

# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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No. 4. Vol. 28

May, 1949

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## AGENDA FOR THE SIXTY-SECOND CONFERENCE

to be held at the

BONNINGTON HOTEL, SOUTHAMPTON ROW,  
LONDON, W.C.1

JUNE 29th and 30th, 1949

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## EIGHT POINTS SCHEME OF PILOTAGE REFORM

by J. McCulloch

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## HUMBER APPLICATION—MEETING AT THE MINISTRY OF TRANSPORT

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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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1948-1949 of the

# United Kingdom Pilots' Association

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MR. H. J. WYNN (Gravesend River) 52, Malvina Road, Gravesend

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SIR JOHN H. INSKIP, K.B.E., 13, Small Street, Bristol

## Editor of "The Pilot" :

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

# CONFERENCE AGENDA

1. The Conference opens at 10 a.m.
2. Report of Secretary and Solicitor.
3. Debate on Report.
4. Balance Sheet and Accounts.
5. Resolutions as set out below.
6. Any other Resolutions brought forward by or with the consent of the Executive Committee.
7. Pilotage Rates and Ministry Formula.
8. Secretaryship.
9. Election of Officers.
10. Appointment of Auditors.
11. Place of next Conference.
12. Any other business.

## RESOLUTIONS

### FALMOUTH

That a 75 per cent increase on the 1936-38 schedule of tariffs be established as a minimum basis for negotiations. Manning of ports to be regulated by this minimum.

### BARRY

The Barry pilots are of the opinion that the salary of a pilot should be not less than that of the master of the class of vessel piloted into the port.

### BARROW-IN-FURNESS

That a "Letters to the Editor" page or pages be incorporated in our publication *The Pilot* thereby providing a medium for a general interchange of ideas on all matters relating to pilots and pilotage and for reporting special cases of pilotage which may be of interest and value to other pilots.

### GRAVESEND RIVER

That in order to strengthen our opposition to the renewed suggestion of the Chamber of Shipping that a pilot should rank somewhere between a master and a mate, Conference be asked to instruct the Executive Committee to press the ports to implement the resolution passed at 1947 Conference regarding higher qualification for pilots.

### SWANSEA

1. That as an interim measure, an increase of 60 per cent on average figures for two or three pre-war years, whichever is greater, is a fair and reasonable basis for arriving at a pilot's remuneration.

2. That in all negotiations affecting pilots, improvements in hours and conditions of work should be considered having regard to the vast improvements in the Merchant Navy and other services.
3. That a special rota committee of the United Kingdom Pilots' Association be set up and charged with the duties of appearing at any port where a revision of rates is under discussion, and where their presence has been requested to investigate and advise. And that the United Kingdom Pilots' Association having heard the recommendations of this sub-committee shall take such action as may be necessary, including representation by the best counsel, to secure a just settlement and should the expenses of such action exceed the resources of the United Kingdom Pilots' Association, a special levy may be imposed on all members to defray cost involved.

#### GRAVESEND CHANNEL

That pilotage earned outside the district of any port shall not be included in the return of pilot's earnings made by the Authority of that port to the Ministry of Transport.

#### POOLE

That attention be called to the serious situation regarding Dutch coasting vessels which are not only allowed but encouraged to carry our freights coastwise and to have the pilotage service put at their disposal without payment, notwithstanding the fact that no English vessel is allowed even to move from one berth to another in a Dutch port without engaging a pilot, and therefore that this Association should once more press for compulsory pilotage of all foreign vessels which would then be placed in the same position as and under no greater liability than our English vessels in foreign ports.

### EXECUTIVE COMMITTEE VACANCIES

Pursuant to Rule 11, three members who have been longest in office without re-election retire and when there are more than three lots have to be drawn.

There are four members concerned on this occasion, namely **Mr. N. A. Line** (Cinque Ports), who was elected in 1946, and the following three who were all elected in 1947, namely:—

**Mr. C. E. Mock** (Swansea)

**Mr. D. H. Tate** (Tees)

**Mr. G. S. Ward** (Humber)

**Mr. N. A. Line** will retire as the one who has been longest in office, and the other two retirements will be decided by lot.

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

In addition to the three retiring members, there have been five nominations for the three vacancies as follows:—

**Mr. C. A. Papworth** (Gravesend Channel)

**Mr. T. Reed** (Hartlepool)

**Mr. W. C. Duncan** (Cinque Ports)

**Mr. W. James** (Barry)

**Mr. J. T. Watson** (Falmouth)

The names of the two members who will retire with **Mr. Line** will be announced on the first morning of the Conference.

## EIGHT POINTS SCHEME OF PILOTAGE REFORM

### Centralisation Without Government Control—“Remuneration and Conditions” the Common Ground

By **J. McCULLOCH** of Falmouth

*In a letter to the Editor of The Pilot*

IT would appear, after careful study of the issues of *The Pilot*, both recent and old, with its references to the U.K.P.A. Conferences, Executive meetings, resolutions, etc. and the meetings with the Chamber of Shipping, which to date have proved completely abortive, either because the Chamber refuse to agree in any way with the pilots' proposals, or the pilots refuse to countenance the Chamber's proposals, that some other approach to the unsatisfactory state of affairs must be sought.

Almost from the inception of the present system of attempting to regulate and control pilotage generally, each port has been, and still is, primarily concerned with its own problems, and suggestions made from time to time for the benefit of all, have ended in deadlock for the reason so frequently stated in *The Pilot*, that, what might be acceptable to one is completely unacceptable to another.

As there are so many different Authorities, pilotage rules, rates and stages, etc., containing very divergent views on the multitude of subjects personal to pilots, why should we not look for some point on which all pilots, at least, are agreed?

There is of course one obvious common ground namely, remuneration and conditions.

Apparently the greatest stumbling block to progress is the lack of a determined effort to provide a so-called yard-stick meaning a "method of comparative measurement." Under the present complex system of pilotage affairs it would be little short of miraculous if any yard-stick could be devised. This seems to indicate therefore, that some drastic changes in the existing system is required.

Assuming remuneration and conditions as the common-ground, how can some new structure be built upon it? Obviously only by centralising the entire organisation of pilotage. I appreciate the idea of centralisation is not new, but in the absence of any yard-stick I feel it should be revived, and regarded as a route towards the solution of our many and varied problems.

In attempting to propose something of a constructive nature I would suggest we strive to obtain the following:

1. One Pilotage Authority (centralised in London or Liverpool).
2. Present rates for pilotage at all ports to be abolished.
3. An entirely new system of rates to be drawn up, based on gross tonnage, and to be uniform throughout all ports of Great Britain and Northern Ireland, irrespective of the duration or type of pilotage.
4. Pilot orders to be sent direct to the Central Authority which alone will collect dues.
5. Ports to be graded, after agreement by representative body of pilots, according to the gross tonnage of vessels usually operating therein.
6. Remuneration according to grade—after agreement by representative body of pilots.
7. Pensions according to grade.
8. Monthly payments to be made by Central Office to each pilot and members of crews at each port.

The following notes refer to each of above items:—

1. The centralisation, though very similar perhaps to nationalisation, would not be Government controlled. It should prove more economical and efficient as there would be one administration cost instead of many.

2. Covered by 3.

3. The U.K.P.A. should circularise all ports with a simple questionnaire asking (a) what the pilots there would consider a fair salary under present conditions and (b) the maintainance cost of the station—crews, cutters, etc. From a complete survey of this nature the total cost for all ports of Great Britain and Northern Ireland could be ascertained, to which should be added the administration costs of the Central Authority.

From pilotage returns could be obtained the total gross tonnage piloted over the years 1947-48.

From these two figures (total cost and total gross tonnage piloted) could easily be calculated the amount which would be charged per ton gross throughout, irrespective of duration and type of pilotage—for example, a vessel of 500 tons gross at say one penny per ton gross would pay in round figures £2, whether piloted from Dungeness to London or for a short distance up some small harbour.

A vessel of bigger tonnage would pay her penny per ton in the same way.

There should be no complaints from pilots that they got the same amount for piloting a ship 50 or 5 miles, as their remuneration would be satisfactory.

4. This would simplify the existing variety of methods.

5. and 6. At present the fear of grading of ports is caused by the uncertainty of what might be offered regarding remuneration, but, if pilots could be more or less assured, as far as possible, of a fixed salary satisfactory to them, then I should imagine any objection to this part of the scheme would be swept aside. Many very small ports—Weymouth as mentioned recently in *The Pilot*—should be happier in the knowledge of a regular salary irrespective of whether ships keep them busy or not.

7. Alternatively pensions could be decreased or increased, by means of fixed payments available to all pilots.

8. No remarks.

The scheme could be elaborated upon and can easily be criticised, but pilotage obviously requires some entirely new conception; something that will dispense with the hundred and one varieties of rates, etc., and something that will bring pilots closer together and more united than ever before.

The whole history of pilotage matters shows the enormous difference of opinion that has always existed between ports because of a lack of uniformity, and perhaps something along the lines of the suggested scheme could be used to level out all the differences and be maintained as a base for the future.

## HUMBER APPLICATIONS

### Meeting at the Ministry of Transport

A meeting attended by all interested parties has been held at the Ministry of Transport to discuss an application by the Humber Authority for an increased share in the pool for the maintenance of the cutters, and a counter-application by the pilots for a boarding and landing rate.

The decision of the Ministry is now awaited.

Three pilots Messrs. Ward, Holmes and Pearson attended the meeting with Sir John Inskip.

### DEATH OF CAPT. J. CUNNINGHAM

We regret to announce the death of Captain James A. Cunningham of Ardrossan, a well-known and much respected figure in the West of Scotland. He served his apprenticeship with Patrick Henderson of Glasgow and had been a licensed pilot for 26 years. As Provost of Ardrossan and a Justice of the Peace he took a great interest in local affairs; he was also local secretary of the U.K.P.A.

His colleagues would like us to express their sympathy with his widow, two sons and daughter. Capt. Cunningham was 54 years of age.

### BELFAST PILOTS DISSATISFIED WITH MINISTRY DECISION

The Ministry of Transport have not approved proposed changes in pilotage rates relating to masters' and mates' certificates at Belfast, but agreed that having regard to the increase in the administrative expenses of the Pilotage Authority, an addition should be made to the revenue of the Pilot Fund by increasing the shifting charges.

At the meeting of the Board when this was announced, the pilot representatives stated that the Minister's decision did not meet with the approval of the pilots and that they were advising the U.K.P.A. accordingly.

The Board fixed the charges for shifting at £1 10s. for vessels not exceeding 500 tons net register, rising to £5 for vessels exceeding 5,000 tons, and decided that to give effect to the Minister's decision deductions should be made from the earnings of pilots derived from the new scale at the rate of 66 2-3 per cent, instead of 30 per cent, to be credited to the Pilot Fund and 3 1-3 per cent, as at present, to the Benefit Fund.

The changes will come into force at a date to be determined by the Minister.

### Local Secretaries :

Aberdeen	.....	J. M. Wyness	.....	2, Belvedere Crescent, Aberdeen
Ardrossan	.....	J. A. Cunningham	.....	The Harbour, Ardrossan, Ayrshire
Barrow-in-Furness	.....	S. Green	.....	54, East Mount, Barrow-in-Furness
Barry	.....	F. W. Llanfear	.....	6, Clement Place, Barry, Glam.
Belfast	.....	J. A. Patton	.....	Pilot Office, Harbour Office, Belfast
Boston, Lincs.	.....	H. Fountain	.....	Pilot Office, Dock Head, Boston
Brixham	.....	E. J. Mardon	.....	"Ridley," Berry Head Road, Brixham
Cardiff	.....	T. R. Beer	.....	The Hollies, Wordsworth Avenue, Penarth
Clyde (Gourock)	.....	J. H. Innes	.....	"Burnbrae," Victoria Road, Gourock
Cinque Ports	.....	R. E. Clare	.....	Woodend, Whitfield Hill, Kearsney, near Dover
Colchester	.....	H. C. Chamberlain	.....	64, Spring Road, Brightlingsea
Dartmouth	.....	G. H. Ridalls	.....	"Claremont," 24, Above Town, Dartmouth
Falmouth	.....	E. Ludlow	.....	Pilot Boat Association, 14, Arwenak Street, Falmouth
Fleetwood	.....	A. Wright	.....	12, Arthur Street, Fleetwood
Fowey	.....	James Salt	.....	Seaside Cottage, Polruan, Cornwall
Glasgow	.....	A. A. Love	.....	32, Falkland Street, Glasgow, W.2
Gloucester	.....	L. C. Taylor	.....	Pilotage Office, Sharpness, Glos.
Goole	.....	T. M. Mapplebeck	.....	45, Salisbury Avenue, Goole
Grangemouth	.....	.....	.....	.....
Gravesend (River)	.....	J. H. Fife	.....	Clare House, 24, Singlewell Road, Gravesend
Gravesend (Sea)	.....	W. S. Campbell	.....	72, Portland Avenue, Gravesend
Hartlepool	.....	J. S. Storrow	.....	72, Marine Drive, Hartlepool
Harwich	.....	T. R. R. Letten	.....	"Rivington," Fronck's Road, Dovercourt
Holyhead	.....	.....	.....	.....
Hull	.....	E. Holmes	.....	Humber Pilot Office, Queen Street, Hull
Ipswich	.....	B. R. Booth	.....	20, Belstead Avenue, Ipswich
Isle of Wight (Inw'd)	.....	A. M. Thomson	.....	25, Union Street, Ryde
Isle of Wight (Out'd)	.....	H. B. Eagle	.....	Pilot Office, 18, Queen's Terrace, Southampton
King's Lynn	.....	C. T. Chase	.....	37, Park Avenue, King's Lynn
Llanelly	.....	W. Hughes	.....	8, Union Terrace, Llanelly
Londonderry	.....	R. A. O'Donnell	.....	Shrove, Greencastle, Co. Donegal
Lowestoft	.....	J. Riches	.....	"St. Anne's," Skamacre Crescent, Normanstow Drive, Lowestoft
Middlesbrough	.....	L. Pickersgill	.....	6, Phillida Terrace, Linthorpe, Middlesbrough
Milford Haven	.....	T. H. Roberts	.....	47, Charles Street, Milford Haven.
Neath	.....	W. J. Jenkins	.....	"Fernleigh," Old Road, Baglan, Port Talbot
Newhaven	.....	E. W. Chidgey	.....	"Quancock," Hillcrest, Newhaven, Sussex
Newport (Mon.)	.....	C. J. Page	.....	1, Caerau Road, Newport, Mon.
Penzance	.....	.....	.....	Pilots Lookout, South Pier, Newlyn
Plymouth	.....	E. Rogers	.....	Pilot Office, 2, The Barbican, Plymouth
Poole	.....	A. W. James	.....	82, Fernside Road, Poole, Dorset
Portsmouth	.....	P. A. Hawkesworth	.....	Trinity House Pilotage Service, Victoria Pier
Port Talbot	.....	W. D. Reed	.....	26, Rice Street, Port Talbot
Preston	.....	H. Halsall	.....	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	.....	W. H. Treloar	.....	14, Barnoon Terrace, St. Ives
Seaham	.....	W. Miller	.....	129, The Avenue, Seaham, Co. Durham
Sheerness	.....	P. J. Hannan	.....	113, Minster Road, Sheerness
Shoreham	.....	A. J. Blaker	.....	"Braeside," Old Rectory Gardens, Southwick, Sussex
South Shields	.....	R. Marshall	.....	Pilot Office, South Shields
Sunderland	.....	R. Wilkinson	.....	"Cordova," Park Lea Road, Roker, Sunderland
Swansea	.....	S. J. Hanson	.....	Pilot House, West Pier, Swansea
Teignmouth	.....	A. R. Nance	.....	1, Marine Terrace, Teignmouth
Trent	.....	R. Acaster	.....	30, Cranbrook Avenue, Cottingham Road, Hull
Weymouth	.....	C. S. Monger	.....	27, Southlands Road, Weymouth
Whitehaven	.....	J. R. Tennant	.....	"Brooklyn," Crow Park, Whitehaven, Cumberland
Wisbech	.....	J. Barron	.....	37, Clarkson Avenue, Wisbech
Yarmouth	.....	C. Bewley	.....	35, Sussex Road, Gorleston-on-Sea, Yarmouth