

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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IN THIS ISSUE

FULL REPORT of the **62nd CONFERENCE**

held in LONDON

JUNE 29th and 30th, 1949

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Sir PETER MACDONALD, M.P. Elected President

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to whom all communications are to be addressed

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1949-1950 of the
**United Kingdom
Pilots' Association**

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THE 62nd Conference of the Association had many interesting features. Outstanding among them was the election of the sixth President in the Association's history, Sir Peter Macdonald, who had already given tangible evidence of his interest in pilots by forming a Committee of Members of Parliament prepared to devote attention to pilotage matters.

Sir Peter spoke to the delegates at luncheon on the second day of the Conference, and his remarks are reported elsewhere in this magazine. The Executive who had met him at their meeting in December had received his consent to allow his name to be submitted to Conference for the chief office and their recommendation received unanimous and cordial acceptance at the session following the luncheon.

The ports sent 54 delegates and there were 13 officers and members of the Executive present ; also one notable visitor, Mr. H. J. A. Smith, a former senior vice-president, who was made an honorary vice-president. This brought the total muster to 67, or 68 if we include ourselves.

On the other hand there were some we missed, Mr. D. J. Davies of Swansea, who in the past could always be counted on to start a good argument early in the proceedings ; Mr. G. H. Pead, Executive member and Cardiff pilot whose sharp incisive interventions in a debate arrest attention and Mr. C. T. Chase of King's Lynn, champion of the small ports. Ill health kept them away and Conference wished them speedy restoration to their accustomed vigour.

Then there were some newcomers, one of whom quickly established himself as a worthy successor to some of those Irish characters who have enlivened past Conferences. The circumstances of his self-introduction are worth recording. The Executive Committee had been in session in a lower room for an unusually long pre-conference meeting when word came through that Mr. Jonathan Auld of Belfast was in the hotel and had something to put before them. The reply was sent back that they would see him in about twenty minutes. Right on the dot, it seemed, there was a resounding rap on the door and in walked Mr. Auld. With a strong Ulster accent which was to become more familiar in the two following days he poured out the troubles of the Belfast pilots concerning a decision of the Ministry of Transport to which we referred on page 6 of the May issue of *The Pilot*. Conference took to Mr. Auld, but he misfired once. Right at the end he invited the delegates to sing " God save the King." Perhaps they thought he was joking ; maybe they did not understand him, and certainly it was through no lack of loyalty, but there was no response. If only he had struck up with the opening bars it might have been different.

Another newcomer was Mr. J. T. Watson a jovial and substantial delegate from Falmouth, who followed the discussions with sustained interest. He was elected to the Executive Committee and coming from a far west outpost will bring a new and important view point into the proceedings of that body. The voice of the small ports will also have an official place at the meetings, Mr. J. Barron who had the backing of the Association in the successful stand he made against the Wisbech Corporation, having been accepted as their nominee and as an additional member of the Executive.

For the first time in the 38 years of our association with the pilots, Conference denied itself the company of the press. This was the recommendation of the Executive Committee after very careful consideration. It was not a matter of muzzling the speakers ; on the contrary it was done to induce them to speak without restraint on the vital subject of the negotiations which have been in progress and are likely to continue.

One rather amusing aspect of the proceedings concerned the report of the Secretary and Solicitor. A long standing custom has been the preparation by Sir John of a review of the activities of the Association in the previous twelve months, which he has read to Conference. Inevitably the reports have run to considerable length. In recent years regret has been voiced that it was not possible to grasp all the points of the report as he read them and the ensuing debate was accordingly restricted. The

suggestion was made that he might prepare the review in time for advance copies to be sent to the ports so that delegates would be in a better position to take up the various points when it came to the debate. This year Sir John adopted the idea and printed copies were sent to all the ports. It was not necessary, therefore, that he should read the report, but when the Chairman invited Conference to debate it, after its adoption had been formally moved and seconded, only one delegate had anything to say! We are sure that if Mr. Swansea Davies had been there that would not have happened.

The report contained the text of the resolution sent by the Executive Committee to the Transport and General Workers' Union and after Conference had been discussing a Falmouth proposal for a 75 per cent increase on the 1936-38 schedule of tariffs for some time, Sir John set the meeting on its proper course by focussing the discussion on the Executive's recommendation. That resolution was endorsed and so disposed of the Falmouth resolution and two standing in the name of Swansea. It went further by giving support to an application by Trinity House to the Ministry of Transport for further meetings embodying the Pilotage Authorities. Trinity House thus for the first time come into the picture. The text of the communication from Trinity House is given in the report of the proceedings on the opening day of the Conference.

On the whole it was a good Conference. The delegates were well satisfied with the way Mr. Love directed operations. He reminded them in his opening remarks that there were standing orders in existence but he did not have to invoke their support, and any man who had anything to say was given the chance to say it. Nobody mentioned it, but it was pleasing that right at the outset he honoured an old tradition of the Association of opening the Conference with a prayer when he invited the delegates to say the Lord's Prayer with him. The response left no doubt that he had done the right thing.

Mr. LOVE OPENS THE CONFERENCE

MR. ALEXANDER A. LOVE, senior vice-president, welcomed the extraordinarily good turn out of delegates.

"We see a lot of old friends," he said "hardy annuals some of them and those who came regularly will be sorry to find Mr. Davis of Swansea is not with us. He was a good opening bat, but unfortunately he is in bed and we wish him a speedy recovery (hear, hear). We extend a hearty welcome to the newcomers and hope we shall hear from some of them. We are glad to see our old friend Mr. J. H. A. Smith, of Southampton (applause). It is very gratifying to see the ports taking such an interest in what the Association is trying to do in these difficult times.

"The Executive Committee decided on this occasion to exclude the press in view of the nature of our discussions, which will be concerned with the meetings we have had with the Chamber of Shipping and the Ministry. No doubt a lot of figures will be quoted and altogether we feel we can have a much freer discussion. I hope our friends of the press will not hold it against us, but if they wish it we will give them a statement at the close. The Executive have done this very reluctantly, but all things weighed up it is for the best."

At the suggestion of the Chairman, Conference stood in silent tribute to shipmates, active and retired, who had passed on since the last annual gathering.

The Chairman then formally declared the Conference open.

"Report of Secretary and Solicitor" was the first item on the agenda. This had been circulated to the ports and is printed in the next four pages.

GREETINGS from Mr. D. J. DAVIES

During the opening session of Conference the following telegram was received from Mr. D. J. Davies:

Hearty greetings and good wishes for a vigorous and successful Conference. Guided by our Association pilots continue to display their loyalty and industry thereby meriting the highest recompense. Long live the U.K.P.A.

DAVIES, Swansea.

Loud applause greeted the reading of the telegram and Conference cordially approved the reply which was sent:

Many thanks for greetings and good wishes. All at Conference miss your cheery presence very much and wish you speedy and complete recovery.

INSKIP.

ANNUAL REPORT OF THE SECRETARY AND SOLICITOR

Sir John H. Inskip's Survey of the Negotiations with the Chamber of Shipping

THE work of this Association during the past year has been largely dominated by rate questions, and in particular the Ministry formula. The course of these discussions has been reported from time to time in *The Pilot*, and this Conference presents the first opportunity of considering this very difficult, but important, matter in the light of the meetings which have taken place between the interested parties and the information which has been prepared for the guidance of the Executive Committee. But first of all, it is usual for me to refer in this report to the general situation so far as this Association is concerned.

It is satisfactory to be able to report that there have been, and are at the moment, no signs of dissatisfaction, let alone revolt. That is not to say that every port is satisfied with things as they stand, but rather that they appreciate what this Association has done and is doing to protect and further the interests of every port large and small. There was an addition of 41 in the membership, and the only withdrawals of which I am aware are due to the natural causes of retirement from active duties or death. When I took over the Secretaryship of this Association in 1923 it was the exception rather than the rule to find that a port had a 100 per cent membership, whereas today it is the other way round, although there are still far too many ports with only a part membership. The small ports, which is the term applied to all ports with a membership not exceeding ten, have almost without exception a 100 per cent membership, and I shall have something to say later with regard to this class of port, particularly in reference to the steps which they have taken amongst themselves to look after their own peculiar interests, and in doing so to strengthen this Association. We are governed as pilots by Act of Parliament, and are in no position, even if we wished to be, to enforce membership of this Association upon every pilot, and perhaps this Association is the stronger and more healthy and wins a greater measure of respect by reason of the fact that its membership is completely voluntary and that its work is conducted on an absolutely democratic basis leaving, not only each individual port, but each individual member entirely free. The Ministry of Transport, Chamber of Shipping and others concerned can, therefore, accept any expression of view or decision of this Association as the free and unfettered opinion or decision of its members.

I will leave the Treasurer to present and deal with the Balance Sheet and Accounts as he usually does and will turn now to mention those matters which call for special notice in this Annual report.

As members are aware, the Executive Committee has been closely engaged since the last Conference in negotiations with the Chamber of Shipping in connection with the Ministry formula. Those negotiations are the result of representations which this Association made to the Ministry some time ago to the effect that their present formula, which was loyally accepted by pilots generally under the stress of war conditions, was operating most unfairly, and that there were no grounds for holding pilots rigidly to pre-war earnings plus the Civil Service bonus, and that in so far as any formula could be found for the purpose of regulating pilot's earnings it was high time that efforts were made in that direction.

In the January issue of *The Pilot* there was a report of the progress of these negotiations, and it is unnecessary for me to repeat that report. Since the first meeting with the Chamber of Shipping on January 14th, 1949, as mentioned in that report, there have been further conferences between the pilots' representatives and a further meeting at the Chamber of Shipping which was held on March 15th. The only proposal put forward by the Chamber of Shipping at the first meeting on January 13th was that the pilots' remuneration should be fixed somewhere between that of a captain and a mate of a class of ship operating in and out of that port, and possibly the fixing of a minimum remuneration. As against this, the pilots were putting forward their proposed increase of 60 per cent on pre-war earnings at every port. After very careful consideration by your representatives, and I may say here that this Association and the Transport and General Workers' Union have been working together and in the closest touch on this matter, it was decided at a joint meeting of pilots' representatives from both organisations that the Chamber of Shipping's proposal could not be considered, and further that as a result of further exploration and in the light of conditions existing at so many ports, it no longer seemed practicable to adhere to the 60 per cent proposal. It was made evident by the statement which this Association had prepared from records furnished by every

one of its ports that the adoption of any formula of this kind would immediately call for so many exceptions in its application to the various ports that it could not possibly be regarded as a yardstick which the Ministry has always insisted upon having. This is due in the main to the fact that the working conditions at the various ports vary so greatly that they not only make it inequitable to rely on the pre-war earnings as a basis, but make it almost overwhelmingly difficult to apply any formula or yardstick of whatever nature until every port is enjoying as far as possible some parity of working conditions. At many ports the present earnings are swollen simply because there are too few pilots, and it was felt by your representatives that a condition precedent to any solution of this problem was that the working conditions at every port should be put on a satisfactory footing, particularly as concerns the adequate manning of the service, and that when this had been done, there might be some hope of devising a yardstick by which to fix the remuneration of each individual port.

In the course of the discussions, it was found that there was a general feeling that the present machinery did not provide a proper opportunity for considering the evidence and deciding this matter of working conditions. It arose at almost every inquiry in one form or another. At some ports there are too few pilots, at others the exigencies of the pilotage service are such that the number of ships piloted reflects only faintly the time and labour given by the pilots in the performance of their duties. At other ports the running and maintenance of pilot cutters imposes upon the pilots duties and financial obligations which might well, and indeed more properly, be undertaken by Pilotage Authorities themselves. At some ports long periods at sea on the cutter have to be taken into consideration, and these should be properly regarded as hours of duty. Other smaller points could be mentioned, but any one acquainted with the running of a pilotage service must realise and appreciate the objections to taking any pre-war figure as a basis upon which to build the present day remuneration of a pilot, who alone of all those in various walks of life finds conditions exactly what they were in pre-war years and long before that.

At the second meeting on March 15th with the shipowners, these proposals were put forward and I am sorry to say that they almost led to a complete breakdown in the negotiations. However, after further discussion the shipowners agreed not to close the door to further conferences, and it is now open for either the shipowners or the pilots to intimate their desire for a further meeting. It should be mentioned here that the shipowners made it plain that in their opinion there are several ports at which the earnings were too high, and but for these negotiations there would have been an application for a cut at those ports before now. It is more than

likely that the ports which the shipowners have in mind are those at which the earnings are swollen because there are too few pilots. So far as those ports are concerned, it is necessary for some independent body possessing some practical knowledge and close acquaintance with such matters to investigate the complaints of the pilots and to settle any difference between them and the shipowners or Pilotage Authority as the case may be. It is not sufficient, in my respectful opinion, for the Ministry to say that these are matters which call for decision by the Pilotage Authority upon which both shipowners and pilots are represented. The pilots are, of course, in the minority on a Pilotage Authority and it can hardly be said that the majority of the other members are independent and able to free themselves from a certain amount of bias when discussing earnings and working conditions.

The following resolution was therefore passed by the Executive Committee and submitted to the Transport and General Workers' Union for consideration by its pilot members :-

"The Executive Committee of the United Kingdom Pilots' Association having given the most careful consideration to the matters discussed at the two Conferences with the Chamber of Shipping is confirmed in the opinion that no formula can be applied fairly and evenly to every port under existing conditions, and that manpower and working conditions generally must be put on a satisfactory footing before it is possible to regulate earnings by the application of any yardstick. It is further of the opinion that the present type of informal meeting at the Ministry does not permit of the full and exhaustive enquiry which these important questions merit, and therefore they adhere to the proposal to set up an Advisory Committee within the framework of the Pilotage Act, consisting of persons with special qualifications, to advise the Committee on applications which cannot be agreed locally. Further, the Executive Committee is of opinion that the suggestion made by Sir John Fisher of a Sub-Committee of the Joint Conference continuing the discussions on the above or other lines might be followed up."

That is where this matter stands at the moment, and the debate which will follow will give an opportunity for me or the Executive Committee to clear up any point requiring elucidation, and in the course of that debate I shall be able to furnish precise figures and information from the various ports upon which the Executive Committee were forced to the conclusion reported above.

Before we pass from the question of rates, mention may be made of some of the negotiations and inquiries which have been held in the course of the year, but as these have been reported from time to time in *The Pilot*, I do not intend to do more than refer to them in

case the ports concerned, or any others, may wish to raise any question arising from those inquiries in the course of the debate on this report, and so I will pass on to one or two matters which are of general interest.

The first, which happens also to be the most recent, has to do with the granting of pilotage certificates and as the number of these certificates seems to be on the increase, this particular case assumes the greater importance, and the facts are worth stating.

An application was made for a pilotage certificate to be granted to a captain in the employ of Ellerman Wilson Line Ltd. Immediately prior to the application he had been acting as master of the s.s. *Salerno*, a vessel of 877 gross registered tonnage, draft 16 feet. The application was for a certificate to be granted to him as master of the s.s. *Urbino* a vessel of 5,197 gross registered tonnage, draft 26 feet. At all material times the s.s. *Urbino* was out of commission, her articles closed and the crew paid off. In these circumstances, it is difficult to understand how it was possible for the owners to produce a register of this vessel with the name of the applicant stamped on it as master. Moreover, on termination of his holiday, the applicant returned to command of the s.s. *Salerno*. The s.s. *Urbino*, which had been laid up undergoing an extensive refit made moves prior to sailing under the command of another captain. In these circumstances, the pilots have contended throughout that the applicant was never, in fact, the *bona fide* master of the s.s. *Urbino* and had in fact at no material time acted in that capacity, that he was both before and immediately after the application the master of another vessel and that the application should have been made in reference to the vessel of which he was not in name only but in fact the master. If by simply entering the name of an applicant as master of a vessel, it is possible to satisfy the requirements of the Pilotage Act, then it will be just as well to get this laid down by the courts.

The present position is that the Pilotage Authority has been advised by its solicitors that the certificate is in order, and objection has therefore been lodged with the Ministry of Transport under Section 27 of the Pilotage Act. This case should put the pilots everywhere on their guard.

Nothing more has been heard about the payment of masters and mates of coasting vessels to do their own pilotage since this matter was discussed at the last Conference. Presumably a bonus of 12½ per cent is still being paid for this work, and this fact must not be lost sight of when discussing pilots' earnings. This bonus means, of course, a considerable increase in the remuneration of masters and mates possessing pilotage qualifications.

Another matter upon which nothing has been heard is the question of ration books. The last intimation from the Ministry of Food was that the whole matter was being inquired

into with a view to a settlement on a national basis in view of the many anomalies which the Ministry had found to exist. This Association was promised a further communication, but that was almost a year ago. Nothing has happened since.

One case under the National Insurance scheme has come to my notice recently. A pilot had suffered injuries from which he was for a time wholly incapacitated and later partly so. The somewhat complicated machinery with its forms and delays compares, in my opinion, unfavourably with the procedure under the old Workmen's Compensation Act. I have no hesitation in saying that the pilot in this particular case would have received a speedier and more satisfactory settlement of his claim under the old procedure.

The case of the Preston pilot who had to answer a charge by the shipowner concerned that he improperly refused to take a vessel to sea in foggy weather was dealt with at short notice by this Association. Local solicitors were instructed to watch his interests, and it is satisfactory to record that he was exonerated from blame so that once more we established the fact that there can be no interference with a pilot in the due exercise of his discretion. The Executive Committee felt that this was a proper case for making a financial grant to cover the full costs including counsel's fees.

A question has arisen which is of interest to the Trinity House Outports and calls for some consideration because it must also concern indirectly the pilots at every port. For some years Trinity House has had a bye-law enabling them to grant provisional licences of a temporary nature at ports with not more than six pilots. It is now proposed to extend this power to the larger ports and an application for a bye-law has already been made to the Ministry.

It appears that the ports are somewhat divided on this question, but the majority of those from whom I have heard in reply to a circular letter are definitely opposed to the granting of provisional licences unless some means can be found of the pilots themselves having a voice in the matter. Trinity House contend that although they have possessed this power for the past twelve years or more in the smaller ports, they have not exercised it and that they may safely be trusted with an extension of this power to be used in an emergency only. It is, of course, the case that from time to time it may happen that one or two of the smaller ports who for one reason or another have not been able to get more permanent pilots licensed will under the pressure of things accept this alternative. Indeed, there is one port at the moment which is in this position. Generally speaking, however, it may be said that the pilots are against the proposal on principle. It is feared that these provisional licences might dispense with the present requirements for permanent licences in the district concerned

and that this move would be detrimental to the status of the service. It might indeed happen that in some particular emergency there would be a majority of provisional licences which would not be for the good of the service. There will also be the fear that the power might be used in some emergency other than a temporary increase of work, and that once granted there would be a reluctance on the part of the licensing authority to cast the provisional man adrift. The fear has also been expressed that the power would be exercised in such a way as to postpone indefinitely the licensing of a sufficient number of permanent pilots, and this would most certainly re-act unfavourably on the service.

All these arguments have been advanced by those pilots who object to this proposal, which, although affecting directly only the larger Outports under Trinity House, has an indirect interest for pilots at other ports who may at any time have to face a similar position. Trinity House and the shipowners, I fancy, find it difficult to understand the pilots objecting to a proposal under which it would be possible to ease an unexpected temporary pressure without saddling the service permanently with additional pilots who might no longer be required at a comparatively early date.

Now that so many ports have passed under State control as a result of the nationalisation of the railways, a case at Hartlepool is worth mentioning. The pilots at that port complained that unlicensed men were boarding ships in the harbour to move them, and at the request of the pilots I took the matter up with the Railway Executive. Later when everything was set for a prosecution, this Association was asked to hold its hand and it is understood that this illegal practice has been abandoned. Before this happened, quite a few letters passed between me and the Railway Executive who actually took up the position that they were entitled to employ these men. What has to be noted by pilots at these particular ports is that the Railway Executive is in no better position than the former proprietors of the docks and that they have to observe the law just as every one else does.

This brings me to the small ports who, it will be remembered, formed a committee of their own after the last Conference when a resolution proposed by Mr. Chase of King's Lynn was unanimously adopted. This committee has had one or two meetings and it is not for me to report on its activities. I do know, however, that the move is greatly appreciated by the ports concerned, and that this Association has nothing to fear, but very much to the contrary, from this development. It is difficult for the large ports to appreciate the problems which confront the smaller ports. Many of them have no representation on the sub-commissioners and anything which they have to say has to pass through the sub-commissioners to Trinity House, to whom there is no direct approach. Much can

be done, not only for these small ports, but by them if they are acting together and sharing in one another's experiences.

At the present moment, I am concerned with applications either pending or about to be made by several of these ports. To give an instance, I may quote one case in which an attempt is being made to pin the pilots down to an absurdly low pre-war level of earnings plus the Civil Service bonus. It is admitted by Trinity House that this port requires a 24 hours service seven days a week, which is at present being given by two pilots. The argument is that for the greater part of the time they can be engaged in some other occupation, but that is little satisfaction to a man who has to hold himself at the beck and call of a service at any time during the day or night, and if he takes a week's holiday, one pilot is left to provide this service, which, of course, is impossible. The remuneration which both Trinity House and the shipowners are contending is sufficient for each of the two licensed pilots is the pre-war figure, namely £109 plus the Civil Service bonus.

This may be taken as the kind of case which would reap no benefit at all from the 60 per cent increase on pre-war earnings, and the pilots should not be permanently punished by reason of the fact that their reasonable claims before the war were not listened to.

The port of Sharpness is providing another problem upon which I have been in direct touch with the Docks and Inland Waterways Executive. It seems that the present position, which amounts to almost a shutting down of this well equipped port, is due to the policy of the Board of Trade and Ministry of Food. Cargoes which before the war would have gone direct to Sharpness are being discharged at Avonmouth and then taken up the river Severn to Sharpness in barges. The additional expense thus incurred is borne by the taxpayer or consumer of the goods without their knowing anything about it and must be terrific.

In the meantime, 150 dockers at Sharpness find themselves with work there for only a third of their time, for another third of the time they may be transferred to some other port and for the rest they receive the unemployment benefit of not far short of £5 a week, which is just about what the Gloucester licensed pilot is earning at the present time for maintaining the Gloucester pilotage service.

It may be said that the facts recorded here have nothing to do with pilotage, but this Association has been greatly concerned on behalf of the Gloucester pilots and this artificial divergence of trade from Sharpness is a serious matter for them.

This report gives only a very poor indication of the kind of work which this Association is doing on behalf of the individual ports and pilots generally. For the rest members must rely upon the reports which appear from time to time in *The Pilot*.

THOSE WHO WERE THERE

Conference was attended by the following :

Vice-Presidents : Messrs. Alexander A. Love (in the chair) and F. R. E. Goldsmith.

Executive Committee : Messrs. H. B. Eagle, J. H. Innes, N. A. Line, M. M. Marshall, C. E. Mock, D. H. Tate, G. S. Ward and H. J. Wynne.

Delegates :

BARRY	.....	Messrs. H. R. Bennett and W. James.
BELFAST	.....	Mr. Jno. Auld.
CARDIFF	.....	Messrs. W. R. Morris, I. T. White, G. H. Taylor, W. J. Richards and L. R. Slade.
CLYDE (Gourock)	.....	Messrs. G. N. Johnston and C. W. Taylor.
CINQUE PORTS	.....	Messrs. G. M. Brewer, R. W. Roberts, W. E. Spencer, W. M. Webster and W. C. Duncan.
FALMOUTH	.....	Mr. J. T. Watson.
GLASGOW	.....	Messrs. S. M. Ritchie and O. Moore.
GLOUCESTER	.....	Mr. R. H. Morgan.
GOOLE	.....	Mr. T. M. Mapplebeck.
GRAVESEND CHANNEL	.....	Messrs. K. Macleod, C. A. Papworth, A. A. Holland, W. S. Campbell and R. S. Simons.
HARTLEPOOL	.....	Messrs. Thos. Reed, J. Knaggs and Thos. Stevenson.
HARWICH	.....	Mr. B. N. Edmonds.
HUMBER	.....	Mr. E. Holmes.
ISLE OF WIGHT	.....	Messrs. A. M. Thomson and C. J. G. Pearce.
LONDON RIVER	.....	Messrs. C. Catton, Chas. G. Owen and R. D. Balmain.
MIDDLESBOROUGH	.....	Messrs. L. Pickersgill, R. Harrison, H. L. Greet, H. Fryett and J. C. Swinburne.
NEATH	.....	Mr. W. J. Jenkins.
NEWHAVEN	.....	Mr. E. W. Chidgey.
PORTSMOUTH	.....	Mr. P. A. Hawkesworth.
SEAHAM	.....	Mr. R. Hudson.
SHEERNESS	.....	Mr. P. J. Hannan.
SHOREHAM HARBOUR	.....	Mr. A. J. Blaker.
SOUTHAMPTON	.....	Messrs. G. W. T. Mason and F. V. Janes.
SUNDERLAND	.....	Messrs. Thos. Rush and S. Burgess.
SWANSEA	.....	Messrs. P. Reid and A. G. Rice.
WEYMOUTH	.....	Mr. C. S. C. Monger.
WISBECH	.....	Mr. J. Barron.

Honorary Treasurer : Mr. Bernard C. Webb.

Secretary and Solicitor : Sir John H. Inskip, K.B.E.

Visitor : Mr. J. H. A. Smith (Southampton).

Continue from page 8.

REPORT ADOPTED

Mr. Brewer moved the adoption of the report. This was seconded by Mr. Morris, supported by Mr. Reid who congratulated Sir John and spoke of the considerable number of instances in which the Association had protected the pilot. The Report was then adopted.

FINANCE

Mr. Webb presented the Hon. Treasurer's report dealing with various aspects of the Balance Sheet and Statement of Accounts printed on pages 21 and 22 of this issue. In characteristic vein he referred to it as their crossword puzzle, but assured Conference that no money had been "given away, thrown away or pinched in spite of your having a semi-Scotsman as treasurer!" The increase in the revenue, he said had been brought about by a slow but sure increase in the membership, but he was disappointed

that there had not been a larger return to membership from one port.

Conference adopted the report on the proposition of Mr. Ritchie, seconded by Mr. Reed.

FALMOUTH'S PROPOSAL

The resolutions on the agenda were then dealt with, the first, in the name of Falmouth, being moved by Mr. Watson.

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.

He said that Conference would appreciate his difficulty in making this proposition after hearing Sir John's explanation of the negotiations which had already taken place. They felt, however, that the Executive should have a minimum basis to work on. In pressing for this increase the ports with very small earnings should be brought up to a

proper level before the 75 per cent was applied. He asked whether Conference thought the shipowners would ever agree to anything the pilots asked. For the past twenty-five years they had had the master and mate suggestion put to them, but the shipowners knew the pilots would not accept it. If the pilots had come along with a threat to go slow or strike, or if there was an industrial court they could go to, they would fare better.

Mr. Auld blamed the Ministry of Transport. The Belfast commissioners and shipowners were prepared to give the pilots an increase, he said, but the Ministry said no.

Mr. Reid said he was not clear on the point, but surely there were ports getting 100 per cent over the schedule of tariffs?

Mr. Watson: It is a minimum, not a maximum. We hope those ports which are getting more will keep it.

Mr. Holmes thought it would be detrimental to attempt to deal with the matter on a national basis and advised Conference to take a good case and fight it as a test. On the question of master and mate, he suggested that the shipowners would take the smallest ship using the port as the basis.

Mr. Reid, on the other hand, thought the average would be taken.

AN ODIIOUS COMPARISON

Mr. Spencer: Any comparison with master and mate is odious.

The Chairman: It has been decided by Conference that you do not want anything to do with it and we have been working on that line.

Mr. Watson next turned to working conditions and asked why pilots should be the only section of the community working seven days a week, 52 weeks of the year. At Falmouth they did a lot of shifting on Saturdays and Sundays so that a thousand men could start work first thing on the Monday morning. Why should the question of overtime not be brought up?

Mr. Thompson, supporting Falmouth, said that the Isle of Wight had improved their position and now had 20 days leave a year. They had applied for 80 per cent increase over pre-war and it had been favourably put forward by Trinity House.

Mr. Jenkins mentioned that Neath had had 100 per cent since 1939. If the Association adopted the resolution they would lose 25 per cent. He also expressed the view that no man with a "ticket" would go to a small port to be a pilot. Another point was that they had more trouble with shipbrokers than any other body of men connected with the shipping industry.

Mr. Slade thought that before they decided anything they should have unanimity. What was the use of supporting this resolution on tariffs with another on the agenda discussing earnings?

Mr. Morgan said Gloucester, a compulsory port, had 190 per cent over pre-war but still could not make a living. It was not a question of an increase but of trade. After all, 100 per cent on nothing still remained nothing!

Mr. Innes said the McCulloch article in the May issue of *The Pilot* went to the crux of the question; no two ports were the same.

Mr. Papworth asked whether the Falmouth and other resolutions were going to undermine the work of the Executive.

The Chairman said it would be seen that they had abandoned the 60 per cent proposal because it would not operate fairly between or in all ports.

Mr. Marshall recalled that the 60 per cent proposal came from the 1949 Conference. It was quite clear that it was a minimum and the resolutions before the present Conference put forward proposals which were the minimum.

Mr. Slade pointed out that the minimum very often became the maximum and vice versa.

Another point from Mr. Watson was that there would be something under the Falmouth proposal for the Authority which had cutters to run.

Mr. Webb emphasised that everything depended on conditions. His advice was that any port where the pilots were overworked should apply for a number of men to enable them to work the port satisfactorily. As long as they went on working at a maximum speed and showed the Authority they could earn so much money the Authority would let them do it. The whole trouble of every district came from conditions. They should get to work on improving those conditions. It was not possible to devise a scheme which was going to satisfy everybody.

Mr. Ward supported Mr. Holmes, and suggested that Conference should consider the resolution which went from the Executive to the Union.

Mr. Mock favoured "knocking the old house down and rebuilding on the right foundations," starting with conditions and the number of pilots necessary.

Mr. Wynn, too, wanted to improve conditions, while maintaining rates.

SIR JOHN'S ADVICE

Sir John advised Conference to focus the discussion on some point. He reminded the delegates of the recommendation of the Executive Committee as reported in *The Pilot* for April. (The resolution is also quoted by Sir John in his report in this issue. See page 6).

"The Committee with one rather wavering member" continued Sir John, "accepted the position that the 60 per cent proposal had to be abandoned. The Conference discussion would be much more helpful if it dealt with the question: Do you agree to abandon that proposal? If you decide to accept it the

Falmouth and Swansea resolutions go; if not, and you still adhere to the 60, 70, 80 per cent or any particular increase on pre-war earnings, then the negotiations have broken down. The Union pilots have accepted the position and we should have to admit defeat for the simple reason that you cannot take your adversary, or friend, by the throat and say 'You have to discuss this.' If you adopt the recommendation of the Executive the negotiations will proceed on such lines as you decide at this Conference."

A question by Mr. Moore led Sir John to explain further that the negotiations were entered into at the request of the Association, and the Ministry invited the parties to get together. The Ministry were taking no part because under the Pilotage Act they were in the position of arbitrator.

A question by Mr. Slade as to what alternative the Executive had if the 60 per cent were abandoned, led Sir John to read the recommendation from *The Pilot* of April and he suggested the Conference should debate

(1) Do you accept the first part of the recommendation and agree to concentrate on getting working conditions right at every port?

(2) Do you agree that it shall be done by setting up that machinery?

Mr. Tate warned Conference that if they went ahead with the percentage increase negotiations would cease and an attack on all rates might follow. He also reminded the delegates that Sir John Inskip had some difficulty in persuading Sir John Fisher to keep the door open. The recommendation of the Executive was really a matter of diplomacy.

Referring to conditions, Mr. Hannan said a pilot should have at least 48 hours a week off and 21 days annual leave.

Mr. Watson: Are the shipowners prepared to consider anything else but this master and mate proposal? If not, what is the good of any negotiations at all? Have we no redress anywhere else?

The Chairman: The Chamber stuck very rigidly to their proposals but we countered them with a request for an Advisory Committee.

At this stage a recent letter from Trinity House to the Ministry of Transport to which reference had been made earlier in the discussion was read by Mr. Love, together with one from Trinity House to the Association.

TRINITY HOUSE,

LONDON, E.C.3.

Sir,

With reference to your letter of the 15th March, 1948, concerning the level of pilots' earnings, I am directed to forward, for the information of your Association, the enclosed copy of a further communication which has today been sent to the Ministry of Transport on the subject.

The Elder Brethren trust that your Association will be prepared to support their representations for a meeting of representatives of all interested parties, with a view to solving the problem.

I am, Sir,

Your obedient Servant,

S. T. RAWLINGS SMITH.

The Secretary,

United Kingdom Pilots' Association.

TRINITY HOUSE'S PROPOSAL

TRINITY HOUSE,

LONDON, E.C.3.

22nd June, 1949.

Sir,

I am directed to acquaint you, for the information of the Minister of Transport, that the Elder Brethren regret that no official reply has been received to their letter of the 12th March, 1948, concerning the present formula which governs increases in pilotage dues.

So far as the Elder Brethren are aware, the Minister has not consulted any Pilotage Authorities on this important matter and, according to recent press reports, negotiations on the subject between the Chamber of Shipping, the United Kingdom Pilots' Association and the Transport and General Workers' Union have broken down.

The Elder Brethren are concerned at the lack of progress in dealing with the problem of the level of pilots' earnings and they are of the opinion that the matter must now be dealt with expeditiously as it is known that widespread dissatisfaction with the present Ministry formula exists.

The Corporation as the principal Pilotage Authority in the United Kingdom, therefore, urges the Minister to convene a meeting of representatives of the Chamber of Shipping; the United Kingdom Pilots' Association; the Transport and General Workers' Union and the principal Pilotage Authorities, with a view to solving the problem.

A copy of this communication has been sent to the Chamber of Shipping; the United Kingdom Pilots' Association and the Transport and General Workers' Union.

I am, Sir,

Your obedient Servant,

R. H. G. THOMSON.

Mr. Mapplebeck said that the ports had various ideas about the salary and conditions they wanted. Goole had been very fairly treated when they put any matter in the hands of the Executive and Sir John. If the pilots did not support the Executive why have an Executive?

Mr. Holmes asked the Executive how they proposed to improve conditions generally.

The mere fact of telling Conference in half a dozen words that they proposed to do it was not good enough for that meeting.

Mr. Swinburne: As an ordinary pilot I support the Executive.

Mr. Catton congratulated the Executive on their conclusions. Pilots wanted better terms of service, a certain amount of liberty—leave and a definite number of hours, if possible per week. He suggested that the Executive should get information from each port regarding the number of men required and also conditions so that proper plans could be prepared.

Replying to Mr. Holmes, Mr. Goldsmith said that the diverse wishes of the ports would alone defeat any Executive in attempting to draw up a yardstick. The recommendation included the setting up of an Advisory Committee and presumably the people on that Committee would be those with knowledge of the ports and their conditions. It was one of the details which would follow if Conference approved the principle of dealing with the matter on these lines.

Mr. White: We have conditions at Cardiff we do not want to lose. We have an eight-hour day and have had it 20 or 30 years. There's a chance for you—an eight-hour day!

Mr. Reid: Even if you get your conditions right you have to have a yardstick. Our proposition is the average of 20 or three pre-war years. We have suffered from inequalities for 10 years because the formula operated on our three worst years.

Mr. Catton said the crux of the matter was to get this national advisory committee functioning.

Mr. Duncan suggested that with the assistance of Trinity House they might be able to carry on with the 60 per cent proposal.

Mr. Balmain thought they were "trying to teach a kid to run before he could walk" and asked that the Executive should be authorised to give them a basis on which to work.

Mr. Marshall thought they might work twelve months or two years for better conditions and in the meantime would have only the 20 per cent which the formula gave.

Mr. Auld asked how many of the ports had approached their Authority for better conditions. He suggested that instead of leaving it to the Executive they should make the approach and if they got no satisfaction they could then put it before the Executive.

Mr. Line said no two ports were alike and contended that a rigid 60 per cent would never work.

Later in the debate Sir John intervened and expressed the hope that it would not be carried further. "It is not so much a question of abandoning the 60 per cent as of concentrating on bigger things" he said. "We are looking at our next and immediate step and what you are asked to vote on is whether you wish the negotiations to continue. I hope

when you have your working conditions improved and this Advisory Committee set up the way would be clear to get something for each port according to its earnings.

EXECUTIVE'S CONCLUSIONS ENDORSED

A resolution moved earlier in the debate by Mr. Macleod and seconded by Mr. Ritchie was redrafted and accepted by them, as follows:—

That this Conference confirms the actions and conclusions of the Executive Committee with regard to negotiations with the Chamber of Shipping and approves the resolution forwarded by the Executive Committee to the Transport and General Workers' Union as reported in "The Pilot," April, 1949. Further it instructs the Executive to support the application of Trinity House for further meetings embodying the Pilotage Authorities.

A vote on the resolution was deferred until after lunch in order to give the delegates the opportunity of turning it over in their minds. When it was put to the vote later it was carried by a large majority only nine voting against it.

The Chairman suggested that that automatically disposed of the Falmouth resolution and these two Swansea resolutions:

(1) That as an interim measure, an increase of 60 per cent on average figures for twenty 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 should be considered having regard to the vast improvements in the Merchant Navy and other services.

Mr. Reid, however, pressed the contention that when any pre-war standard of earnings was considered it should be on the basis of 20 years or three years, whichever was the more favourable.

Mr. Holmes did not think any port should dictate to another what period it should take. It should be left to the individual port when promoting its application to decide which period it would like to take.

Mr. Reid: It is not a question of dictating; these are alternatives.

Mr. Watson suggested it might be put forward when the Advisory Committee was sitting.

CONSTITUTION OF THE ADVISORY COMMITTEE

In reply to Mr. Taylor who asked what the constitution of the Advisory Committee would be, the Chairman read Clause 9 (1) from the Pilotage Act:

The Board of Trade (Ministry of Transport) may appoint an advisory committee for the purpose of advising them with

reference to the exercise of their powers or the performance of their duties under this Act, consisting of such persons as they may appoint, being pilots, shipowners, representatives of pilotage authorities, representatives of dock and harbour authorities, or other persons representing the interests principally affected, or having special knowledge of the subject-matter.

Mr. Catton asked if they were not jumping their fences before they came to them. There was no object in binding the Executive.

Mr. Watson felt the same about it. They had just passed a resolution freeing the Executive of one handicap, he said, and now they were talking of putting on another.

Sir John said he could not look favourably on the proposal for once the pilots sought to get away from the three year period and to set up an alternative. The shipowners might ask "Why 20; why not seven or 10 or 50?" They might say "By all means, whichever is the lower." It would open up all sorts of questions and would place the Association in great difficulty.

In the end the matter was put to a vote and the Swansea proposal was defeated, 13 voting for and 31 against. Mr. Swinburne refrained from voting not being in favour of either the three or 20 years period.

Mr. Reid then proposed the third Swansea resolution:

That a special rate 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.

The Chairman reminded the delegates that at the 1948 Conference he said that members of the Executive were willing to go to any port. Since then no port had asked for a consultation.

Mr. Line questioned whether any member of the Executive had the knowledge to go to Swansea and tell them what they should get for a certain service.

Other delegates raised similar doubts and Mr. Rice suggested that the Advisory Committee would meet the case.

Mr. Roberts thought that for dealing with local problems there were able men on the stations, good though the members of the Executive were.

Mr. Ward pointed out that the machinery was already in operation. Every port was

entitled to send delegates to the Executive and have their grievances discussed.

On the point about counsel's opinion, Mr. Barron thought they should bear in mind Sir John's knowledge of pilotage law.

Mr. Smith reminded the delegates that before the war they had a mutual agreement with the Board of Trade and the shipowners not to employ counsel at the inquiries. Members of the Executive had been to various ports when necessary and many delegations had been received by the Executive.

When the resolution was put to the vote it was overwhelmingly defeated, only eight voting for it.

Mr. Eagle impressed on Conference that the machinery was still there and Mr. Auld added a tribute to the Executive from personal experience on the previous day. The Executive then gave him very good advice and he was sure any who consulted them would be very well treated (applause).

WHAT A PILOT SHOULD EARN

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

This resolution was moved by Mr. James and seconded by Mr. Bennett.

Mr. Brewer thought the wording of the resolution was rather unfortunate. Pilots were neither masters nor mates; they were specialists. They were masters before they were pilots and should have money accordingly.

Mr. Watson said that was one of the reasons why Falmouth proposed 75 per cent, and Mr. Wynn wanted the resolution varied by "the earnings of a pilot should be more, etc."

Mr. Taylor thought it was dangerous to draw the comparison and Barry agreed to withdraw the resolution.

"LETTERS TO THE EDITOR"

There was no delegate from Barrow-in-Furness to move the resolution submitted by that port.

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.

It was moved from the Chair, seconded by Mr. Hudson and carried unanimously.

The Editor of *The Pilot*, asked to give his view, said it had always been his desire to print letters, but very few had been received and he could not remember ever having had one from Barrow. The invitation, of course, stood.

QUALIFICATIONS FOR PILOTS

Gravesend River submitted a resolution which was printed in the agenda, but it came before Conference in this amended form :

That 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.

It was moved by Mr. Owen who recalled that the matter first came up at the 1946 Conference and the following year there was a definite proposition that all the larger ports should require a foreign-going master's certificate as one of the qualifications for a pilot. The proposition was passed by an overwhelming majority. He had since wondered whether any port had even held a meeting to consider the matter, let alone implement it. The qualification master mariner meant something and he was asking the Executive to keep the proposition alive by directing those ports where it was not the rule that it must be the ultimate aim.

Mr. Reid seconded as he said "if only for the sake of being associated with something which has a hope of being passed."

Mr. Slade said that when the qualification at Cardiff was altered from second mate to master the Chamber of Shipping did not think it was essential, but the Ministry did not see eye to eye with them and the higher qualification remained.

Mr. Catton also detailed the advance in the qualifications required of London pilots who now had to be master mariners.

The Chairman said he really did not know how they were going to implement the proposal.

Mr. Tate put another side of the matter. "How are we going to run our service without a system of apprenticeship? What are we going to do while they are getting their master's certificate? The Chamber of Shipping told us 'You don't want certificates.'"

Mr. Owen: We never suggested foreign-going master's certificates for small ports.

Mr. Balmain: The shipowner may not require it, but we do.

Mr. Reed: We have no certificates at Hartlepool and it takes nine years to make a first class pilot.

Mr. Owen saw no reason why apprentices should not get some certificate.

Mr. Marshall: I don't see how we can apply this to any apprenticeship port or where there is not already provision in the by-laws.

Mr. Morgan mentioned that Sharpness with the longest pilotage in the Bristol Channel—90 miles—some of it covering the same ground as the other ports required no certificate.

The resolution was carried 41 voting for and nine against. Mr. Holmes and Mr. Hudson did not vote.

EARNINGS OUTSIDE THE DISTRICT

On behalf of Gravesend Channel, Mr. Papworth moved:

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 Ministry of Transport.

He said that Pilotage Authorities in the U.K. submitted an annual return to the Ministry of Transport of pilots' earnings in their respective districts. Upon the figures submitted, the Minister arrived at the average earnings which, before the war, were published in the form of a White Paper. The Pilotage Authorities when making these returns, included sums of money which have been earned outside the limits of compulsory pilotage. These returns therefore, showed a somewhat inflated income, which was misleading. The Channel pilots regarded this system as being very unfair, and affected pilots generally. They, therefore, sought the support of Conference in their efforts to compel Pilotage Authorities when making returns to the Minister, to show pilotage within the district, and outside pilotage as separate amounts.

Mr. Edmonds who seconded said that to include these earnings as part of a pilot's remuneration was obviously wrong. Only a few benefitted by these earnings, but the majority of the pilots in the compulsory area had their earnings inflated by these figures which the Ministry of Transport required to be produced as the earnings of the port. The pilots thought the information was being used to keep down the earnings of the pilots.

Sir John said the resolution was all right with the proviso that if a pilot earned money outside he could not expect to conceal it from the shipowners. Much depended on the by-laws which might be worded in such a way that they could not resist their earnings outside being brought into the published figures. They could safely adopt the resolution and enforce it wherever the by-laws allowed them to do so. It was not lost sight of at any inquiry and the figures were adjusted accordingly. It was up to every port to see that a correct record was kept of the outside pilotage.

Mr. Brewer pointed out that not all pilots went outside, yet their earnings were made to appear as high as those of the men who did.

The resolution was adopted and Conference then adjourned for the day.

SIR PETER MACDONALD MEETS THE DELEGATES

WE briefly referred to the career of Captain Sir Peter Macdonald in the January issue of *The Pilot*. He has been an outstanding personality for many years in the Isle of Wight which he represents in the House of Commons; he has travelled a lot and is a man of many interests as his speeches in Parliament and letters to *The Times* have shown. Like the late Lord Apsley he is keen follower of the hounds. He is sturdily built and his forceful character impressed the delegates to the Conference when he met them at luncheon on the second day, as a preliminary to his election as President.

He was introduced by Mr. Love as "Chairman of your Parliamentary Committee." "We owe him a debt of gratitude" he said, "for the expeditious way he went about forming that committee. Some years ago he was a member of Lord Apsley's committee, indeed he was secretary of it, and is a very fit and proper person to be handling pilotage matters. He was born in Nova Scotia (we don't hold that against him!) and holds a pilot's licence for the air."

Sir Peter Macdonald, "Thank you very much for the kind way in which you have mentioned my name and the fact that I have been connected with the parliamentary committee of the pilots in the past. I was closely associated with Lord Apsley in forming that committee many years ago. He was a very great friend of the pilots and since his untimely passing I have been conscious of the fact that there was no parliamentary committee representing pilots, indeed you are about the only organisation without parliamentary representation. When I was asked to form this committee I willingly undertook to do so, but on looking round I found that

most of the older people were no longer in the House. I found, however, some very willing colleagues in the ports. Since then we have been waiting to hear the grievances you want us to put forward. I have never met a batch of men so contented with their lot! (laughter). I am prepared to call the committee together at any time to be addressed by your representative. My only qualification for representing pilots is that I have the greatest admiration for the man who brings the ship into port. I have travelled a good deal and have always been glad to see the pilot come aboard, especially when the ship is off the Isle of Wight, for I generally find he is a personal friend of mine."

He went on to recall that in his tour of the ashore to vote, but none of their names were on the register, and he warned the pilots to see that their names were on the register. He also mentioned that it was two o'clock when he left the House that morning, and spent the previous night there, so he felt a bit under the weather, but he was hoping to get some sea air into his lungs at the weekend because he was being taken on an ocean race.

SECOND DAY OF THE CONFERENCE

DUTCH COASTING VESSELS

When Conference resumed the following morning the Chairman said there was no one from Poole to move the resolution sent in by that port:

That attention be called to the serious situation regarding Dutch coasting vessels which are not only allowed but encouraged to carry our freight 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.

Mr. Reed said that Poole could not send a delegate as there were only three pilots there, but his port, Hartlepool, was a parallel case and he was prepared to move the resolution.

He continued: In this matter of the Dutch non-pilot ships using our ports we at present

are not so hard hit as many. Nevertheless the numbers are growing. In 1948 the vessels piloted into Hartlepool totalled 1,165 including 183 foreign ships. All merchant ships took pilots both inwards and outwards with the exception of 9 Dutchmen. From January 1st to June 25th of this year 408 vessels were piloted into Hartlepool, and all of them took pilots both ways with the exception of 22—all Dutchmen. The only non-pilot ships visiting our port are Dutchmen. This affects us in two ways, firstly as pilots and secondly as owners of cutters.

As pilots we are affected not only by loss of income (very negligible at present), but also by the way in which convenience is made of our services. The deciding factors on whether we are employed or not are weather conditions and the hour of arrival. Some evade full pilotage by this method. A pilot is ordered when a vessel is sailing on a dark tide. Instead of proceeding to sea direct she berths at a handy berth in the outer harbour below the lock pits ostensibly to await the early morning weather forecast and/or pilot. The pilot is paid off and the vessel proceeds to sea later without assistance. The average Dutch craft

of 160 tons net thereby saves full outward pilotage of £2. 1. 3d. and pays transportation fee of 12/4d. only. This method deprives us as owners of cutters of 12/4d. landing fee. We supply 100 per cent steam cutter service 24 hours a day and two motor boarding dinghies. We are running this service at a loss in order to give 100 per cent service to our regular colliers. Why should non-pilot ships have this cutter service at their disposal if they require it without contribution to cost and upkeep? Why not compel them to pay towards the cost? It is not very gratifying to have to board one of these craft in an open sea-way on a dirty night, thereby risking life and limb of pilots and boats' crews and damage to boats well knowing that had the weather been fine such services would not have been required. One of our most expensive items is upkeep of boarding-dinghies.

Our cutters are at vessels' disposal for multitudinous jobs—giving orders, diversions, interceptions and embarking or disembarking men from ships at sea. Deep draughted vessels have often been able to sail on tide short handed and anchor outside because our cutter has been at their disposal to bring the late comers off to them.

All vessels entering harbours pay light dues irrespective of whether they arrive by night or day. Why should they not pay towards the running of the cutters irrespective of whether a pilot is employed or not? We are not compelled to carry out these extra duties but are obliged to do so for the regular trader, and are only too willing to do so well knowing that no matter what the weather conditions or hour of arrival may be their pilot ladders will be over the side.

We at Hartlepool are applying in August to our Authority for compulsory pilotage. It would appear that this is aimed at the Dutchmen. We are not against him because he does not fly the Red Ensign—we are against him because he does not fly the Pilot Jack. It just happens that the only vessels using our port without pilots at present are Dutch. We consider that now is the opportune time for our application for compulsory pilotage, because all British ships are employing us, which may not be the case in time to come.

Mr. Owen seconded but asked if the reference to an English vessel not being allowed to move from one berth to another in a Dutch port without a pilot had been verified.

Mr. Auld who supported the resolution said the young Dutchmen were the worst offenders.

Mr. Slade said a similar situation had existed in Cardiff for years and they had always been told there must be no flag discrimination. The only remedy was compulsory pilotage.

Mr. Jenkins said he had put it to Trinity House that all ships should be made compulsory but the reply was that if it were given to one outpost it must be given to the

lot and many did not want it. He suggested that all ports of Trinity House should get together and come to some agreement. He thought Trinity House would support compulsory pilotage for whatever tonnage was agreed.

Mr. Holmes suggested it would be a step in the right direction if each port framed its own by-law.

Mr. Blaker said that Shoreham suffered from this disease as much as any port and they were told that flag discrimination could not be entertained.

Mr. Catton said that this discussion about compulsory pilotage came up every year. In the case of these ships they had been told that they could not have it because of the commercial treaties with other countries. How could they get round it? Wherever there was a port with a pilotage service there should be a levy on every ship coming into that port.

Mr. Webb also reminded Conference that they had been flatly told that the Government would not allow a Bill to go forward for compulsory pilotage which was contentious.

Mr. Slade contended that the only answer was general compulsory pilotage and pointed out that the London exemptions would not suit the small ports where 100 tons would be about the mark.

Mr. Reid favoured a general levy on the same principle as lights and suggested the easiest way of dealing with the Poole proposal was to drop the latter part of it.

Mr. Balmain supported the policy of a general levy and urged that they should go ahead with it—this Government was not going to be much longer in power!

Mr. Papworth quoted the first point from the Seven Points Policy:

That every ship entering or leaving a port and having the right to demand the services of a pilot shall be required to make a contribution to a fund to cover the administration expenses of the pilotage service and towards the cost of maintenance and upkeep of the cutter service.

"We are all too selfish and all look after our ends," commented Mr. Swinburne. What our port wants, London does not want. Each port should find its own salvation where compulsory pilotage is concerned.

"I have heard it said that the larger ports don't want to be messed about with these small vessels; they have a lot of trade to contend with, but the small ports want them."—Mr. Morgan.

Mr. Pickersgill: Where applications for compulsory pilotage on any but the ground of safety of navigation have been introduced they have been successfully resisted.

Sir John: There is no question about that. Both the Ministry and shipowners have always taken up that position and it was also

the view of the majority of the Departmental Committee in 1911 when they recommended it purely from the navigational point of view. It was never contemplated to bring in earnings.

Mr. Marshall urged that Conference should not treat the resolution lightly; too many ports were interested in it. The big obstacle was flag discrimination.

Mr. Monger: If ships had to pay towards the pilotage service whether they took pilots or not they would automatically take pilots.

Mr. Owen expressed some doubt about the conditions at Rotterdam being quite as indicated in the Poole resolution.

Mr. Reid proposed that the resolution should be limited to the opening passage:

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.

This was seconded by Mr. Papworth, but Mr. Mock said, "We should not be afraid of it now. We should say foreign vessels."

Sir John was asked to say something on the subject and said: "So many hares have been started I don't really know what you want. If you want general compulsory pilotage you can pass a pious resolution. You can pass it again next year but the Executive can do nothing. General compulsory pilotage is off the map for the time being. If you put in a Bill the Government would oppose it and so would the shipowners so you can reckon up its chance as well as I can. The Government would not allow any time for a measure of this kind. Directly you begin to deal with one section alone of the coasting trade, as in the resolution, that is flag discrimination. It may seem very unreasonable and you may not like it, but as things are this country cannot give preferential treatment to our own ships. I do not advocate tearing up treaties. If the Government would only exert pressure to get the Seven Points Policy adopted it would solve this problem."

The Chairman put the first part of the Poole resolution retaining the word Dutch to Conference with a suggestion that it should be left to the Executive to press the Seven Points Policy, and this was unanimously adopted.

Mr. Mock: What steps are you going to take? I suggest articles in every newspaper in the country.

MAN POWER AND WORKING CONDITIONS

Conference then discussed man power and working conditions.

Mr. Reid asked what attitude the Ministry and Chamber of Shipping took up regarding

pilots being paid a salary: was it favourable or otherwise?

The Chairman: Salary was not under discussion.

Mr. Wynn said that when they talked of salary, hours of work, overtime and all sorts of things were involved. Salary really could not come into pilotage at all.

Mr. Janes suggested that as conditions were now the main plank of the Association, they might take a test vote of Conference of (1) those who thought their conditions good (2) those who thought they were not too bad and (3) those who considered they were badly off.

Mr. Watson said that at Falmouth they made their own conditions and it was up to each port to do the same. A port should get sufficient men to regulate time off. The pilots might lose money for a start, but it would come back.

Mr. Holmes: There may be a few cranks among us who pilot because they like piloting, but we are here for what we can get. Our stumbling block is representation on our Pilotage Committee where we are outvoted. The first thing must be to establish direct and proportional representation on the Authority and then get regular time off either weekly or monthly, and annual leave.

Mr. Edwards: We are overworked because of the small number of men we are allowed. In these days of controlling everybody and everything we are not allowed a voice in the matter. We have no say in the number of pilots.

Mr. Fife: We have letters from our Pilotage Authority, Trinity House, in which it is stated that the Government will not allow us to have a sufficient number of men.

Mr. Balmain: I happen to be one of the cranks—I like pilotage!—and I also like what I get out of it. On the London River we have improved our conditions and we have a system of leave including annual leave. Individual ports should fight their own battles.

Mr. Catton: It all depends on the line of action the Executive are going to take. I assume they are going to follow up the letter from Trinity House. When we get that Advisory Committee each individual port will send a witness who will be questioned. Then is the chance to put forward the conditions the pilots want.

Mr. Reid: All our troubles are caused by unfair representation.

Mr. Hudson referred to the amount of transportation the Seaham pilots were now doing. This, he said, was not proper pilotage; it was only the moving of a ship from buoy to berth and back to buoy. The changed conditions had been brought about primarily by the war.

Mr. Webster said he had been struggling to get pilots for the Cinque Ports, but had not got far; the Ministry kept the numbers down.

Mr. Watson: In the Outports if you have a certain number of pilots you are entitled to have a pilot on the sub-commissioners. When we want more pilots or to decrease the number we have to sign a form.

Mr. Taylor: What happens if they appoint two or three and trade gets slack?

Mr. Watson: You take a reduction in salary. That is why we wanted a 75 per cent increase on tariffs. It would stabilise things.

Mr. Webb: If the Executive is going to start working on conditions, those ports which have something they want rectified must submit particulars to the secretary.

Mr. Holmes expressed disappointment that the discussion had revealed no definite problems. He outlined as the basis of their requirements:

Reasonable amount of work.
Fair reward for their labours.
Reasonable hours of labour.
Fair representation on the Authority.

Mr. Thomson asked for a show of hands of those who were satisfied with their conditions and those who were not.

THE SECRETARYSHIP

Sir John first of all referred Conference to the decision at the 1948 Conference and quoted from the report in *The Pilot*.

"Mr. Love then put these points to Conference:

"Do you approve the recommendation of the Executive Committee that the offices of secretary and solicitor should be combined as in the past?

"Do you agree that the headquarters of the Association should be in London?

"Conference gave an emphatic 'yes' to the two questions, and made the same reply when Mr. Eagle asked 'Can we go right ahead without waiting another year?'"

After a brief discussion, Mr. Papworth moved:

That the Executive continue their efforts to secure the services of solicitor and secretary.

Mr. Roberts seconded.

The Chairman agreed with Mr. Line that this reaffirmed the resolution of the 1948 Conference and when it was put to the vote it was carried by a large majority, only five hands being raised against it.

SMALL PORTS AND THE EXECUTIVE

After luncheon, Conference considered the best way of giving the Small Ports Committee representation on the Executive Committee. As it stood the rule provided for a maximum of nine and a minimum of six Executive members. The view was expressed that the Committee was already unwieldy and Executive meetings were expensive. One delegate suggested that the Small Ports

representative should be appointed to the vacancy created by Mr. Line's retirement.

The Chairman read from the resolution passed by the 1948 Conference:

"... and that the rules of the Association shall be altered so as to reserve one place on the Executive Committee for a nominee of the small ports, such nominee to be elected annually by Conference from not more than three nominations to be submitted by the Small Ports Committee."

Mr. Goldsmith said that a definite undertaking was given to the small ports and he moved that rule 9 be amended to provide that the Executive should "consist of not less than seven or more than ten, of whom one shall be the duly nominated representative of the Small Ports Committee."

ELECTIONS

MR. J. H. A. SMITH AN HON. VICE-PRESIDENT

The Honorary Vice-Presidents were re-elected.

Mr. Webb: We let one of our old members leave us after he had given long service. As junior vice-president he relieved me and was an energetic and enthusiastic worker. If anyone ever deserved being asked to become an honorary vice-president it was J. H. A. Smith.

Conference took up the idea with enthusiasm and elected Mr. Smith who said he greatly appreciated the kindly thought and hoped he might look in from time to time and see a few old friends which he had enjoyed doing on this occasion. Although Mr. Davies was not there Swansea were and he congratulated them on their strong batting list.

VICE-PRESIDENTS

Mr. Webb took the chair during the election of the vice-presidents.

Mr. Holmes, proposing the re-election of Messrs. Love and Goldsmith, thanked them and the Executive for the work they had done.

Mr. Papworth seconded and Conference unanimously approved.

Mr. Love expressed appreciation of the teamwork of the Executive during the year and particularly of the sub-committee who had the unenviable task of meeting the shipowners.

Mr. Goldsmith said a lot of hard work had been done. They had a most unenviable task and came up against difficulties which seemed almost insurmountable. But for the able advice offered by Sir John and the thought they gave to the matter themselves they might have been in the position of having the door shut against further negotiations.

"If the year seems a bit empty" he added "make your expression of confidence a concrete one by continuing, or improving your support of the Association, for without it we should be in a far worse position today."

THE TRUSTEES

The trustees were re-elected on the proposition of Mr. Ritchie, seconded by Mr. Holland.

THE HON. TREASURER

Mr. Brewer: It is with the greatest pleasure in my life that I propose we retain our old friend Bernard Webb as honorary treasurer. (To B.C.W.). You haven't the power to refuse.

Mr. Webb: I have the power to make you sit down. (laughter).

Mr. Catton seconded and the proposition was adopted with enthusiasm.

Mr. Webb: I don't know whether to thank you! If you can put up with me and desire me I will do the best I can, but I warn you my wife's favourite compliment to me is to say that the Association is an obsession with me.

The auditor, Mr. W. B. Watling was re-elected on the proposition of Mr. Richards, seconded by Mr. Reid.

SIR JOHN RE-ELECTED

Conference cordially and with alacrity adopted a proposal to re-elect the Secretary and Solicitor and Sir John in reply said he had been waiting two or three years for them to put him on the dust heap.

"This trouble which I have landed you in" he added "came from my wish to be relieved, so I shall do my utmost to find a successor. When we are fortunate enough to find someone I shall vacate the position with regret and, I hope, without losing the many friendships I have formed in the 35 years I have been with you."

EXECUTIVE COMMITTEE

Four members of the Executive were concerned by the provisions of rule 11. Mr. Line retired as the one who had been longest in office and did not seek re-election. It was decided by lot at the Executive Committee meeting on the previous afternoon that Messrs. Tate and Ward should retire, Mr. Mock remaining in office another year.

Messrs. Catton and Brewer acted as tellers for the ballot which resulted:

Mr. D. H. Tate (Tees)	54
Mr. G. S. Ward (Humber)	41
Mr. G. T. Watson (Falmouth)	29

Mr. C. A. Papworth (Gravesend Channel)	21
Mr. T. Reed (Hartlepool)	19
Mr. W. C. Duncan (Cinque Ports)	16
Mr. W. James (Barry)	12

The three successful candidates thanked Conference, and the Chairman had a special word of welcome for the newcomer, Mr. Watson.

A little later in the proceedings Conference, on the proposition of Mr. Tate, seconded by Mr. Wynn, accepted the nominees of the Small Ports Committee in this order (1) Mr. J. Barron (Wisbech) who becomes the official member of the Executive; (2) Mr. P. A. Hawkesworth and (3) Mr. B. R. Booth (Ipswich), either or whom may act as substitute for Mr. Barron.

SIR PETER MACDONALD ELECTED PRESIDENT

When the Chairman announced that the Executive were recommending that Sir Peter Macdonald be asked to accept the presidency, Mr. Brewer was first on his feet to claim the privilege of proposing it—"as one of the oldest delegates."

Mr. Thomson seconded.

The applause which followed showed that Conference was at one in its approval.

Then Mr. Love continued what he was going to say; that Sir Peter had already been sounded on the matter and said he would consider it a great honour if elected (applause).

Mr. Reid asked for the names of the members of Sir Peter's Committee in the House to be published, and Mr. Auld sealed the election on an hilarious note with the words: "As a Conservative from Northern Ireland I have much pleasure in approving the selection of Sir Peter."

PLACE OF NEXT CONFERENCE

Once again Mr. Mock tried to persuade Conference to meet outside London and this time a heat wave lent support to his arguments. Some suggestions were offered in the discussion this provoked, and, of course, Northern Ireland came into it, but in the end the Chairman put the question to Conference.

"Those who want a change out of London?" Up went nine hands.

"For London?"

A forest of hands settled it.

LADDERS

"Any other business" found Conference with nothing on its mind, except Mr. Holland who said, "There is no need to go into pilot ladders any more; it has been done internationally."

VOTE OF THANKS

A vote of thanks to the Editor of *The Pilot*, another to Sir John proposed by Mr. Brewer "on behalf of the delegates" and supported by Mr. Barron who particularly spoke of the assistance Wisbech had had over a long period, and finally one to the Chairman proposed by Mr. Duncan, and the Conference closed.

"GOOD VALUE FOR MONEY"

To the Editor, *The Pilot*

Sir,—Previous to our last general meeting I bravely volunteered to go to London as a delegate to the Conference and to my surprise was accepted.

I had several motives in view, among them :

To find out what value, if any, I was getting for the subscription the local secretary so efficiently collects.

To learn something about pilotage matters in and outside my own district, other than piloting ships.

To see for myself and judge the type of men the various districts send as delegates to represent them.

To find out for myself, who the Executive are ; seeking their weak spots and, if any, the good ones.

In the event of continuing my subscriptions I should know what the U.K.P.A. really does and whom it represents ; also in the event of acting again as a delegate, I

should at least be conversant with the various problems put forward at the meeting.

At the end of the first day I was very much impressed by the efficient way the Executive handled the various matters put to them by the delegates, who I decided were a very stable body, and, to my great surprise, could not find any fault with the Executive.

By the end of the second day I realised the enormous amount of work covered by the Conference and felt a great respect for the Secretary and the Executive. I came away with the satisfaction of knowing a lot more about pilotage matters.

If a junior member's opinion counts for anything the Association is good value for money, and it is very regrettable that there is not 100 per cent membership.

Yours, &c.

"Chalfont,"
34, Arnold Road, (Gravesend Channel).
Gravesend.

R. S. SIMONS,

GUESTS OF TRINITY HOUSE

At the close of the business on the first day, the Vice-Presidents, the Executive Committee, Sir John H. Inskip and Mr. Webb were entertained to tea by the Elder Brethren at Trinity House. On arrival they were received by the Deputy Master, Captain G. Curteis, M.V.O., R.N. (Retd.) and the Elder Brethren in the Board Room. The Elder Brethren present were :—

Captain A. S. Mackay, R.D., R.N.R. (Retd), Rental Warden ; Captain R. L. F. Hubbard, R.D., R.N.R. (Retd), Chairman of the Pilotage Committee ; Captain C. St. G. Glasson, Vice-Chairman of the Pilotage Committee ; Captain T. L. Owen, O.B.E., R.D., R.N.R. (Retd.) ; Captain G. C. H. Noakes, R.D. and Captain D. Dunn.

The Trinity House officials at the function were :—

Mr. R. H. G. Thomson, Secretary ; Mr. T. H. Burleigh, Deputy Secretary ; Captain (E) R. W. K. Twinberrow, R.N., Surveyor of Shipping and Marine Engineer ; Mr. R. S. McLernon, O.B.E., Principal, Lights Department ; Mr. F. P. Stapleton, O.B.E., Principal, Corporate Department ; Mr. F. W. Stannard, Chief Accountant ; Mr. W. M. Liesching, Public Relations Officer ; Mr. S. Rawlings Smith, Principal, Pilotage Department and Mr. N. V. Naismith, Deputy Principal Pilotage Department.

Other guests included Mr. F. Whittock, member of the London Pilotage Committee ; Mr. J. B. Greenwood, Secretary of the Pilotage Committee of the Chamber of Shipping of the United Kingdom, and from the Ministry of Transport, Mr. P. Faulkner, Under-Secretary ; Mr. C. P. Scott-Malden, Assistant Secretary and Mr. A. Broadley, M.B.E., Chief Executive Officer.

It was interesting to note that this was the first time the U.K.P.A. representatives had met the new Deputy Master, the new Chairman of the Pilotage Committee and the new Principal of the Pilotage Department. On the pilots' previous visit two years ago these offices had been held respectively by Sir Arthur R. H. Morrell, K.B.E., who retired last year, Captain T. L. Owen and Mr. A. Dickson Blake who also retired last year.

While tea was in progress Captain Curteis referred to the great pleasure it gave him in his first year in his office as Deputy Master to welcome the pilots' representatives and others so intimately connected with pilotage matters. While an occasion of great pleasure it was also one which he trusted would carry good fellowship and so serve a very useful purpose.

Mr. Love replied on behalf of the guests expressing their appreciation of the cordial welcome and hospitality.

UNITED KINGDOM PILOTS' ASSOCIATION

Income and Expenditure Account for the Year ended 31st December, 1948

	1947		1948	
	£	s. d.	£	s. d.
Income				
By Members Subscriptions due 1948	2,123	9 6	2,119	4 6
Less Subscriptions in Arrears	564	19 0	452	3 0
	1,558	10 6	1,667	1 6
„ Subscriptions in arrear since collected	333	8 0	516	7 0
„ Entrance and Rejoining Fees	44	2 0	42	4 0
„ Badges	2	11 0	6	0
„ Interest on Investments (less Income Tax) :—				
3½% War Loan	71	4 6	71	4 6
3% War Loan	8	5 0	8	5 0
Railway Finance Corporation 2½% Guaranteed Debenture Stock	23	14 6	23	14 6
3% Defence Bonds	16	10 0	2	8 5
London Midland and Scottish Railway Co. 4% Pref. Stock (Now converted into 3% British Transport Stock)	8	16 0	6	9 5
	£2,067	1 6	£2,338	0 4
Expenditure				
To Printing, Postage, Stationery, etc.	123	3 6	89	16 6
„ Preparing and Printing Magazine, <i>The Pilot</i>	157	8 4	176	12 0
„ Expenses of Conference and Officers' Travelling expenses attending same	227	4 7	203	16 10
„ Expenses of Executive and other Meetings and of President and Officers	340	7 7	370	7 6
„ Grants towards Pilots' legal and other expenses	—	—	76	18 8
„ Audit and Accountancy	36	15 0	36	15 0
„ General Secretary and Solicitor, including all office Expenses, Rent, Clerks, etc.	1,000	0 0	1,000	0 0
„ Local Secretaries	22	3 6	28	15 0
„ Corporation Duty, 1948-49	11	6 3	11	6 3
„ Balance, surplus for Year	148	12 9	343	12 7
	£2,067	1 6	£2,338	0 4

