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IN THIS ISSUE

REPORT of the **64th CONFERENCE**

held on board H.Q.S. "WELLINGTON"
King's Reach, Victoria Embankment, London

JULY 4th and 5th, 1951

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FIRST CONFERENCE AFLOAT

FOR the first time in the 67 years since it was established the U.K.P.A. has held a Conference afloat. This year the delegates to the 64th Conference were welcomed aboard the Headquarters Ship of the Honourable Company of Master Mariners, the *Wellington*, berthed in King's Reach just across the Thames from the South Bank Exhibition. The Association is indebted to the Honourable Company for allowing the Conference to be held in the tastefully designed court room which is the main feature of the internal transformation of the former naval frigate. Our President, Capt. Sir Peter Macdonald, K.B.E., M.P., who is a member of the Company, was instrumental in bringing this about. He spent some time at the Conference on both days, July 4th and 5th.

THOSE WHO WERE THERE

Mr. Alex. A. Love, senior vice-president, from the unusually exalted position of the Master's Chair directed the proceedings and with him on the official "bench" were Mr. F. R. E. Goldsmith, Sir John H. Inskip, K.B.E., and Mr. C. D. Griffiths. The others present were :—

Executive Committee : Messrs. H. B. Eagle, J. H. Innes, M. M. Marshall, C. E. Mock, D. H. Tate, G. S. Ward, J. T. Watson and H. J. Wynn : Bernard C. Webb, Honorary Treasurer.

Delegates :

BARRY	Messrs. J. P. Bennett and J. A. Clare.
BELFAST	Mr. C. M. Bower.
CARDIFF	Messrs. W. G. Milford, R. O. Williams and P. Newman.
CLYDE (Gourock)	Mr. D. H. Russell.
CINQUE PORTS	Messrs. T. W. H. Pollard, L. P. Marshall, W. E. Spencer, G. M. Brewer and W. C. Duncan.
GLASGOW	Messrs. J. S. Fisher and R. B. G. Horne.
GOOLE	Mr. T. M. Mapplebeck.
GRAVESEND (Channel)	Messrs. A. A. Holland, C. Papworth, R. Simons, K. McLeod and H. F. Thomas.
GREAT YARMOUTH	Mr. C. Bewley.
HUMBER	Messrs. F. A. Malone, T. Semple, D. Grainger, S. Hewitt, E. Holmes and G. H. Berry.
ISLE OF WIGHT (Inward)	Messrs. C. J. Pearce and J. Radford.
LONDON (River)	Messrs. R. D. Balmain, D. Perry, C. Catton, J. H. Fife and C. Owen.
MEDWAY	Mr. P. J. Hannon.
NEATH	Mr. W. J. Jenkins.
NORTH CHANNEL	Messrs. T. R. R. Letten and N. H. Harris.
SEAHAM	Mr. R. Hudson.
SHOREHAM	Mr. A. J. Blaker.
SOUTHAMPTON	Messrs. F. V. Janes, K. Hutchings and N. F. Woolcock.
SUNDERLAND	Messrs. R. Simpson and T. Brown.
SWANSEA	Messrs. P. Reid, A. G. Rice and J. F. Clement.
TEES	Mr. John C. Swinburne.

THE CHAIRMAN'S WELCOME

Observing the time-honoured custom, Conference opened with prayer, led by Mr. Webb.

Mr. Love then welcomed the delegates. "We meet in a different place this year" he said, "and a very nice room it is. We are very much indebted to the Honourable Company of Master Mariners and to our President who is very keen on the Company as well as the pilots."

"There are two absentees from the Executive, Mr. Barron and Mr. Pead, and Conference might send them a message of good wishes. We were sorry to hear of the death of Mr. J. S. Davies, of Swansea, who was always a very good turn at Conference. Mr. W. T. Small, and others have passed on and I would ask you to stand a moment in memory of them." This having been observed, Mr. Love continued. "We were disappointed at the last meeting that we did not have Sir John with us, but you will agree that he is looking very well now and we are delighted to have him here. With sorrow I have to mention that Mr. Goldsmith does not wish to continue as a vice-president. That will necessitate the appointment of someone else and will cause another vacancy on the Executive Committee."

REPORT OF THE SECRETARY & SOLICITOR

BEFORE presenting his report Sir John Inskip thanked the Chairman for the kindly reference to him. The report, he continued, was really in two parts. All ports had had a copy of the first part which dealt with the negotiations which had taken place. He would read part 2 and then ask Mr. Griffiths to read the other parts, one of which brought them right up to date on the formula question and the others relating to the Humber application which had been circulated to the Executive would also be read.

The part read by Sir John was as follows:—

MY report this year is taking a different form for several reasons, the main one being that in the present stage of negotiations with regard to pilots' earnings it has been thought advisable to deal with that very important matter in a report of its own which has been circulated to the ports for their private information. This will facilitate a free discussion and exchange of views which would hardly be the case if our deliberations were to be publicly reported. Then, again for one reason and another, it has not been possible for me to get this report written in time for it to be printed and circulated. It was difficult enough to get *The Pilot* out in time to comply with the rules, which require the Conference agenda to be circulated within a stipulated time.

This part of my report, dealing as it does with various matters of general interest apart from pilotage rates, will be shorter than usual and its earlier publication can be excused, and will not, I think, be found to cause inconvenience to any one.

I will leave the Treasurer to deal with the financial position. The year has been a busy one, and it is satisfactory to record that there have not been any withdrawals, but on the contrary indications of an increasing appreciation of the work this Association is doing in the interests of pilots everywhere, much of which is done without publicity and is not brought to the notice of any other port than the one concerned. *The Pilot* does a good deal under the most valuable direction of Mr. Curthoys to inform the ports of our activities, and I must now try in this short report to let you have a little fuller picture of what has been done during the past twelve months.

Negotiations not Easy

First of all, I just want to make a short reference to pilotage rates and pilots' earnings. The statement which has been circulated records events up to a certain point and the Executive Committee will carry the matter a little further bringing Conference up to date. The negotiations to arrive at some agreement with the shipowners which will be acceptable also to Pilotage Authorities and the Minister of Transport are not proving any easier than was expected. The matter is a most complicated one for reasons which have been discussed over and over again. The Pilotage

Act, which was hailed with so much satisfaction by the pilots almost forty years ago and termed the "Pilots' Charter," has come to be in this matter of rates and earnings more of an obstacle than a help. Your representatives have to carry on negotiations in circumstances which do not exist in any other walk of life. The Pilotage Act did, of course, bring great benefits to pilots whose conditions cannot be compared with those which existed under a competitive system at many prior to 1913, but at the same time it has imposed on them great responsibilities and put them under obligations from which there is no escape. The pilots have always regarded themselves, and rightly so, as skilled and professional men carrying great responsibilities and subject to discipline and a strict compliance with bye-laws and regulations imposed upon them by statute with very serious penalties for any breach of those bye-laws and regulations and for any dereliction of duty. Unlike any other profession, their numbers are strictly limited, and unlike my own profession for instance, and a number of others, it is not open for any one to become qualified and to earn his living by offering his services to the community as a pilot. This is a point which pilots cannot lightly brush aside when they chafe—and justifiably—under the delays which result too often under the present somewhat complicated machinery for regulating pilots' earnings which are finally decided by the Ministry of Transport, who may or may not be conversant with shipping and able to appreciate what the calling of a pilot really involves in the way of work and responsibility.

"Impossible under any Formula"

I think that pilots everywhere are beginning to appreciate the complexities of this problem. We are not dealing with the remuneration of a doctor or a solicitor or an accountant or a barrister, or of any other profession which is comparatively simple and has not got to vary between city and city. We have to deal with a body of men who have not wished up to the present to be on a salary basis, but to be professional and self-employed men earning as much as the trade of their port reasonably allows without fear of competition from all and sundry who may wish to follow the same calling. Their work is done under such a variety of conditions

so as to make comparison between one port and another, more especially when a salary basis is rejected, a problem the solution of which to the satisfaction of every port is, I think, impossible under any formula and seems to call for consideration of each individual port, or, if you like, groups of comparable ports separately.

Having said so much, I propose to leave this matter for the discussion of Conference in the light of the further report which the Executive Committee will have to make following its meeting on the eve of Conference.

The past twelve months have been remarkable for the variety of matters, some of them of far reaching importance, which have been dealt with. I cannot refrain from recording these matters, some of which I propose to discuss in greater detail because only in this way can I give members any idea of the variety and scope of the work, which, with the help of Mr. Griffiths who has proved a great relief to me, has been engaging my attention and that of the Executive Committee.

Remarkable Variety of Subjects

In addition to a number of rate applications, the following matters among many others have been receiving attention:—

Appeals against the revocation of a pilot's licence at Barry and Gourock.

Negotiations for a review of pilotage administration at Ardrossan and a new code of bye-laws.

Allowable deductions from gross earnings. Trinity House Benefit Fund proposals.

Qualifications of pilots.

Retirement age of pilots.

Liability of choice pilots' retaining fee to poundage.

Application of a preferential bunkering rate for vessels using the port for purposes other than that of bunkering.

Position of vessels passing through a pilotage district, but not calling at any port in the district.

Liability of a ship for attendance fees incurred in the course of but before completion of a pilotage service.

Vessels calling for despatches, and what constitutes same.

Suggested variation of Home Trade Limits in the London District.

Fee for passing messages and directions to coasters which do not employ a pilot.

Various problems of the small ports, and particularly those at which the trade cannot reasonably provide a living wage although a pilotage service is absolutely necessary.

The position of ports at which the pilots are designated "part-time."

Three claims under the Industrial Injuries Act and two appeals against the Insurance

Commissioners' decision in two of these cases.

Pilotage fees payable by vessels led or towed in a pilotage district, which has been disputed at more than one port.

Licensing of pilots for only a part of a district.

Payment of a detention fee in the case of a vessel delayed or prevented from reaching her berth by the hazards of navigation or weather conditions.

Even this list omits some small matters which were of only local interest, and in every one of these cases the ports concerned would have been put to expense and trouble in obtaining the advice which they required.

Two Judgments

The two appeals against revocation of a pilot's licence were of outstanding importance, and they raised very similar points. Both appeals occupied the time of the court for several days, and in the case of Pilot Conway of Gourock the Sheriff's judgment is most illuminating and will, I am sure, bring about a much needed change in the procedure of Pilotage Authorities in cases of this kind. In previous reports I have drawn attention to the very lax way in which these disciplinary cases, which are, of course, of vital importance to the individual pilot concerned, have been conducted.

Revision of Procedure Needed

Pilot Conway was successful in his appeal, but I am sorry to say that Mr. Powell, the Barry pilot, had his appeal dismissed by the County Court Judge, who, so far as can be gathered from his very short judgment, had not addressed his mind to some of the substantial points in the case which dealing with procedure evidently influenced the mind of the Sheriff in the Gourock case who delivered a long and very careful judgment occupying some fifty minutes against the ten minutes of the County Court judgment. My advice would most certainly have been to appeal from the judgment of the County Court, but unfortunately the Judge refused leave to appeal. In my opinion, it is high time for many Authorities to revise their procedure. It is manifestly wrong, for instance, for the court of inquiry to change its constitution in the middle of a case of this kind. It is also unfair to bring up against a pilot without prior notice cases of previous mishaps which have been reported to the Authority from time to time when it is clearly impossible for the pilot to call any witnesses. Then very often the case is discussed by the Authority or committee in the presence of its officers before the case is opened and in the absence of the pilot. Quite often the decision of the Authority is come to on grounds which have never been suggested in the summons given to the pilot

who is left in the dark as to the charge against him until the last moment.

It is well that the pilots have an association which is able to guide and support them when their living is placed in jeopardy.

Trinity House Benefit Fund

It is not always possible for the Association to take a matter up owing to a division of opinion amongst its own members. I mention this in the report because it happens fairly often that I am put to some pains explaining to a port why the Association is not able to intervene. For instance, the London Trinity House pilots have recently been concerned with regard to their Benefit Fund. A committee of pilots formulated certain proposals which the Elder Brethren were prepared to carry out if in accordance with the wishes of the general body of pilots. It was found that there were a substantial number of pilots who for one reason and another offered the strongest objection to these proposals, and in these circumstances your Executive Committee, quite rightly in my opinion, decided that they could not take sides in a domestic matter like this and support one section of its members against another, especially in a matter which involved no question of principle.

Poundage Payable on Retaining Fees

Another matter which has cropped up again is the claim of London Trinity House for payment of poundage on retaining fees paid by shipowners to their choice pilots. The legal position under the Trinity House Outport Pilotage bye-laws is by no means clear on this point. Bye-law 32 calls for a monthly return to be made by a pilot of all sums received by him for the pilotage of ships or for any services rendered by him to ships. Bye-law 36 provides for payment of poundage on those gross earnings. The question is whether a retaining fee paid to a choice pilot once a year can be described as money paid for an act of pilotage or for any service rendered to ships. A retaining fee is on the face of it a fee, not for a service performed, but for having at all times a certain pilot to perform a service for which there is a rate fixed by bye-law and upon which clearly poundage is payable. I do not think that poundage can be claimed on more than the maximum pilotage fee which is allowed to be charged by the pilot. If a retaining fee is for a pilotage service then it is an illegal payment.

Deductions from Gross

The Executive Committee have considered again the question of deductions which should be properly allowed from gross earnings in order to arrive at the net figure. Certain items of expenditure have been laid down as properly allowable by the Minister of Transport, and this Association has submitted to the Ministry that other items of expenditure

should be allowed, as, for instance, the cost of providing and maintaining a private telephone and the cost of a uniform where pilots are compelled to wear same by bye-law or by regulations. I am afraid that in any case there is a wide variation in the practice of many ports with regard to these and other deductions.

Bunkering Rate

From time to time, and once again recently at Dover, there has been a claim to a preferential bunkering rate by a vessel which, while admittedly calling for bunkers has made use of the facilities of the port for other purposes. This was never intended when this or any other preferential rate was authorised, and if any port has difficulty in enforcing the full legal rate, the matter can be cleared up at once by an amendment of the bye-law to make the intention perfectly clear.

Power to Grant Certificates

At the last Conference I referred to a point which had arisen at one port in reference to a proposal to licence a pilot, or a section of pilots, at that port to perform pilotage duties in one part only of the pilotage district. I advised the pilots at that port that such a bye-law would be illegal and the Pilotage Authority later withdrew their application for the bye-law. This point has cropped up again at another port, and while it is specially provided in the Pilotage Act that a pilotage certificate may be issued for the whole or any part of a district, there is no such provision so far as pilots' licences are concerned.

Passage Messages, etc.

I have been asked to advise a port whether or not they are bound to receive and pass on messages and directions to coasters which do not employ a pilot. The answer to this is that strictly speaking there is no legal compulsion to act as a Post Office, more especially with ships which never employ a pilot. There is a limit beyond which pilots cannot reasonably be expected to put themselves at the services of a ship and ship's agents. My advice is to inform them that this service would be rendered readily by a pilot who has been engaged to pilot the vessel in question.

Vessels calling for Despatches

Dartmouth have had trouble with vessels which claim to be calling at the port for despatches and they asked for advice as to what constituted same. At Dartmouth there is a one-way pilotage charge for vessels calling for despatches, but, as in the case of a bunkering rate, vessels using the port for other purposes claim to be entitled to the one-way rate on the ground that one of these purposes was to carry despatches. This must be wrong and should be resisted.

As will be gathered, I have selected only a few of the matters mentioned in the list of the more interesting subjects which have engaged my attention. The others are of interest, but do not call perhaps for elaboration in this report. However, if in the course of discussion any member wishes to ask for information on any of these matters, I will do my best to supply it.

Problems of the Small Ports

Before concluding I should like to make a reference to the small ports in general, although as will have been noticed, some of them have been concerned in one or more of the points just mentioned. The problems which face the small ports are, of course, peculiar to them. Some of them are regarded by Trinity House and by the Ministry as "part-time pilots" forgetful of the fact that the responsibilities and obligations of a licensed pilot rest no less heavily on the part-time men than on the fully employed pilot, because whatever the nature of any other employment may be, the so called part-time pilotage has to come first and to make its call upon the pilot at any time of the day or night. There are few employers who are willing to engage a man even on a part-time basis when he is subject to being called away at any moment, and if a pilotage service is necessary at a port, then by some means or another the shipping at that port should find means of remunerating the pilot. For my own part, I always welcomed the assistance of the Small Ports Committee when dealing with their own peculiar problems, which are common to a great many of them, and I think the Executive Committee share my appreciation of the work which has been done to bring these ports together.

DEBATE ON THE REPORT

The Chairman commented that it was a very good report.

Mr. Papworth moved the adoption.

On behalf of the Gourock pilots Mr. Innes thanked the Association for the tremendous amount of support they had received in the Conway case.

Mr. Bennett congratulated Sir John on the report but regretted that it had not been available before the Conference. He went on to refer to what he called a revised formula which had come into the hands of the Barry pilots. They understood it had been agreed by the authorities and he was surprised it had not been referred to by the Secretary. It was so important to Barry who were now negotiating with the Ministry that if the increase applied for were granted they would immediately qualify for another.

Mr. Bennett then reviewed the history of the Barry application for 100 per cent increase on the 1939 rate. It was not extortionate, he said, and the Chamber thought

it was reasonable. By agreement with the Authority they applied to the Ministry of Transport in February. Sir John was informed and he immediately told the pilots that he was willing to help them all he could, but said it was better that they should make the application themselves. They did so, but had to wait 19 days for an acknowledgment from the Ministry, and then only by asking for one. After that they had to wait 25 days for permission to advertise in the local press and the last letter addressed to the Minister asking for permission to apply the rate—to which he had not objected—had not yet been answered.

THE MINISTRY'S "GUIDE"

Reverting to the formula question Mr. Bennett said they had a copy of a letter signed by a Ministry official setting out a new formula to control earnings.

Mr. Marshall said he too had seen the letter. It was not a formula but a guide the Ministry were using until the shipowners and pilots came to some arrangement.

Details of the Ministry's guide were contained in a confidential communique on the standard of pilots' earnings and circulated to the ports before the Conference.

Mr. Reid complained that so much information became available only on the eve of Conference and asked if they could not have had it a bit earlier.

Mr. Ward took up Mr. Bennett's reference to a new formula having been agreed by all parties. "I should like the delegates to be assured that these figures have not been agreed by this Association," he said.

Referring to the court cases mentioned in the Secretary's report, Mr. Bennett said it was not strictly fair to draw a comparison between the Gourock and the Barry cases. The Barry case was in the County Court for three days and the judge sat with a nautical assessor, a retired admiral. It was true the judge would not give leave to appeal, but there were ways and means of appealing. Mr. Bennett complimented the Association and the Executive on the work which had been done during the year.

Mr. Marshall (Tyne) asked if anything had been done about the preferential rate for bunkering.

"For whom?" asked Sir John.

"For anyone who has it" replied Mr. Marshall.

"The Association has not done anything because it has not been asked to do anything" said Sir John. "Dover asked me to advise them and I told them that the rate could not be claimed, but, that if it became a matter of dispute and argument and was causing friction it was better to get the bye-law amended."

(Continued at the foot of page 8).

THE PRESIDENT WANTS CONCRETE CASE FOR HIS COMMITTEE OF M.P.'s

THE PRESIDENT was able to spend some time on both days at the Conference. When he arrived on the Wednesday afternoon he was given a very cordial reception.

Sir Peter briefly addressed the delegates. He commended the way the U.K.P.A. helped its members and promised to do all he possibly could for them.

On the following day the President joined the delegates at the buffet lunch and at the beginning of the afternoon session he again addressed Conference. He said that the Master and clerk of the Company of Master Mariners had expressed the hope that the pilots were happy in the ship and that they would continue to make their home there. They regarded the pilots as part of themselves.

Regarding his committee of Members of Parliament, Sir Peter said that before he called them together he wanted to know what he was going to put before them. Up to now he had had no concrete proposal. Most of the members of the committee represented pilotage areas and some represented the shipowners.

"First of all" the President added "you have to make up your minds what you want and there is no reason why you should not get a square deal."

He then invited the delegates to ask questions.

Mr. Brewer on behalf of the Conference thanked Sir Peter for the action he had taken and proposed to take in the future.

(Continued from previous page).

Mr. Bewley said it seemed that Conference was always on about a percentage increase, but had they considered what the increase would mean to a small port where pilotage was not compulsory? It was a very serious question. The sure foundation of pilotage was for ships to take pilots.

Sir John gave a negative to Mr. Goldsmith who asked if the Ministry had said anything about allowable expenses.

The report as read was then adopted.

FINANCIAL

The balance sheet and accounts which were printed in the June issue of *The Pilot* were adopted on the proposition of Mr. Swinburne seconded by Mr. Holmes.

Mr. Webb, who as Hon. Treasurer submitted the accounts, drew attention to a

Mr. Holmes "from the delegates in general and the Humber in particular" endorsed Mr. Brewer's remarks.

Mr. Bennett asked the President for the names of the M.P.'s on his committee representing the Bristol Channel areas and Sir Peter gave the assurance that he had them lined up. Mr. Bennett suggested the M.P. for Barry, the widow of a pilot; she would be pleased to serve.

Mr. Holmes asked if the pilots would be in order in discussing a matter with a member of the committee.

The President: I have no objection at all. I know your Member and we have already had a long talk about your case. When the time comes he will support me.

Mr. Grainger asked Sir Peter if he had access to anyone who had a practical knowledge of pilotage.

The President: I hope when we come together you will be there to give us your advice on anything.

Mr. Tate said it would help a lot if a list of the prospective members was published in *The Pilot*.

Mr. Catton assured Sir Peter that the delegates were fully aware of the importance of the committee. The older members knew that in Lord Apsley's days the Committee did no end of work the benefit of which the pilots of today were receiving. He hoped that as a result of that Conference they would have something for the committee to do.

The President: I was a member of the committee 25 years ago and was assistant secretary for Lord Apsley.

Sir Peter then left the Conference.

slight increase in their income and the small surplus of £33 on the year. During the year there were 18 deaths or retirements, two left without giving any reason and two had their licences revoked. New members totalled 51 so there was a net increase of 29.

A reference to the expense of Conference by Mr. Bennett led to Mr. Webb recalling that at the 1950 Conference he spoke about the increased expenses and indicated where economies could be effected—the size of the Executive for instance—but one speaker said "The bigger the Executive the better!" "I got no support last year" Mr. Webb lamented.

Then he had some pretty straight words for those who neglected to insure their bond, but did not forget to come to the Association when they wanted some financial help. He mentioned that as long ago as the 1928

Conference the Secretary pointed out that they could insure the £100 bond and expenses up to £50 for 7s. 6d. a year. That had been repeated times without number. He suggested that the attitude of some members was "we will save the 7s. 6d. a year and go to the Association which will pay our expenses incurred through our neglect."

Conference then dealt with the resolutions on the agenda.

AN INDEPENDENT TRIBUNAL

Mr. Pearce, on behalf of Isle of Wight Inward moved:

That the United Kingdom Pilots' Association through its Parliamentary Committee petition Parliament to establish an independent tribunal before which unresolved disputes affecting pilots may be taken for arbitration and a ruling.

He said that the Authority was always on their side until it came to the last ditch and then they were not. "I think we are a sufficiently important profession to have someone to go to when we are turned down by the shipowners" he added.

"We agree up to a point" said Mr. Papworth, "but how are you going to do it, bearing in mind the Pilotage Act?"

Mr. Radford addressed Conference at considerable length. He said that if that Conference were to achieve anything worth while they would have to think of something new. Pilots were the servants of the seafaring community and through them the whole nation. If, therefore, they could get no satisfaction from the shipowners or the Ministry then they must take their case to the bar of public opinion. They must be prepared to accept whatever verdict was delivered, although he thought it would be in their favour. He remembered Sir Peter Macdonald asking Conference for something to do. "What a contented body of men," he said. "You ask me to be your president—and want nothing." It was evidently an attitude new to Sir Peter Macdonald. The fact was then, as now, that the pilots' desires were great; their difficulty was to formulate them. Mr. Radford added that he wanted Conference to pass the resolution and also asked for a solemn pledge that it would be implemented without delay. He suggested to Conference that the President be asked to help to do this for them.

Mr. Brewer: While agreeing in principle I suggest that before it is put to the meeting we have Sir John's views.

Sir John: You can form an opinion as well as I can as to the chances of getting the present Government to introduce legislation opening up the Pilotage Act. I should say it was unthinkable; the present Government has its hands pretty full. Sir Peter can tell you more of the chances, but supposing you found a way, the Act would not be opened for one purpose. It would not be only to get

an independent tribunal. I can tell you that directly there is an opportunity of opening it there are a lot of people waiting to suggest amendments some of which you would not like at all.

Mr. Spencer seconded the resolution provided the Pilotage Act was let alone.

Mr. Radford contended that there was nothing in his speech to suggest an alteration of the Act.

Mr. Jenkins on behalf of the small ports asked for compulsory pilotage.

Mr. McLeod suggested that it was no good talking pre-war; they were in '51 now.

Mr. Holmes said they were chasing the shadow and losing the substance. The Humber would support anything that would set the ball rolling.

"We want someone to go to," said Mr. Pearce. "If we cannot get it let us try some other method. This is something we can do through the Committee of M.P.'s."

DANGER OF REPERCUSSIONS

The Secretary: The only way you can move through Parliament is to go to a Parliamentary agent and try to get a Bill of your own introduced, but I do not think it would have any chance. If you pass this resolution your Executive Committee will make an attempt, but it will call down on your heads all sorts of repercussions. That resolution can only be implemented by an Act of Parliament and it is idle to think that the Pilotage Act would emerge from that in anything like its present form. Do you think the Government is likely to take up the time of the House in the immediate future on a very controversial matter for the sake of 2,000 pilots? I don't.

Mr. Reid: Couldn't a tribunal of that kind be constituted under an Order in Council?

Sir John: No.

Mr. Catton questioned whether there was any need to open the Act and Mr. Pearce said they were not talking about the Act and did not want it opened but they did want something done about the proposal in the resolution.

Mr. Hannon saw a danger of the suggested tribunal being dominated by shipowners.

Mr. Grainger who strongly supported the resolution asked if they had anything to fear from the opening of the Act. "I am not sure it would not be a good thing" he added.

After an adjournment for luncheon (on the Quarter Deck), Mr. Brewer moved as an amendment:—

That we agree to support the Isle of Wight resolution provided there is no interference with the Pilotage Act and that the matter be left in the hands of the President, Sir John Inskip and the Executive to deal with as they think fit.

Mr. Papworth seconded.

Sir John asked Mr. Brewer if he were suggesting that the Executive should make inquiries from Sir Peter as to whether an independent tribunal could be brought into being without interfering with the Pilotage Act.

Mr. Brewer: Yes.

Associating Swansea with the amendment, Mr. Clement said he was impressed by Sir John's reasons why it would not be wise to interfere with the Pilotage Act at present. Perhaps there was a possibility that the Minister had powers in his own right to appoint such a committee which was an absolute necessity sooner or later.

Mr. Marshall: We have been waiting two months for the Minister to sign the bye-laws. There must be a way of doing something; why must we always take "No" for an answer?

Mr. Watson: The Pilotage Act provides for what we want. Why don't we get the Advisory Committee appointed?

Mr. Pearce: Is there any pilot here afraid of the Pilotage Act being opened? Surely we are intelligent enough to do something about it.

Mr. Balmain suggested that the reason they always had to take "No" for an answer was that the Minister was advised by the wrong type of shipowner. They wanted men who understood pilotage.

"NOT AFRAID TO OPEN THE ACT"

Mr. Bennett: Where is this Committee of M.P.'s? I asked the same question last year. When is the Government going to be not too busy to give attention to a little job like the pilots? I am not afraid to open the Pilotage Act; we cannot lose anything and we might gain something.

Mr. McLeod: We 2,000 pilots, small as we are in numbers, are responsible for the safety of the biggest ships and we require a remuneration which will attract the best men to the job.

The Chairman put the amendment and 34 voted for it.

Mr. Swinburne asked a time limit to be placed on the discussion of the resolutions so that Conference could get on to No. 7 on the agenda—Pilotage Rates and Ministry Formula.

Mr. Tate proposed that No. 7 should be taken at this stage and Mr. Hannon seconded, but on the vote it was lost, 18 voting for and 25 against.

PILOTS IN ONE UNION AFFILIATED TO T.U.C.

Swansea's Proposal Defeated

Mr. Reid then proposed the first of three resolutions in Swansea's name:

That in the general interest of pilots the time has come when the United Kingdom Pilots' Association and the

Pilotage section of the Transport and General Workers' Union should be welded together and affiliated to the T.U.C.

He recalled that at the 1945 Conference Swansea proposed a rather similar resolution to the effect that the U.K.P.A. should register as a trade union and apply for affiliation with the T.U.C. The matter was much simpler then, and had that resolution been adopted a lot of their troubles would have been solved. He proposed the present resolution for the sake of strength—the combined strength of the trade unions and the skill and experience of the U.K.P.A.—so that once again they could live up to their motto—"United we stand." He had no doubt that at some stage the Association must become a trade union or part of one because it had not the strength or efficiency to deal with the situation. Even if they found it within their power to make an efficient instrument of the U.K.P.A. they still had the unhappy situation of the Association representing two-thirds of the pilots and the Union the other third. The M.M.S.A. was in exactly the same position, but while remaining an association representing the masters, they had also become members of a trade union. If the U.K.P.A. became a union all the pilots would join it, including those in the Transport Union so that there would not be two separate organisations. Mr. Clement added that if the Union were approached on this subject they would find a great deal of common ground.

Mr. Spencer said that he knew of 62 good members who would not look at the Transport Union. It was so big and had no time for pilots.

Mr. Papworth questioned whether they would be accepted unless they were 100 per cent closed shop.

Mr. Marshall pointed out that the resolution did not say that they had to join the Union.

Mr. Rice said that at the back of Swansea's mind there was no intention of joining the Transport Union. It was clear that as long as the pilots were divided there could be no solid ground for discussion.

Mr. Pollard said it was absolutely against their principles. They belonged to the U.K.P.A. to improve their position.

Mr. Tate: We have been to meetings with the Union and have seen their pilotage section in operation!

Mr. Clement said Swansea's aim was the unity of the pilots.

Mr. Radford said that none of them would like to see the U.K.P.A. dissolved. It needed a whole time secretary and a whole time staff located in a central office. Mr. Radford also suggested that Conference should appoint a committee to discuss fully the possibility of the Association being taken into the constitution of the Navigators' Union; and that if the idea were favourably

received another Conference should be called.

An amendment to the Swansea resolution approving the appointment of a sub-committee empowered to make the approach with a view to affiliation was moved by Mr. Radford but failed to find a seconder.

After the discussion, Mr. Marshall seconded the Swansea resolution, which was defeated by a large majority.

HIGHER CONTRIBUTIONS

Mr. Clement next moved Swansea's second resolution:—

That in order to pay adequate salaries and to meet the rising cost of administration the contributions of members should be increased having due regard to the earnings of the respective ports.

The aim behind it he said was to produce an efficient U.K.P.A. They believed that the final form must be a full-time staff and office in some place such as London. That was the organisation they needed to deal with the extraordinary chaos of pilotage.

The Chairman asked if it was intended that the contributions should be on the basis of earnings and Mr. Clement replied "Broadly speaking."

Mr. Janes wondered how so much was done at present on so little money. The Isle of Wight were prepared to support quite a substantial increase.

Mr. Marshall did not think it fair to discriminate between ports, and further, the time was not opportune to increase the subscription.

Mr. Swinburne, too, said it was a bad time to talk about increasing contributions.

Mr. Grainger contended that the resolution and the one proposed earlier by Swansea were contradictory—they wanted it both ways.

"IT DID NOT HAPPEN"

Mr. Webb recalled that three years ago he was asked to submit an estimate of how much it would cost to put the Association on a better footing. He estimated that it would need £1,500 a year more income than they then had. The Executive Committee considered that if the contribution was raised from three shillings to five shillings a month it would give them all they wanted—£750 a year more. They also banked on a great number of pilots who had deserted the Association coming back, but it did not happen. If they were going to increase the subscription now, the only way would be by a charge on poundage.

Mr. Bennett pointed out that a large number of pilots were not getting more than £500 a year and there was the risk of losing the lower paid man if the subscription was increased. It was better to have 100 per cent membership and half the contribution

than a 50 per cent membership on a greater contribution.

Mr. Mock said that at Swansea the subscriptions were taken out of the common box and they felt it was time they paid out more for what they were getting. He proposed that the salaries of the secretary and the assistant secretary be increased by at least 25 per cent or even 50 per cent.

Mr. Marshall, on the other hand, wanted things to remain as they were.

Mr. Clement said that there was no seconder of the resolution and the situation spoke for itself.

Mr. Brewer proposed "That the matter of any increase of subscription be left to the Executive," but the Chairman pointed out that it was a matter for Conference.

Mr. Reid then suggested that the words "having due regard to the earnings of the respective ports" be omitted from the resolution.

Mr. Goldsmith pointed out that under the rules of the Association an increase in the contribution could not be adopted until the next Conference.

Mr. Webb suggested that Conference should instruct the Finance Committee to go into the matter and recommend how much was required to carry it out.

Mr. Janes proposed that the increase be 50 per cent and Mr. Woolcock seconded, but with the reservation that it would be unwise to raise the contribution at the moment because there was a lot of dissatisfaction among members over what they were supposed to be getting for their money. "We are always going to do something" he added. "I fail to see what is being done except listen to this talk on the bally formula; we are getting nowhere. Go for results and then ask for money—you will get it."

Mr. Bewley thought the Association could show results.

Mr. Marshall moved that the matter be deferred to the next Conference.

The Chairman, however, said that the Swansea resolution had been amended by the addition of the words:

And that in the meantime the Finance Committee go into the matter and report back.

Conference passed the resolution in this form.

"PERSONAL CONTACT"

Mr. Clement then moved Swansea's third resolution:

In view of impending negotiations for a national agreement re pilots' remuneration a small sub-committee be appointed from the Executive members to maintain personal contact with our Secretary and Solicitor.

The Chairman said that Swansea would know quite well that they had a sub-

committee which they called the Parliamentary Committee and they were the people delegated to attend meetings at the Ministry and Transport House.

Mr. Clement pointed out that the three Swansea resolutions were complementary. This one was to persuade delegates that they must have a more efficient organisation than they had. They wondered how an executive of 14 meeting once in three months were going to deal with all the chaotic conditions of pilotage and in the next twelve months they were likely to have to negotiate. Swansea put forward the resolution in order that a small sub-committee of the Executive could be instructed by Conference to assist Sir John. They hoped the outcome of it would ultimately be a permanent office and staff.

Sir John said that ever since he could remember there had been such a sub-committee and it would continue.

Mr. Reid said they were trying to help Sir John with a sub-committee which could assist in research and planning.

Mr. Holmes, who seconded the resolution, advocated that when there was a major trouble to be investigated a member should go there and report back to the Executive Committee.

Mr. Marshall said that the vice-presidents should attend all meetings with the Chamber of Shipping with Sir John.

The resolution was adopted.

THE CASE OF Mr. O. R. POWELL

A resolution in the name of Barry gave rise to a long discussion which was not finished when Conference rose for the day. It was continued the following morning. The resolution was:—

The Barry pilots who are members of the Association are of opinion that the full taxed costs awarded against Mr. O. R. Powell (ex-Barry pilot) should be paid by the Association.

Mr. Bennett who moved its adoption held that the matter was covered by 2D of the Association rules. It would be argued, he said, that the taxed costs of the Barry Authority (£187 16s. 6d.) were not strictly Mr. Powell's costs. Who was going to pay the costs if the Association did not? The pilot had not the money and if prosecuted for the costs would be forced into bankruptcy. What would happen to the membership of the Association if the resolution were rejected?

The Secretary replied that the Association existed to help and protect its members and the rules provided for that, but there was nothing about paying a Pilotage Authority's costs. When Mr. Powell's licence was attacked he turned to the Association and there was at his disposal all that the Association was authorised to provide. The Association

would be paying Mr. Powell's own costs which amounted to £320.

When the discussion was resumed on the following morning the Chairman asked the Secretary to explain the issue.

Sir John said the issue had become a bit involved, but Conference had to make a decision within the rules of the Association. Sympathetic as they might be with the pilot, they could not allow sympathy to run away with the rules. He was certain that they had no power under the rules to make the payment. By no stretch of imagination could they say that the payment asked for was for the purpose of defending a pilot; on the contrary it was money spent by the Authority in attacking a pilot. What the Barry pilots were asking necessitated an alteration of the rules and that could not be done until the next Conference. Such an alteration would mean that if the Conway case had been lost they would have been liable for a vastly larger sum of money. It was quite impossible to make the payment at one port because it was a small amount and refuse to do so at another because it was a large amount.

Mr. Bennett: It is not the Authority which is claiming. These are taxed costs awarded by the judge against the pilot; they have nothing to do with the Pilotage Authority. There are pilots on the Authority.

Sir John: Mr. Bennett is wrong; they are the costs of the Pilotage Authority. If they are not recovered from the pilot the Authority will have to pay them.

Mr. Catton: This Association has done all it is expected to as regards its member.

Mr. Wynn thought the Association had been most generous towards Mr. Powell. Mr. Wynn also asked "If the case had gone the other way and the Barry Authority had had to pay costs would the Barry pilots have come to us?"

Mr. Grainger was not impressed with the remark that they would lose members at Barry. He asked Conference to give a clear mandate to the Executive to close the matter and moved that the question be put.

Mr. Radford seconded.

The resolution was heavily defeated only four voting for it.

AN OFFICE IN LONDON

Mr. Spencer moved the first of two Cinque Ports resolutions:—

That the resolution of previous Conferences authorising the establishment of the United Kingdom Pilots' Association office in London be implemented as early as possible.

The Chairman said they had an idea what it was going to cost to have an office in London and have the Secretary and Assistant Secretary in attendance there.

Mr. Marshall (Cinque Ports) said the important words in the resolution were "as early as possible." He asked if they had any figures as to cost.

Mr. Webb recalled that they have been into it and took an option on an office, but they decided that they had not the money to carry it out.

Mr. Jenkins suggested a canvas of members to find out what sort of office they wanted.

The Chairman: It has been agreed and passed by Conference. When you are good enough to give us the money we can take steps to carry it out.

Mr. Holmes said that an office in London would still be a long way from some people. If there was "something on hand" it was better to send someone to the port rather than send a delegate to London.

The resolution was not formally seconded and no vote was taken. The Chairman said that the Executive would go into the matter.

"That is all we are after—that the Executive get a move on and do something about it" said Mr. Spencer.

"THIS HARDY ANNUAL"

The second Cinque Ports resolution was:—**That this Conference instructs the Executive to desist from discussing the master/mate status of a pilot when conferring with the Chamber of Shipping.**

The Chairman said that when the Parliamentary sub-committee met the Chamber of Shipping they refused to discuss the master and mate status. It did not mean that they had dismissed it from their mind, but they were now talking of the sea standard.

"This hardy annual" Mr. Brewer called it, and said it was ridiculous that pilots should be thought of as between master and mate. The pilot was in the same relationship to the master as the Harley Street specialist was to the ordinary medical practitioner.

The Chairman: There is no object in discussing the resolution; we are all agreed on it.

PROXY VOTING AT ELECTION OF OFFICERS

Conference then considered the resolution from Wisbech suggesting that any port not represented at the Conference should have one vote for each vacancy on the Executive Committee.

The Secretary said that Mr. Barron was prevented by illness from being there, but following a meeting of his committee he had

written to say that with regard to the election of officers only, they thought it would be fair and reasonable that every port, whether present or not, should have a voice in the selection of the officers. The procedure would be to allow every port to have one vote in the appointment of the Executive Committee. This time there were five candidates for the three vacancies on the Executive. All the resolution proposed was that Wisbech, for example, would be able to vote by post for three of those candidates. If Conference approved the principle he suggested that they should agree to an alteration in the rules accordingly, the vote to be sent by registered letter, say not less than three days before Conference.

Mr. Bowley supported the proposal and said it was difficult for the small ports to get their members to Conference. In his case there were only two pilots and he had left his colleague to do the work.

The Chairman: It is agreed in the terms Sir John has outlined.

"UNREASONABLE HOURS"

The only other resolution on the agenda was in the name of London Channel:—

To determine a means of safeguard against pilots being forced to work unreasonable hours and their earnings exploited thereby.

Earlier this had been deferred so that it could be reworded as a resolution, but London Channel now agreed to have the subject dealt with under item 7 on the agenda—pilotage rates and Ministry formula.



PILOTAGE RATES AND MINISTRY FORMULA

THE discussion on this subject, item 7 on the Conference agenda, was opened by Mr. Hudson, who said that none of the proposals by the Chamber was applicable to pilots. With a normal staff of pilots, their earnings or rate of pay should be equivalent to that of the shipmasters using the port.

Mr. Holmes said that the Humber case was an attempt to enforce the formula, but the pilots had been working 110 hours a week for fifteen months. He reviewed the course of events leading up to the present position on the Humber.

"They have tried to disunite us," he declared, "but we are determined to stand together. Pilots do not realise what strength they would have if only they were united."

UNDER ONE AUTHORITY?

Mr. Watson recalled the Seven Points Policy put forward by "friend Webb" and regretted that it was never adopted. He advocated centralisation of pilotage under one authority and a decent living for the pilots. At Southampton they handled the "Queens" worth many millions, and were afraid to ask for £2,000 a year for the pilots, but a man on a shore job with equal responsibility would get £5,000 a year. He suggested that the Ministry of Transport was just a second Chamber of Shipping.

Mr. Swinburne said it was easy for any pilot to say what he considered his earnings should be—three times what they were before the war!

"One half of the pilots don't know how the other half live," declared Mr. Bewley, who asked "What is the use of my having 100 per cent if I sit on the pier and watch ships coming in without pilots? I want an increase the same as anyone else, but I want the ship to use the service." He mentioned that last year the pilots had to pay £500 out of the pilotage earnings to run the cutter. An increase in the rates would mean that the pilots would get much less from the boarding and landing rate and do less work for the same earnings. "The best way of going about this," he added "is to make all ships take pilots."

OVERWORKED AND DISSATISFIED

Increased earnings, said Mr. Papworth were seized on for making an application for a reduction of rates, but those earnings were made by a tired personnel, tired through overwork and dissatisfied. They had applied for pilots but did not get enough, and men were leaving the service. This would lead to lowering the standard of pilotage which the shipowner had so long enjoyed.

Mr. Spencer emphasised the need of unity in the ports. He mentioned that three pilots had "packed up" in their service and the

poor impressions men from the marine service had formed of their conditions—long working hours for poor pay, no fog money, no snow money, no long standing money, and a "dying grant" at 70—it could not be called a retiring pension. In their service they were getting only 65 per cent above the rates laid down at the time of the 1913 Act. "Some pilots are worth £3,000," he continued. "We are still professional; we are so professionally good that we make our job appear too easy and the shipowner is taking advantage of it. We give good service and we should be paid for that service. If the rate before the war was a fair one it should now be plus the increased cost of living and plus an allowance for the devaluation of the pound."

"Is there any pilot here who would not be satisfied with the pay of the better type of shipmaster using the port?" asked Mr. Reid.

"I want a little bit more than the master of the best ship coming to London," replied Mr. Spencer.

Mr. Grainger: It is an entirely wrong approach by Mr. Reid; we want consideration as a profession.

Mr. Hannon: We hear a lot about ceiling rates but not about ceiling hours. It is a difficult matter to put a ceiling on hours. I have been on jobs which have worked out at about eighteenpence an hour. I would suggest that pilots keep a record of all hours of duty and use it as a bargaining lever when rates are attacked.

Mr. Marshall (London River). I have done so; they work out at 69 hours a week.

FIRM LINE ADVOCATED

Mr. Radford recalled that Mr. Janes had warned them that the shipowners were going to attack their standards, and asked "What are we going to do?" He continued: Mr. Spencer says that if we take a firm line there is a chance of success. That is perfectly true. When we were unanimous against the licensing of temporary pilots it was dropped. Mr. Holmes has started a similar policy by withdrawing the appropriated service. It looks as if he had started a working to rule policy. If we make up our minds what we want and it is reasonable we shall get it. If we kept a few ships waiting that would make the owners sit up.

Mr. Holmes: Ours is not a go-slow policy. When we are on the ship's bridge we perform the service.

Mr. Marshall asked Conference to get down to the figures and the resolution passed at the last Conference.

Mr. Simons said that everybody knew how the shipowner was robbed except by the pilots and why should their rates, wages, or anything they liked to call it, be cut? Who were the people who were doing this?

Mr. Tate said the real honest to goodness shipowner had no time for sitting on committees. "We cannot get to the real shipowner," he said, and added that the pilots were too gentlemanly and "kid-gloved" in their tactics.

Mr. McLeod regretted that the press were not there. The pilots wanted their case stated in the national press.

Mr. Bewley: We hear about shipowners; what about our Authorities? I believe my Authority does not care whether I earn £500 or £5,000. We have to get past the Authorities before we go to the shipowners.

Mr. Bennett: Everybody will agree that we come here every year and hear the same sort of thing. There must be some other way of establishing the remuneration of pilots and the present calculation ought to be scrapped. The correct thing is to get this Parliamentary Committee of M.P.'s into being. If you have that surely you are knocking at the front door. You would have somewhere to send your representatives and present the pilots' case.

Mr. Webb: I have listened to all this and we all have an idea of your troubles. We agree that pilots' remuneration is much too low and working conditions much too irksome. Who has a practical proposal we can put up to our President, either on the basis of a formula or salary or what you will? It is time you got the gloves off. The man we often call the shipowner is not a shipowner.

A long discussion followed at this point, a number of resolutions being submitted, some

of which were not seconded, others were withdrawn and others voted upon and defeated. To report all this discussion would be confusing to members and misleading to others into whose hands *The Pilot* comes. Eventually Mr. Clement suggested that the members were getting lost in this discussion and moved:

That this Conference instructs the Executive to examine all the proposals which have been put forward at this Conference to settle this matter and report back to another Conference to be held in not less than three months.

Later Mr. Clement proposed a slight variation of his resolution:

That this Conference instructs the Executive Committee to investigate the various proposals at this meeting and report back to a Conference to be held at an early date.

When the Chairman put Mr. Clement's proposition it was carried by 26 votes to 2.

The Chairman said that propositions made by Mr. Tate and Mr. Holmes would be considered by the Executive.

Mr. Papworth then proposed:

That the ports submit their reasonable requirements to the Executive who shall, after consideration, forward them to the Ministry.

Mr. Holland seconded and it was carried.

This brought the discussion on item 7 to a close.

ELECTION OF OFFICERS

SIR PETER MACDONALD was re-elected President and thanked for his services. The proposal was made by Mr. Brewer and Conference not waiting for a seconder cordially agreed.

The Honorary Vice-Presidents were re-elected on the proposition of Mr. Wynn seconded by Mr. Papworth.

Before Mr. Love could vacate the chair Conference, led by Mr. Wynn as proposer, quickly approved his re-election as senior vice-president.

Mr. Love thanked the delegates but doubted his wisdom in remaining there. "I have seen the sparks flying," he said, "but we have learned to take it and just carry on doing our little bit."

Mr. Goldsmith, announcing that he could not let his name go forward again for the junior vice-presidency, said he was in the rather difficult position of having to admit that he could not take it, but by that he did not mean the bricks; he did not mind those, and perhaps could throw some back but preferred not to do so. When they honoured him by electing him to the position he was optimistic enough to think he could carry out the duties, but he had found that with

his other commitments it was too much of a strain. He expressed his gratitude to Sir John for his kindly consideration in all the matters they had tried to deal with, to Mr. Griffiths and to Mr. Love—"we have always managed to work very well together."

Conference heard the news with regret and the Chairman said that Mr. Goldsmith had been a very valuable member of the Executive.

MR. TATE, JUNIOR VICE-PRESIDENT

There were four nominations for the position of junior vice-president and Mr. Tate, nominated by Mr. Catton and seconded by Mr. Balmain, headed the poll with 19 votes.

Mr. Ward, proposed by Mr. Fisher and seconded by Mr. Horne, was second with 11 votes. Mr. Mock (proposer Mr. Jenkins, seconder Mr. Reid) and Mr. Wynn (proposer Mr. Papworth, seconder Mr. Hannon) received 9 votes each.

EXECUTIVE COMMITTEE

Mr. Catton proposed that the vacancy created by Mr. Tate's election as junior vice-president should not be filled.

Mr. Balmain seconded.

Mr. Janes was in favour of a large Executive and said that because of the large area

covered by their organisation the vacancy should be filled next year.

"Next year will look after itself" said the Chairman.

By a show of hands, Conference agreed to fill the vacancy this time and the ballot resulted :—

Mr. J. H. Innes	43
Mr. H. G. Pead	43
Mr. H. G. Eagle	38
Mr. W. E. Spencer	35

Mr. C. A. Papworth 28

Owing to the death of Mr. W. T. Small and Mr. D. J. Davies, who were trustees, two others were appointed, Mr. Brewer (proposer Mr. Holmes, seconder Mr. Hannon) and Mr. Catton (proposer Mr. Mock, seconder Mr. Marshall). Mr. Pead is the other trustee.

Mr. Webb was re-elected Hon. Treasurer, on the proposition of Mr. Papworth, seconded by Mr. Holland.

Sir JOHN INSKIP RE-ELECTED

Sir John Inskip had left the Conference before the election of a secretary and solicitor was reached and when Mr. Catton recalled that in 1949 Sir John had it in his mind to retire in favour of Mr. Griffiths, the Chairman said the reminder came as "a bit of a bombshell."

Mr. Griffiths explained the position. "About a fortnight or so ago" he said, "Sir John asked me 'what about it?' and I told him I am ready at any time he wants to hand over, but I am certainly not competent to fill his place in this Association. It is going to be a long day before you find

anyone to hold a candle to him. His name, status and personality when we meet people at the Chamber of Shipping and elsewhere are of great assistance in handling the pilots' affairs." Mr. Griffiths added that in the circumstances he did not feel it would be right to take over at present.

Mr. Holmes then moved the re-election of Sir John and said that the Humber had had quite a lot of experience of his ability. He always gave them sound advice and was the man for the job.

Mr. Fisher seconded and Conference promptly approved the re-election.

Mr. Griffiths was re-elected Assistant Secretary and Solicitor on the proposition of Mr. Brewer seconded by Mr. Harris.

The auditors were re-elected and a vote of thanks was accorded the Editor of *The Pilot*.

NEXT CONFERENCE

When the place of the next Conference was considered Mr. Holmes suggested York, but it was agreed to hold it in London if no port sent an invitation.

Mr. Brewer "as the oldest delegate" proposed a vote of thanks to the officers and Executive. Earlier Mr. Holmes had spoken in appreciative terms of the volume of work which had been done and referred particularly to the case of Hull. Conference cordially adopted the vote.

On the proposition of Mr. Reid, seconded by Mr. Catton Conference thanked the Company of Master Mariners for their courtesy in allowing the meeting to be held on board the *Wellington*. On this note Conference ended.

GUESTS OF TRINITY HOUSE

The Corporation of Trinity House invited the President, Vice-Presidents, officers and members of the Executive Committee of the Association to a reception in the Trinity House Board Room at Ocean House, Great Tower Street, E.C.3, after Conference adjourned for the day on July 4th.

The guests were received by the Deputy Master, Captain G. Curteis, M.V.O., R.N. (Retd.), who was accompanied by the following Elder Brethren, Captain W. R. Chaplin, Captain W. E. Crumplin, Commodore R. L. F. Hubbard, R.D., R.N.R. (Retd.) (Chairman of the Pilotage Committee), Captain D. Dunn and Captain K. McM. Drake, R.D.

The Trinity House officials present were: Mr. T. H. Burleigh, M.A., Deputy Secretary; Mr. T. Clark, Surveyor of Shipping and Marine Engineer; Mr. N. Bell, Director of Radio Services; Mr. R. S. McLernon, O.B.E., Principal, Lights Department; Mr. S. Rawlings Smith, Principal, Pilotage Department; Mr. J. R. A. Savage, Chief Accountant; Mr. N. V. Naismith, Deputy Principal,

Pilotage Department; and Mr. G. D. D'Ombrian, Deputy Principal, Corporate Department.

Others present were: Messrs. W. Macgillivray and I. M. Hooper, Shipowner, members of the London Pilotage Committee; Mr. J. B. Greenwood, Secretary, Pilotage Committee of the Chamber of Shipping; Messrs. C. P. Scott-Malden, Asst. Secretary, and A. Broadley, M.B.E., Chief Executive Officer, Ministry of Transport; Mr. A. Dickson Blake, former Principal, Pilotage Department, Trinity House; Mr. S. W. Bullock of Morice, Tozer & Beck Ltd. (insurance brokers to the Corporation); Mr. G. E. Lewis of Scrutton & Son (stock-brokers to the Corporation); Messrs. W. S. Carrington and Douglas H. Whinney of Whinney, Smith & Whinney (auditors to the Corporation).

There was a little speech making, Captain Curteis expressing the Corporation's pleasure in again having the pilots as their guests and in reply Sir Peter Macdonald made a happy little speech of thanks.

INDUSTRIAL INJURIES

Insurance

At the meeting of the Executive Committee on the day before the Conference, Mr. Marshall asked whether industrial injuries insurance was compulsory.

The Secretary undertook to look into the matter and give the answer in *The Pilot*. It is as follows :—

"As a general principle self-employed persons, which the pilots are, are not normally insurable under the Industrial Injuries Act, but pilots come in the list of special classes of insurable employment and are compulsorily insurable if employed on board any ship in pursuance of their duties as licensed pilots."

THE HUMBER CASE

To the Editor of The Pilot

Sir,—The members of the U.K.P.A., especially those who attended Conference and heard so much of the Humber case and asked, 'What is the Association doing about it?' Will share our gratification that the efforts of Sir John Inskip and the representations made personally to the Ministry of Transport by Sir Peter Macdonald, resulted in an inquiry being held on the 55th day after the formal application for an increase of 25 per cent in the rate was lodged.

Such expediency is without parallel in the history of pilotage legislation.

I reserve judgment upon the outcome of the discussions; sufficient is it to say that Sir John Inskip ably presented the principles of our case and the pilots representatives endeavoured to make the most of their opportunity to support him by their statements of local detail and in cross examination.

We now await with hope a favourable decision.

ERIC HOLMES.

HAVE YOU REPLIED?

The Secretary's Request for Vital Figures from all Ports

Early in August the Secretary sent a circular letter to every port asking for the following information for the first six months of the year.

1. Number of pilots.
2. Number of ships piloted.
3. Total tonnage of same.
4. Net earnings per pilot.

Sir John asked for the information to be supplied as soon as possible as it was essential to further consideration of the rates and formula question and would take some little time to tabulate.

More than a month later replies had come in from very few ports. Will those who have not replied kindly supply the information now so that it may be considered by the Executive at their next meeting on October 4th.

The Executive would also like to have the views of the ports on Mr. Watson's suggestion that steps should be taken to bring pilotage throughout the country under one central Authority, the Elder Brethren of Trinity House. (This was mentioned in the last paragraph of Sir John's circular letter).

Obituary

Mr. W. T. Small—Liverpool

The Association lost a very staunch friend by the death not long before the Conference of Mr. William Thomas Small, who for more than 33 years was the Blue Funnel Line pilot at Liverpool. He joined the Liverpool service in 1898 and became a fully licensed pilot in 1902.

He was elected to the U.K.P.A. Executive in 1932 and to the junior vice-presidency in 1936. On ceasing to be an active pilot in 1938 he was appointed an honorary vice-president and a year later a trustee.

During the war he was recalled to take charge of anchorage control in the Mersey. It was always his hope that the Liverpool pilots would return to the U.K.P.A.

Mr. Small, who was 78 years of age, is survived by Mrs. Small and to her and the family we extend the sympathy of the members of the Association. There are two daughters and four sons, two of whom are in the Liverpool service.

Mr. Leonard S. J. Balson—Newlyn

Mr. Balson who died on July 18th at the age of 54 became a Trinity House pilot for Mounts Bay early in 1925. He was stationed at Penzance, but in the latter part of 1933 was transferred to Newlyn. Early in the second world war he held a temporary commission as lieutenant, R.N.R. and was in command of the rescue tug *Caroline Moller* attached to the Rescue Service. Owing to illness he had to give up this command, but later became master of the small salvage tug *Topmast No. 4*, owned by the British Iron and Steel Corporation. In 1946 he returned to Newlyn and resumed his duties as a pilot until his passing.

SERVICE FOR SEAFARERS

The annual national service for seafarers will be held in St. Paul's Cathedral on October 24th at 5.45 p.m. The address will be given by the Bishop of Rochester. Application for tickets should be made to the Hon. Secretary, Mr. W. T. C. Smith, at H.Q.S. Wellington, Temple Stairs, Victoria Embankment, London, W.C.2.

Local Secretaries :

Aberdeen	G. Flett	Aberdeen Harbour Pilots, Pilot Station, North Pier, Aberdeen
Amble	J. B. Dotchin	The Pilot House, Amble, Northumberland
Ardrossan	A. Knox	Pilot Office, The Harbour, Ardrossan
Barrow-in-Furness	S. Green	54, East Mount, Barrow-in-Furness
Barry	F. W. Llanfear	8, Clement Place, Barry, Glam.
Belfast	G. D. Clelland	"Twelve Trees," Galway Park, Dundonald, Co. Down
Boston, Lincs.	A. V. Howard	25, Main Ridge, Boston, Lincs.
Brixham	E. J. Mardon	"Ridley," Berry Head Road, Brixham
Cardiff	T. R. Beer	The Follies, Wordsworth Avenue, Penarth
Clyde (Gourock)	J. H. Innes	Pilot Station, Gourock
Cinque Ports	R. S. Percy	58, Leyburne Road, Dover
Dartmouth	R. R. Gatzias	24, Lower Street, 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	A. McArthur	Pilot Office, The Docks, Grangemouth
Gravesend (Sea)	W. S. Campbell	72, Portland Avenue, Gravesend
Hartlepool	J. R. Hastings	25, Lansdowne Road, West Hartlepool
Harwich	T. R. R. Letten	"Rivington," Fronck's Road, Dovercourt
Hull	E. Holmes	Humber Pilot Office, Queen Street, Hull
Ipswich	J. T. Montgomery	50, Medway Road, Ipswich
Isle of Wight (Inw'd)	C. Pearce	25, Union Street, Ryde
King's Lynn	N. D. Smith	141, Wotton Road, King's Lynn
Llanelly	W. Hughes, M.B.E.	8, Union Terrace, Llanelly
London (River)	J. H. Fife	Clare House, 24, Singlewell Road, Gravesend
Londonderry	R. A. O'Donnell	Shrove, Green Castle, Co. Donegall
Lowestoft	J. Riches	"St. Anne's," Skamacre Crescent, Normanston Drive, Lowestoft
Middlesbrough	L. Pickersgill	77, Southwell Road, Middlesbrough
Milford Haven	T. H. Roberts	47, Charles Street, Milford Haven
Neath	W. J. Jenkins	"Fernleigh," Old Road, Baglan, Port Talbot
Newhaven	W. Cross	62, Hill Crest, Newhaven, Sussex
Newport (Mon.)	C. J. Page	1, Caerau Road, Newport, Mon.
Penzance	A. de Bauffignac	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	R. Hudson	Ivanhoe, Stockton Road, New Seaham
Sheerness	P. J. Hannan	113, Minster Road, Sheerness
Shoreham	A. J. Blaker	"Bracside," Old Rectory Gardens, Southwick, Sussex
Southampton	H. B. Eagle	Pilot Office, 18, Queen's Terrace, Southampton
South Shields	R. Marshall	Pilot Office, South Shields
Sunderland	S. Hall	Pilot Office, Old North Pier, Harbour Entrance, Sunderland
Swansea	S. J. Hanson	Pilot House, West Pier, Swansea
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