr. C. F. YOUNG, 42, St. John's Road, Eastham, Cheshire  
 Mr. J. STANLEY AYRE, 42, Trajan Avenue, South Shields  
 Mr. M. M. MARSHALL, 26, Trajan Street, South Shields.  
 Mr. J. A. SPARROW, 20, Old Road, East, Gravesend.  
 Mr. A. H. WILCOX, 13, Parkhill Road, Prenton, Birkenhead.  
 Mr. H. B. EAGLE, "Feld View," Wilton Road, Southampton.

**TREASURER:**

Mr. RICHARD A. LEWIS, Bickleigh, Black Moss Lane, Aughton, Lancs.

**LOCAL SECRETARIES:**

ABERDEEN ... ..	J. M. Wyness ... ..	2, Bolvidere Crescent, Aberdeen.
ARDROSSAN ... ..	J. A. Cunningham ... ..	The Harbour, Ardrrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor ... ..	164, Blake Street.
BARRY ... ..	C. Carpenter ... ..	Pilotage Office.
BELFAST ... ..	James Owens ... ..	"The Laurels," Whitewell Road, Greencastle,
BLYTH ... ..	G. Henderson ... ..	"Oaklands," Ridley Avenue. [Belfast.
BO'NESS ... ..	D. McAllister ... ..	"Asgog," Grahmsdyke Road, Bo'ness.
BOSTON, LINCS. ... ..	G. W. Wilkinson ... ..	"Torinana," Rochford Crescent, Boston, Lincs.
BRISTOL ... ..	S. J. Ray ... ..	"Hillboro'," Elberton Rd., Westbury Lane, Bristol.
BURNTISLAND ... ..	Andrew Gilmour ... ..	Salinas Villa, Heriot Gardens.
CARDIFF ... ..	D. Edgar Morris ... ..	13, Woodland Place, Penarth, Glam.
CLYDE (GOUROCK) ... ..	S. M. Ritchie ... ..	Broomberry Villa, Broomberry Drive, Gourock.
CINQUE PORTS ... ..	R. Mills ... ..	"Milngavie," Lewisham Road, Dover.
DARTMOUTH... ..	R. Gatzias ... ..	Pilots Watch House, 3, Bayards Cove.
DEE ... ..	S. H. Bennett ... ..	36, Dee Road, Connah's Quay, near Chester.
DUNDEE ... ..	D. Grafton ... ..	2, Killin Terrace, Law Crescent, Dundee.
FALMOUTH ... ..	Duncan Robinson ... ..	Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD ... ..	W. J. Helm ... ..	41, Pharos Street.
FOWEY ... ..	James Salt ... ..	Seaside Cottage, Polruan, Cornwall.
GLASGOW ... ..	Bernard C. Webb ... ..	52, Turnberry Road, Partickhill, Glasgow.
GLOUCESTER ... ..	L. C. Taylor ... ..	Pilotage Office, Sharpness.
GOOLE ... ..	H. Cowling ... ..	117, Brindley Street, Holderness Road, Hull.
GRANGEMOUTH ... ..	Robert Flesher ... ..	The Docks, Grangemouth.
GRAVESEND (River)	Geo. W. Coles ... ..	14, Harmer Street, Gravesend.
GRAVESEND (Sea) ... ..	T. Flinn ... ..	20, Overcliffe, Gravesend.
HARTLEPOOL ... ..	J. T. Nicholson (pro tem)	70, Church Street, West Hartlepool.
HARWICH ... ..	T. R. R. Letten ... ..	"Rivington," Fronck's Road, Dovercourt.
HOLYHEAD ... ..	William Owen ... ..	8, Hibernia Row, Holyhead.
HULL ... ..	L. Walford ... ..	35, Glencoe Street, Anlaby Road, Hull.
IPSWICH ... ..	G. A. Gardiner ... ..	15, Ruskin Road.
ISLE OF WIGHT ... ..	L. W. Akerman ... ..	"Craig-y-don," Princes Esplanade, Cowes, I. of W.
KING'S LYNN ... ..	J. W. Reed ... ..	Friars Rest, 5, Whitefriars Road, Kings Lynn.
LEITH ... ..	E. C. M. Ross ... ..	28, Starbank Road, Trinity, Edinburgh.
LIVERPOOL ... ..	Arthur H. Evans ... ..	42, Market Street, Hoyle, Cheshire.
LLANELLY ... ..	William Phillips ... ..	Precelly, Pwll, Llanelly.
LONDONDERRY ... ..	John McLaughlin ... ..	Pilot Station, Innishowen Heads, Co. Donegal.
LOWESTOFT ... ..	J. Riches ... ..	170, Denmark Road, Lowestoft.
MANCHESTER ... ..	Arthur H. Evans ... ..	42, Market Street, Hoyle, Cheshire.
METHIL ... ..	J. R. Davidson ... ..	"Glen Goyal," Macdonald Street.
MIDDLESBROUGH ... ..	D. H. Tate ... ..	44, Cranford Gardens, Acklam, Middlesborough.
NEWHAVEN ... ..	E. W. Childgey ... ..	"Quantock," Hillcrest, Newhaven, Sussex.
NEWPORT (MON.) ... ..	W. Bartlett ... ..	"St. Arvans," Christchurch Road, Newport.
PLYMOUTH ... ..	E. Rogers ... ..	The Exchange, Pilot Office.
POOLE ... ..	R. Brown ... ..	"Elgar," 28, Hermitage Road, Parkstone, Dorset.
PORTSMOUTH ... ..	R. R. Russell... ..	10, Grand Parade, Portsmouth.
PORT TALBOT ... ..	G. C. Fairweather ... ..	157, Tan-y-Groes Street.
PRESTON ... ..	H. Halsall ... ..	Pilotage Office, The Docks, Preston.
St. IVES ... ..	W. H. Treloar ... ..	4, Ayr Terrace, St. Ives.
SANDWICH ... ..	G. Lumbard ... ..	Chilton Farm Cottage, Pegwell Bay, Ramsgate.
SHEERNESS ... ..	P. J. Hannan ... ..	113, Minster Road, Sheerness.
SHOREHAM ... ..	A. J. Blaker ... ..	"Braeside," Old Rectory Gardens, Southwick, [Sussex.
SOUTHAMPTON ... ..	J. H. A. Smith ... ..	Pilot Office, 32, Queen's Terrace.
SOUTH SHIELDS ... ..	R. Marshall ... ..	12, Green's Place.
SUNDERLAND ... ..	R. Wilkinson ... ..	"Cordova," Park Lea Road, Roker.
SWANSEA ... ..	J. G. Byrne ... ..	Pilot House, West Pier.
TRENT ... ..	Robert Acaster ... ..	2, Goddard Avenue, Newland Avenue, Hull.
WISBECH ... ..	J. P. Burton... ..	35, Custom House St., Sutton Bridge, Wisbech.
YARMOUTH ... ..	C. H. Burton... ..	4, Elm Grove Road, Gorleston.

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