

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 6. Vol. 27

July, 1948

IN THIS ISSUE

FULL REPORT of the 61st CONFERENCE

held in LONDON

JUNE 9th and 10th, 1948

□ □ □

	<i>page</i>		<i>page</i>
List of Delegates - - -	3	A Working Policy for each District - - - - -	17
Secretary's Report - - -	4	"Will Ye No Come Back Again?" - - - - -	17
Debate on the Report - - -	9	Election of Officers - - -	18
Treasurer's Report - - -	11	Sir John H. Inskip to Continue	18
Pilotage by Masters and Mates	11	Radar and Pilotage - - -	19 & 20
Ration Book 6 (Modified) -	12	Grant to Wisbech - - -	19
The Formula - - - - -	12	Pilots Insured as "Self-Employed" - - - - -	20
Constitution of the Executive Committee - - - - -	12	Trinity House Crest for Cinque Ports Pilots - - - - -	21
Isle of Wight (Inward) Complaint - - - - -	13	Balance Sheet - - - - -	22
Four Points for Ministry Meeting - - - - -	14		
Small Ports Win Their Case -	15		

Head Office of the Association :

No. 13, SMALL STREET, BRISTOL

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

OFFICERS FOR **United Kingdom**
1948-1949 of the **Pilots' Association**

Honorary Vice-Presidents :

LORD DULVERTON	LORD STRABOLGI
LADY APSLEY	SIR IRVING ALBERY
HARRY DAVIS, Esq.	MAJOR JAMES BURNIE
JOHN LEWIS, Esq. (Swansea)	CAPTAIN DANIEL E. RANKIN
W. T. SMALL, Esq.	CAPTAIN J. S. LEARMONT

BERNARD C. WEBB, Esq.

Vice-Presidents :

MR. ALEXANDER A. LOVE (Glasgow), 32, Falkland Street, Glasgow, W.2
MR. F. R. E. GOLDSMITH (Gravesend Channel), " Cedarbank," 36, Pine Avenue, Gravesend

Trustees :

MR. W. T. SMALL (Liverpool) MR. D. J. DAVIES (Swansea)
MR. H. G. PEAD (Cardiff)

Honorary Treasurer :

MR. BERNARD C. WEBB, 10, Auchendoon Crescent, Seafield, Ayr, Scotland

Executive Committee :

MR. N. A. LINE (Cinque Ports), 65, Castle Avenue, Dover, Kent
MR. M. M. MARSHALL (Tyne), 26, Trajan Street, South Shields
MR. C. E. MOCK (Swansea), 10, King's Road, Mumbles
MR. J. H. INNES (Gourock),
MR. H. B. EAGLE (Isle of Wight Outward), Feild View, Wilton Road, Southampton
MR. D. H. TATE (Tees), 44, Cranford Gardens, Acklam, Middlesborough
MR. G. S. WARD (Humber), "Stanfield," 40, East Ella Drive, Anlaby High Road, Hull
MR. H. G. PEAD (Cardiff), 15, Gelligaer Gardens, Cardiff
MR. H. J. WYNN (Gravesend River)

Parliamentary Committee :

THE VICE-PRESIDENTS AND MESSRS. LINE, MOCK AND TATE

Finance Committee :

THE VICE-PRESIDENTS AND MR. WARD

Auditor :

MR. W. B. WATLING (MESSRS. WATLING, PARKER AND CO., Bristol)

General Secretary and Solicitor :

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

Editor of "The Pilot" :

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

THE 61st Conference of the Association was of particular interest for several reasons and the view of many familiar with such events was that it was a successful one.

New ground was broken by holding it at the Bonnington Hotel in Southampton Row where the large Conference room provided comfortable accommodation and the convenient arrangement for luncheon in the adjoining room was much appreciated.

Mr. Alex. Love had his first experience of being Chairman of the Conference, an office demanding close attention to the debate and he was congratulated on the way he handled the proceedings. Happily he was not called upon to assert the authority of office ; the discussion throughout was in a friendly spirit. Any delegate who had anything to say was treated with consideration, which of course is in the tradition of the U.K.P.A.

Many important topics were discussed, and as usual Sir John Inskip's survey of the year's work was one of the outstanding features of the Conference. It is printed in full in this issue of *The Pilot*.

The following were present :

Vice-Presidents : Messrs. Alexander A. Love and F. R. E. Goldsmith.

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

Delegates :

ABERDEEN	.....	Mr. N. Cook.
BARRY	.....	Messrs. J. P. Bennett and F. Llanfear.
BELFAST	.....	Mr. H. C. Ryding.
CARDIFF	.....	Messrs. H. G. Pead, L. R. Slade and L. L. Duggan.
CLYDE (Gourock)	.....	Messrs. J. H. Blackwood and J. T. Smith.
CINQUE PORTS	.....	Messrs. R. W. Roberts, R. E. Clare, W. M. Webster, W. C. Duncan and R. A. Belfield.
FALMOUTH	.....	Mr. J. T. Watson.
GLASGOW	.....	Messrs. S. M. Ritchie and Q. Moore.
GOOLE	.....	Mr. H. L. Marshall.
GRAVESEND (River)	.....	Messrs. H. J. Wynn, C. Catton and R. D. Balmain.
GRAVESEND (Sea)	.....	Messrs. W. J. Glassborow, A. A. Holland, E. L. Warren, A. H. Dyer and H. Blemings.
HARTLEPOOL	.....	Messrs. John R. Hastings, J. S. Storrow and Thomas Reed.
HARWICH	.....	Messrs. T. R. R. Letten and P. N. Edmonds.
HUMBER	.....	Mr. Eric Holmes.
IPSWICH	.....	Mr. B. R. Booth
ISLE OF WIGHT (Inward)	.....	Messrs. K. Hutchings and A. M. Thomson.
KING'S LYNN	.....	Mr. C. T. Chase.
LONDONDERRY	.....	Mr. D. J. Gillespie.
MIDDLESBOROUGH	.....	Messrs. L. Pickersgill and H. A. Burton.
NEATH	.....	Mr. W. J. Jenkins.
PORTSMOUTH	.....	Mr. P. A. Hawkesworth.
PORT TALBOT	.....	Mr. W. D. Reed.
SEAHAM	.....	Mr. William Miller.
SHEERNESS	.....	Mr. P. J. Hannan.
SUNDERLAND	.....	Messrs. R. Simpson and T. Rush.
SWANSEA	.....	Messrs. D. J. Davies and P. Reid.
WISBECH	.....	Mr. J. Barron.

Honorary Treasurer : Mr. Bernard C. Webb.

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

Visitors : Messrs. J. F. Clements (Swansea), L. Hookham (Gravesend River) and P. J. Hannan, Junr. (Sheerness).

Conference was opened by the Chairman who expressed gratification at the excellent turn out, and welcomed old and new friends. It was good to see, he said, that some ports which had not been able to send a delegate for some time had been able to do so this year. If there had not been anything spectacular in the past year they had, nevertheless made a certain amount of progress in the right direction. He also referred to the loss the Executive had sustained by the death of Mr. J. J. Jones, an old and valued member who was very much missed. Other losses included Mr. C. W. Gunn of Port Talbot whom they had met at Conference.

At Mr. Love's suggestion Conference stood in memory of those who had died.

The Secretary and Solicitor then presented his report.

SECRETARY'S REPORT.**REVIEW OF AN EVENTFUL YEAR****Approaches by "Union" Men May Pave the Way for Return to the Fold and a United Front**

ONCE more, somewhat unexpectedly, I find myself presenting another report as your Secretary. 1947 was certainly an eventful year, as will have been gathered from a perusal of *The Pilot*. The previous year of 1946 had presented many and inevitable problems as the pilotage service tried to settle down after the upheavals of the war. A highly organised service working under the most exacting conditions and controlled by an Act of Parliament passed over thirty years ago, it suddenly found itself up against difficulties under which the whole complicated machinery could quite easily break down. Indeed, it is the opinion of many that this machinery has broken down, and when one looks at the present position with regard to pilotage rates and pilots' remuneration, this opinion may well be justified.

Membership

The membership of the Association is rather greater than it was at this time last year, notwithstanding the loss in the course of the year of about 60 Tyne pilots whose ranks are now unfortunately divided between this Association and the Transport and General Workers' Union. It is not possible to make any useful comparison between the number of members to-day and the number pre-war for the simple reason that the total number of licensed pilots is very substantially lower to-day than it was then. The material fact is that the proportion of licensed pilots who are members of this Association is as high as it ever was, notwithstanding the loss of the few ports who went over to the Union some time ago. I shall have something more to say on this matter as this report proceeds in connection with one or two matters in which this Association has found itself in direct conflict with the Union.

The Olive Branch

Recently there have been signs of a desire on the part of some of these ports to return to this Association and so enable the pilots to present a united front, and there have been direct approaches to me by individual pilots at certain of these ports in an attempt to pave the way for their return. Needless to say, these approaches have not been invited by me, but have all been made at the initiative of individual pilots or groups. It is better not to say more on this matter at the moment, except to repeat the assurance given by the Executive Committee, and, I am sure,

endorsed by this Conference, that the return to the fold of any of these ports will be greatly welcomed by every member and that the difference which separated them for a time will be immediately forgotten.

Before, however, leaving this matter, I may perhaps be allowed to reassure the members of this Association by stating that so far as I am aware there are no signs of further secessions, and that the only loss sustained last year was the one already referred to of some of the Tyne pilots, and it has, I think, been brought home to almost every pilot, and not only to the members of this Association, that, however powerful a body may be, if the great bulk of its members are in occupations which have absolutely nothing in common with pilots, such an organisation must of necessity find it very difficult to represent a small number of specialised and professional men whose legitimate interests must some times conflict seriously with those of other persons. In other words, pilots sorely need an Association of their own, and in these difficult and vital days, it should surely be unnecessary for any one to record the fact that this Association was formed over 60 years ago for this one and very important reason.

"The Pilot"

Again this year I want to thank Mr. Curthoys, the Editor of *The Pilot*, for his invaluable work. He must be one of the oldest and staunchest friends of this Association and his handling and editorship of *The Pilot* for close on thirty years has done more than any other single thing to promote the welfare of this Association. When towards the end of 1947 it was suggested that there should be a monthly issue of *The Pilot*, Mr. Curthoys readily responded, and it will, I am sure, gratify him to hear any opinions which may be expressed during this Conference in appreciation of this new feature. The more detailed reference to the activities of this Association keeps members more closely and better informed and has, I think, done much to stifle ill-informed criticism. It is indeed impossible for any present who have read the last few issues of *The Pilot* to come to any other conclusion except that this Association is unceasingly active, not only in the interests of individual ports, but in the interests of pilots generally on matters which affect them all.

The ground having been so well covered by *The Pilot*, which has kept members so fully informed, it is not so necessary for me to make the long and detailed report which I have usually done on this occasion, and all I can do is to pick up the threads and to refer more particularly to those matters which will probably come up for discussion in the course of this Conference.

There is, for instance, no need for me to recapitulate all that has been done to further applications of individual ports for rate increases. Without having prepared a list of these ports, all or most of which have been mentioned in *The Pilot* as their applications have been dealt with, I think it may safely be said that this Association has been concerned with well over twenty of these applications in the course of last year, and I hope it may be said that in the main they have produced more or less satisfactory results and that at any rate the part which this Association has played has been an adequate one.

First of the Seven Points

This question of pilotage rates is a most difficult and complex problem. It has been discussed over and over again and a procedure which may have met the case years ago and immediately following the passing of the Pilotage Act is no longer, in my opinion, a workable one. The question has been discussed by the Executive Committee at every meeting and I have been in direct communication with the Ministry and with the Chamber of Shipping pressing for a revision of the Ministry formula. For many months now the Ministry has been considering the request of this Association for a representative meeting to be called to review the present position. The first response to this approach was a request that this Association should put up some alternative, and in October last No. 1 of the Seven Points Policy which this Association put forward in 1933 was revived and put to the Ministry for serious consideration as a preliminary step.

Admittedly, the adoption of this proposal would still leave the problem of the yardstick, upon which the Ministry insists, unsolved, but in the view of your Executive Committee it would, at any rate, simplify matters. This point is worded as follows:—

"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 of the pilotage service and the maintenance and upkeep of the cutter service."

The essence of this proposal is that the compulsory levy falling upon every ship claiming the right to use the pilotage service should cover every expense except the remuneration of the pilots, and that no part of it should go to make up the pilots' remuneration, which would be provided by the ships which employ a pilot.

Spreading the Burden

This would greatly facilitate discussions on applications for rate increases and would have the great advantage, so far as the shipowners are concerned, of spreading the burden evenly over the shipping industry as a whole. At present that burden is borne in the main by those ships which employ a pilot regularly either by compulsion or as a voluntary service. It is for this reason that it is fair neither to the shipowner nor to the pilot to rely, as is often done, on the number of ships piloted as an indication of the work for which a pilot is remunerated. When a shipowner looks at his pilotage note and criticises the cost of pilotage at any particular port, he loses sight of the fact that he is not only paying for the pilotage of his ship on any particular occasion, but he is paying also a substantial amount in order to provide a pilotage service for a large number of ships who claim the right at any time to use the service, but themselves make little or no contribution to the cost of its upkeep.

Constant Service

This insistence of the shipowners on a 24-hour day, seven days of the week service for their ships is understood, and pilots realise as well as any one the importance of avoiding delay in the turn round of vessels, but they also realise, perhaps better than anyone, that the conditions under which they work in order to give such a service are very exacting, and that if they insisted upon the 44-hour week with one-and-a-half-days holiday every week which the civil servants enjoy, the cost to the shipowners would be very much greater than it is at present. They also know that a great deal of their time is spent in keeping a watch for vessels which may or may not want a pilot and in travelling to and from their ship. There have been cases quite recently of pilots at very important ports protesting that in order to meet the requirements of the shipowners and to comply with the orders of their Authority, they have to keep watch on a cutter for days without piloting a vessel, and neither the Authority nor shipowner nor the pilot care to take the risk of reducing the number of pilots on that station.

Pilot Who Refused To Go

I must refer also in this connection to a recent case in which a pilot, having been required to meet a foreign vessel on two or three occasions without the vessel arriving, was driven eventually to refuse to make another fruitless journey unless he was paid for it. The result of this was the revocation of his license and costly litigation which fortunately resulted in the return of his license. But the point I am trying to make is, of course, that when this pilot's log book, if he kept one, were looked at or when his Authority furnishes a record of what that pilot did during those days either to the Ministry or the Chamber of Shipping, it would reveal the fact that he did not pilot a single vessel, whereas in fact a great part of his time was

engaged in journeying in his boat for some miles, waiting for the arrival of this vessel, trying to get reports of her whereabouts and journeying back to his station.

The mere fact that a pilot can have his license dealt with, even by way of suspension for a short period as in this case because he refused to take his boat out for the fourth time to meet an expected vessel which did not arrive, without remuneration of any kind even to cover the expenses incurred, shows the absurdity of looking only at the number of ships piloted in order to assess the remuneration of a pilot and to form an estimate of the hours of work. So long as the shipowners insist upon a service which requires the maintenance of a 24-hour watch every day of the week, it is wrong and unfair to relate a pilot's remuneration to the number of ships piloted because that is only one factor. It is equally unfair to calculate the cost of pilotage for any individual ship without taking into account the fact that included in that charge is the cost of maintaining the service for a large number of ships who can please themselves as to whether or not they avail themselves of the right to compel the services of a pilot at any time and without notice. In other words, the ships which employ a pilot have to pay for the ships who claim the right to avail themselves of a pilot, but who do not in fact do so except on special occasions.

Antiquated Rates Schedules

Before leaving this subject I would also call attention to the antiquated schedules of rates which are in force at many ports. I was dealing the other day with a case in which the basic footage rates were fixed 40 years ago, and there are cases when these basic rates go back longer than that. A footage rate which may have been a reasonable one 30 years or more ago is, of course, altogether unfair and unreasonable to-day. An antiquated tonnage rate does not operate so unfairly, but there are many ports whose basic tonnage rate must have been fixed before the first war. Then, too, we have to take into consideration the claim of the pilots for some considerable improvement in their working conditions. There can be no justification for tying pilots down to conditions of working which have been tolerated far too long and to pre-war rates of pay, subject only to an increase which is granted to civil servants under completely different conditions. Not only have we got obsolete tariffs, but many ports are suffering under a system of preferential rates. The net earnings are calculated in different ways at different ports. One port is permitted to make deductions from the gross earnings in order to arrive at the net earnings, which are not allowed at another port, so that it is impossible to reconcile or compare the earnings of one body of pilots with those of another.

Injustice Perpetuated

Again, too many ports are still suffering from the fact that their earnings had been

allowed to remain at an absurdly low level before the re-organisation of pilotage following the report of the Departmental Committee in 1911. Take, for instance, Sunderland. There the pilots net earnings at that time were in the neighbourhood of £100. Following the first war the same yardstick was applied as following the second war and the pre-war years were taken as a standard. An attempt was made with a small measure of success to get the Sunderland pilots out of the rut, but they continued to suffer because of their low pre-war standard and this is still the case. Their present earnings can be traced back to that cause.

In other words, there is a perpetuation of a real injustice at many ports whose earnings are low by reason of a depressed pre-war standard and for no other reason. If a comparison could be made, I venture to express the opinion that the cost of pilotage to the shipowners calculated on a tonnage basis shows a smaller proportionate increase over the past 30 to 40 years than any other of his costs and that pilotage is from their point of view the cheapest service that they enjoy.

Pilots and M.N. Officers

It would not be right to leave this topic without a reference to the proposal which is being pressed on this Association that fresh consideration should be given to the question of regulating pilots' remuneration by reference to the pay of officers in the Merchant Navy. The principle involved by this proposal has never been acceptable to pilots, but there is no use in shutting one's eyes to the fact that it is a very much more attractive proposition to-day than when it was first put forward. A comparison, at any rate, of the increases granted to ships' officers with those granted to pilots is not without its interest. The pay of a first navigating officer on a ship of 201 to 500 tons gross has been increased by 77 per cent, whilst the increase in the case of a second navigating officer is at the rate of 80 per cent. The pay of a master is regulated in a different way, but the increases granted to them are no less substantial and compare more than favourably with those which pilots are getting under the present formula.

Civil Servants

Turning to the civil servants, the increases on the pre-war basic salary have been further improved, and if the present yardstick is to apply, then there must be an all round increase in pilots' remuneration. Even on that footing, a clerical officer with a maximum pre-war salary of £350 has an increase of £100. An executive officer with a maximum pre-war salary of £525 is brought up to £650, and a higher executive officer with a maximum pre-war salary of £650 is brought up to £800.

"It is High Time"

It cannot be denied that the Minister's formula falls far short of what the pilots are entitled to receive and is not in accordance

with the increases which other workers have received. According to the *Ministry of Labour Gazette* the weekly wage rates at the end of 1947 were 73 per cent higher than in September, 1939, and it is high time that the Minister either submitted a new formula for consideration or called the meeting for which this Association has been patiently waiting for very many months.

Compulsory Pilotage

I refrain from making any attempt to deal with the question of compulsory pilotage in this report. The ground has been covered so far as it is possible to do in reports of this kind over and over again, and this Association stands where it always did. Point 1 of the Seven Points Policy is only a compromise. Instead of compelling a ship to employ a pilot it would compel a shipowner to make a small contribution towards the maintenance of the service, and this proposal has been put forward again, as mentioned earlier in this report, in the hope of reaching a measure of agreement with the shipowners and of avoiding one of their objections that compulsory pilotage was being asked for in order to augment the earnings of pilots.

In any case, general compulsory pilotage is not on the map at present, because it can only be introduced by a new Pilotage Act and the shipowners would offer the strongest opposition even if the Government would be willing to find time to introduce a contentious measure of this nature. It is certain that they would not be willing, and therefore a discussion on general compulsory pilotage, as distinct from the introduction of compulsory pilotage at any individual port, is just beating the air at the present time.

Pilot Ladders

It will be noted with some satisfaction that the efforts of this Association to get something done in the matter of pilot ladders are at long last showing signs of bearing fruit. But it has taken a long time to wake up the powers that be into some semblance of activity. Even now nothing has been done beyond the adoption at a recent meeting of the International Conference on Safety of Life at Sea of a report from the Committee on Safety of Navigation setting out certain minimum requirements most of which are elementary and hardly called for mention. This Association had already carried the matter further than that, and, therefore, the recent announcement is more or less disappointing, except that it does offer some hope that the practical suggestion of this Association will at least be considered by those whose duty it is to take the necessary steps.

Early in this report reference was made to the absolute necessity for the whole body of pilots to be united, and the disadvantages of the present division into two camps, namely those of this Association and of the Transport and General Workers' Union cannot be better illustrated than by a reference to three matters

which are of outstanding interest to pilots everywhere, and therefore I make no excuse for the further reference to these matters, although they have been adequately dealt with from time to time in *The Pilot*.

Self-Employed

Let me take first of all the National Insurance Scheme, which, of course, affects every pilot. Shortly after the last Conference the Ministry of National Insurance called a meeting which Mr. Goldsmith and I attended. As the discussion proceeded it became clear that grave disadvantages were likely to accrue if pilots allowed themselves to be placed in the category of employed persons.

We are constantly being told when rate applications are under consideration that a port has too many pilots and Pilotage Authorities are from time to time pressed to take every opportunity to reduce the number of pilots. The risk of pilots electing to become employed persons and to have employers, if only for the purposes of this Act, who would as such find their proportion of the contribution, is obvious enough.

The last Conference decided that if the benefits were equal pilots would wish to be self-employed. The only inequality is that a self-employed person cannot claim any employment benefit, but as it is difficult to conceive any circumstances in which under the present system of pilotage a pilot can become unemployed whilst retaining the necessary measure of health and strength, it is apparent that for all practical purposes so far as pilots are concerned, the benefits are equal. If, however, any value can be attached by a pilot to unemployment pay, there has to be put into the balance against this the serious risk of a pilot when he puts in a claim for unemployment pay being drafted into some other form of employment. In any case, those paying a portion of the contribution would reasonably and almost certainly be in a position to exercise considerable pressure with regard to the number of pilots employed at any port.

The Union's Attitude

From the beginning the Union had taken a strong line in favour of pilots coming into the employed persons category, and in a circular letter to their members they twitted this Association for not making up its mind and claimed to be dragging us along the road. This, of course, was nonsense because your Executive Committee was only carrying out the instructions of Conference in ascertaining the exact position of matters before committing themselves to a final decision within the terms of the resolution at last year's Conference.

Later every port was circularised and there was a unanimous vote in favour of pilots being self-employed. The Ministry was so informed and the present position is that we are awaiting the classification regulations which the Ministry is submitting to the

National Insurance Advisory Committee. The Minister has intimated in the meantime that in his view there is no need to make any special regulations regarding the classification of pilots for insurance purposes and they will naturally be treated as self-employed persons. If the classification regulations are not acceptable on this footing, it will be open for any body of pilots to make representations urging the inclusion of pilots as employed persons. What instructions the Union will receive from its members, I do not know, but we can only await developments.

The position of pilots under the National Insurance (Industrial Injuries) Act 1946 is still not quite clear. Presumably pilots, if in the self-employed category under the National Insurance Act, will hold and stamp their own cards under the Industrial Injuries Act and pay their own contribution of 8d. a week.

Startling Proposal

Not long ago your Executive Committee were startled to hear of a proposal by the Mercantile Marine Service Association for payment to certificated officers for pilotage services and that the National Maritime Board had decided to investigate this claim which is apparently supported by the Transport and General Workers' Union. At any rate, when I took this matter up, as I did at once, with the Union in the hope that we could get the pilots united on this matter, I received a reply that in the view of the Union any agreement of the sort proposed whereby a shipowner would be compelled to make a fixed payment to a ship's officer for this service would be an encouragement to the engagement of a licensed pilot.

I find it hard to believe that any licensed pilot is in agreement with that point of view, and I should have thought that this proposal would have the opposite effect to that suggested by the Union and that the possibility of a ship's officer getting a few pounds into his pocket by refusing the services of a pilot would be detrimental to the interests of pilots. It would certainly not help an application for compulsory pilotage, and, quite apart from the financial aspect, the objections to a development of this kind are too obvious to require me to set them out in this report.

This Association is watching the matter closely and has left the Chamber of Shipping in no doubt as to the stand it would take in opposing any such plan.

This is one of the matters which I had in mind earlier in this report when I stressed the impossibility of a large organisation, representing millions of workers in other walks of life, keeping itself free from conflicting interests so as to be able to serve exclusively the interests of one comparatively small body of men. This Association is not encumbered in any way because it has only

the interests of the pilots to watch and to serve.

Ration Book 6 Modified

The other matter which I had in mind is the one of the issue of R.B. 6 Modified to pilots. This too has been mentioned in recent issues of *The Pilot*, and up to the time of writing this report, there is little that I can add to what the pilots already know. As soon as this Association got wind of any disturbance of the present arrangement, it took steps to protect the interests of all pilots concerned.

The first obstacle to be surmounted was the very surprising request that whatever was done had to be done at the instance of and in agreement with the T.U.C. to whom any representations would have to be made. I took the strongest possible objection to this with the result that this requirement was waived and I got into direct touch with the Ministry of Food. To what extent, if at all, the interests of pilots entered the minds of those who were reviewing and settling the definition of entitlement to these books, I do not know, but what is abundantly clear is that whilst under the definition of entitlement Port Area Committees, upon which a representative of the T.U.C. sits, are rejecting the claims of pilots, other persons such as dock pilots, crews of tug boats working in and round the docks, dredger crews and such-like have had their claims admitted.

This calls for some explanation, but let me say at once that this Association is not asking that these persons should be deprived of the books, but that the pilots' claims, which are immeasurably stronger than any of them, should receive the same favourable treatment. However, it is not so much for the members of this Association as for the pilot members of the Union to ask how it has come about that licensed sea pilots' claims have been rejected whilst the claims of workers who never leave the precincts of a harbour have been admitted.

I do not propose in this report to debate the matter and the very strong claims which many ports have to receive these ration books, but in the course of the debate which may follow on this particular matter, I shall be very glad to give much more detailed information on the discussions which have taken place with the Ministry both at a personal interview and in correspondence. Also I have reason for thinking that I may have some news to give Conference which has not yet reached me.

This brings me to a conclusion of the review of another year's work, and I may be allowed perhaps to express the hope that pilots everywhere will be satisfied that their interests are being carefully watched and preserved by this Association.

DEBATE ON THE REPORT

There was a lengthy debate on the report and at the outset Mr. Wynne registered a protest that the resolution at the 1946 Conference

That each port be supplied with a copy of the Secretary's report at least two weeks before Conference,

had not been carried out. It was a very comprehensive report but it was difficult to master all the points.

Sir John explained that it had been physically impossible to carry out the expressed wish of the pilots. He was unable to do it in 1947 and he could not promise to do it in future. It would have to be done some weeks before Conference and would not be nearly up-to-date, which might be satisfactory to them.

Mr. Davies welcomed the aggressive parts in the report especially regarding the formula. Pilotage was a key industry and although they deserved better treatment he feared their lot would have deteriorated but for the good work of the Association. Unfortunately there was a debit side to the account. He expressed gratitude to Sir John for consenting to carry on, especially in view of the difficulty the Executive had encountered in trying to find someone to fill the position, and commended the introduction of more spirit into *The Pilot*.

As an explanation of the lack of assistance from the members where material for the magazine was concerned, Mr. Davies pointed out that they were not trained in the greatest of all arts—the art of self expression. Conference, knowing that Mr. Davies himself is never at a loss for words laughed heartily at the suggestion.

"In the past" he continued "the Editor has pleaded for more publicity." We need more and are suffering from the neglect of it. In a great measure our poor earnings and poor pensions are due to that. Further to brighten our pages space should be reserved for an open forum to present the views of pilots.

"There is an opinion that pilots are well paid. Nothing could be further from the truth. Our pay is inadequate and pensions—where they exist—are miserable in comparison with other callings."

With regard to pay, he drew attention to the high freight charges, huge profits in shipping and the high wages in other sections and said that pilots, who were supposed to be identified with the civil service had been fobbed off with a shameful increase of 19 per cent. "We cannot allow this state of affairs to continue much longer" he said "and I welcome the statement by Sir John Inskip that this is marked for priority attention. The Association must act and act quickly."

Next Mr. Davies "revived the very old theme" of general compulsory pilotage and referred to the gallant fight Sunderland were making. From its inception the Association had made general compulsory pilotage one of

its main planks but they were no nearer obtaining it than they were 30 or 40 years ago. Was it beyond the capacity of the U.K.P.A. to organise all the non-compulsory districts to take their stand alongside Sunderland and make one determined effort to have the injustice removed? What was needed was more unity, uniformity and vision in the administration of their profession.

He thanked the Association for the part it played in obtaining an increase of 25 per cent in the Swansea rates. Their application was for 33½ and by all fair standards they were entitled to it but it was a tough proposition when a single district had to fight the Ministry and the Chamber of Shipping. The Authority supported the pilots and it was a mystery to him why the Chamber should be allowed to override that judgment. After much squabbling the pilots were eventually compelled to accept 25 per cent and but for the Association they would have been turned adrift with less.

"I realise more and more every day," he concluded "how imperative it is for the pilots to have a strong and watchful U.K.P.A. backing their interests."

Mr. Barron said that in the past few months he had had occasion to respect the work of the Association and especially that of Sir John Inskip. In one month alone 27 letters were sent to him regarding the administration of pilotage at Wisbech and they were all the personal work of Sir John.

"I had to fight two County Court cases and one High Court case against the Authority" added Mr. Barron. "I beat them on all points which would not have been done without the help of Sir John and I want to thank him." (Applause.)

Mr. Burton: At the last Conference there was a good deal of talk about a future policy and it was said the hands of the Executive were tied. A resolution was passed for a definite policy and some of the Executive said that now the shackles were off and their hands were untied. So far as I know we are still without a definite future policy and I should like to hear more of it. We are still floundering; this port wants one thing and that port wants something else—we are not united.

Mr. Holmes: We agreed that the Pilotage Act is out of date and in need of renewal; we also realise that it has many safeguards. I would like to see some future policy discussed and agreed. We have never been told what the Executive propose to put before the proposed Departmental Committee.

Mr. Bennett said that the only disappointment he had over the report was that it was not as long as last year's. The resolution referred to by Mr. Burton was moved by Mr. Tate and it took the Executive about six months to discuss it. Then instead of getting down to a future policy they switched their argument to a Departmental Committee

of inquiry which was suggested, again by Mr. Tate. In Barry they were not afraid of such a Committee, but it would be far better if the pilots formulated their own policy for the future. The best way to tackle the problem of pilots and their future was to form some sort of policy, but they seemed to have almost decided that a Departmental Committee should do the work for them. The formulating of a plan for pilots must be done by the pilots themselves and the only way of doing that was by contacting each and every port. Otherwise, there was a danger of one port pulling against another. There did not seem to be the co-operation there should be and he thought the question of Union pilots should be discussed at that Conference. The question of raising the status and qualifications of pilots had been discussed in the past and pilots agreed wholeheartedly with that. Ships were increasing in size and more skill was required to handle them. He agreed with the Seven Points Policy but that should be brought up to date. It appeared that during the past twelve months they had, like a Dickens' character been waiting for something to turn up.

The Chairman challenged as unfair a hint by Mr. Bennett that the Executive were prejudiced in favour of compulsory ports and said that he would not have done so if he had been at any of the Executive meetings.

Mr. Marshall (Tyne) reminded Conference that he came from a non-compulsory port and endorsed what Mr. Davies said about Sunderland's fight. He would be told that every individual port should go forward for compulsory pilotage on its own, but he did not agree. In war time compulsory pilotage was put on, not at the pilots' wish but by the Government, and he urged that the Association should make some approach. The majority of non-compulsory ports wanted it.

Mr. Webb reminded Conference that he, with Sir John and the late F. C. Harrison, drew up the Seven Points Policy which was later revived by Mr. D. J. Davies. It was on that policy that action had been taken. The first point providing that every vessel should be called upon to pay a fair share in maintaining the pilot service had been submitted to the Ministry and the Chamber of Shipping and a meeting had been requested. That application had been acknowledged and the desire for a meeting had been repeatedly brought to the attention of those bodies, but the U.K.P.A. were still waiting for the meeting. What more could the Executive and Sir John do to press it forward. Such a meeting would give them the opportunity of introducing the whole Seven Points Policy.

Mr. Bennett: We have not had from any member of the Executive what has been done with reference to Mr. Tate's resolution.

Mr. Tate: I was mover of the original resolution that a policy should be prepared and proceeded with, but when we held meetings on the east coast attended by pilots from the five ports, we found that while we

had much in common on matters of policy, we had differences. If you look back over the resolutions proposed at Conferences and Executive meetings you will find a lot are contradictory. The main point which is activating these members is consideration of their own ports. How then are we going to reconcile the opposite points of view on policy held by two ports. We know they are not satisfied at the backs of their minds about compulsory pilotage. We cannot reconcile them by pronouncing a certain policy and saying "That is the policy." If we cannot agree among ourselves let us submit it to an independent arbitrator; hence this proposal for a departmental inquiry. Mr. Bennett said the ports should be consulted. That was done in 1911 and was taken into consideration when the Act was framed. Surely that Act is hopelessly out of date after 30 years. I think the time has come to resolve our differences.

Mr. Wynne recalled that the last resolution on general compulsory pilotage came from London. In London within the framework of compulsory pilotage they had exemptions. He doubted whether any port was opposed to general compulsory pilotage.

Mr. Pead recalled that it was in 1912 that Mr. Webb had had his "dream" of the future. It was not so much a dream because it envisaged the idea of a fixed salary. Attempts to get uniformity on a policy among the ports of the Bristol Channel had failed and his heart went out to any man who was going to frame one for the whole of the Association.

"We are all different" he said "and we have to face the fact. I have represented all my colleagues for six years and it takes me all my time to frame a policy for them. We know there is a solution and I will not stand in the way of progress. In the Bristol Channel we have passed through a very serious time in the past two years. We are in the depth of a bigger depression than in 1930-38, and I want to thank Sir John for what he has done for us."

Mr. Chase suggested that the ports who knew what they wanted should formulate their own policies and send them to the Executive to sort out. "Surely" he said "we are men enough to see reason and take the best out of everybody's suggestion."

Mr. Burton: We shall never agree among ourselves; there are so many differences in remuneration and local bye-laws and no two ports hardly have one thing in common. But, we must do something; we cannot go on from Conference to Conference just talking and waiting. If the Executive are satisfied we shall get a good hearing why not put it to a Departmental Committee and let someone else settle it for us?

Mr. Catton: We are talking about our policy. We all know we want one and one of the reasons why we have not got it is because Sir John is overworked. Until you have an assistant secretary who will go round and find out what the individual pilots want we shall never get a policy.

Mr. Hutchings: There has not been enough showing the flag in the various ports.

The Secretary: I am appreciative of what has been said in thanking the Executive Committee and me. It is also quite right to have some criticism; it would be a poor sort of Conference if we didn't, but when you chastise the Executive or the Association for having no definite policy you are just chastising yourselves. This is the best time of all for someone to get up and say what the policy should be. Mr. Pead was quite right in what he said. Would you like to have your remuneration between that of master and mate? Some would hold up both hands for it, but many more I know are opposed to it. You will never get agreement on that or for instance on the ownership of cutters. You have to approach the question of compulsory pilotage in a different way from 1911. It has nothing to do with the remuneration of pilots and any port which tries to base it on financial considerations is wrecking the application before it is made. You will never get a policy which will fit every port. So far as general compulsory pilotage is concerned, it cannot be done by Order in Council, and even if it could you are in the hands of the Government and they have told us they cannot find time for a contentious measure. If any port doubts that I should like to know the reasons.

Mr. Holmes: What is wrong with the Pilotage Act? It was thrashed out before my days and it is out of date in certain respects, but the principle is the same to-day. It is for the Executive to go through the Act and try to revise it. We have the foundation there of what we are looking for.

Mr. Line said it was most difficult to get a committee of any sort to please all pilots. What was in the minds of many was their own private differences. No one would welcome a policy to go forward with more than the Executive. If all the ports were going to be visited they would have to have men to do it and that was going to cost money. Conference was the place for producing a national policy rather than a local one. The 1913 Act was their safeguard and they should be careful before they got it opened, but as a basis it might well be examined.

Mr. Hannan said it should be the policy of Conference to find out why its resolutions were not carried through.

Mr. Marshall (Tyne) asked how they could go ahead with a policy if when they got to the Ministry they found another body of pilots had come along with another policy.

Mr. Davies had the last word in the debate. "We are agreed" he said "that we want good conditions of working, adequate pay and adequate pensions. There is the basis for you."

The report was then adopted on the formal proposition of Mr. Glassborow seconded by Mr. Davies.

TREASURER'S REPORT

The Treasurer presented the balance sheet and statement of accounts which are printed in this edition of *The Pilot*.

"As far as money goes" he said "you have had 20 shillings for every £1 spent. Last year there was a deficit of £436; this year a credit balance of £150 and you have well over £7,000 in reserve. We have not tried to make money by cutting down."

Mr. Webb went on to point out that when the Executive recommended increasing the subscription from 3s. to 5s. a month they did not foresee the loss of members, but he recommended that a letter should go to all the ports with the object of getting members back. If only a percentage returned the Association would have all the money it wanted on the present subscription. "I am in hopes" he added "that after several years of trial we may get a big return from several of the ports which have left us."

Mr. Holland congratulated Mr. Webb on his report and proposed its adoption. This was carried after being seconded by Mr. Letten.

"Anyone who has lived in Scotland for the past 55 years as I have" said Mr. Webb (without the trace of an accent!) "believes in getting his money's worth."

PILOTAGE BY MASTERS AND MATES

No. 9 on the agenda—"Payment of masters and mates who do their own pilotage"—was taken next.

The Secretary said the matter had been dealt with in his report, and asked Conference to confirm the action of the Executive. The proposal he said emanated from the M.M.S.A., one of the constituent bodies with the Navigators and Engineer Officers' Union of the Officers' Merchant Navy Federation. He could not understand the argument that a fixed tariff for masters and mates when the services of a pilot were dispensed with was going to be in the interest of the pilots.

Mr. Wynn, proposing that the action of the Executive be endorsed, said that the proposition was a bit late because masters and mates were already being paid. It was going to be to the detriment of pilots, not their advantage.

Mr. Pead who seconded, said that it was the agreed policy of the officers association to ask for the practice to be a recognised fact, not as something "under the counter." That was why the matter had been taken up so strongly by the U.K.P.A. and he was pleased that the Liverpool pilots had had something to say to their Union about it.

Mr. Davies, supporting, said it was important to the pilots in non-compulsory ports and must be repulsed. The remedy was general compulsory pilotage.

Mr. Slade challenged the last remark, pointing out that general compulsory pilotage would still necessitate exemptions. "These

little fellows who are getting paid" he said "will still be paid."

Mr. Webb took the same line. General compulsory pilotage did not mean that every vessel must have a licenced pilot aboard; it simply meant that every man acting as navigator, whether a pilot of the district or the master, must be subject to the Pilotage Authority in that he had qualified for his licence or pilotage certificate as the case might be. If every port were compulsory to-morrow there would still be exemptions for those the Authority thought were fit and able by frequency of voyage to do their own pilotage.

Mr. Davies: The first step is to obtain general compulsory pilotage. I am in full support of the action of the Executive.

Conference concurred and then adjourned for luncheon.

JUNE 9th: AFTERNOON

INDUSTRIAL INJURIES

On resuming, Mr. Slade mentioned the Industrial Injuries Act, and the Secretary replying to a question said that if pilots were self-employed they would pay the 8d. in addition to the National Insurance Contribution.

Mr. Bennett raised the question of whether it would be within the law to take the employers' part of the contribution from the Pilot Fund. Barry objected to that suggestion which had been made.

Mr. Line pointed out that the Pilot Fund was for administrative purposes only and he did not see how that part of the contribution could be called an administrative cost, but Mr. Slade could not see the difference between paying it out of the fund and out of their own pockets.

Sir John reminded Conference that the discussion was premature because they were trying to anticipate what the Ministry were going to say. When the Ministry made up their minds he would be told. He had only prepared them for what he thought would be the probable development, that they would be treated as self-employed in which case there would not be any employers' contribution, so that Mr. Bennett's question would not arise.

The Chairman advised Conference that they could not get much further at present and the matter dropped.

RATION BOOK 6 (Modified)

The Secretary read correspondence on this subject to explain the present position which was that following a Conference at the Ministry every Port Arbitration Committee was to review any difficult or doubtful case.

Replying to Mr. Ryding, Sir John said he would look after them as far as he could, but the pilots of the various ports must see what they could do for themselves. The Association would keep a careful watch on developments.

RESOLUTIONS THE FORMULA

There were two resolutions bearing on the formula and earnings.

SWANSEA

Owing to the shameful inadequacy of the Formula which concedes an increase of only 19 per cent above the pre-war earnings of pilots, it is resolved that the U.K.P.A. takes immediate action to obtain forthwith a minimum advance of 40 per cent on the present agreement.

FALMOUTH

That a 60 per cent increase on the 1936/38 earnings to be established with the Ministry of Transport as a minimum working basis for every port and that any port which has had no increases over the 1936/38 pilotage schedule should be granted a 50 per cent increase on their tariff now.

Mr. Watson asked for the two resolutions to be taken together, but Mr. Davies objected and the Chairman agreed that they should be submitted separately.

Then Mr. Davies pointed out that what Swansea were asking amounted to 59 per cent but he was prepared to substitute the wording of the Falmouth resolution which was a general one. The Chairman, however, drew attention to the additional passage in the Falmouth motion, but Mr. Watson said that if Swansea were going to include 60 per cent Falmouth wanted to be with them.

Mr. Davies went on to criticise the basis of the formula and contended that the bonus did not cover the increase in the cost of living since before the war. There was a discussion on this subject at the 1947 Conference, he said, when the majority of the delegates were out for 100 per cent; he was asking for only 60. He mentioned the particular case of Falmouth where there had been no increase in the rates and this point was amplified by Mr. Watson who said that the last cut which they suffered had never been restored.

Mr. Roberts and Mr. Pead entered into the discussion but in the end Mr. Davies withdrew the resolution.

Mr. Ward pointed out that the Executive had been pressing for a meeting with the object of dealing with the formula and he did not think there was any need to move any more resolutions.

CONSTITUTION OF EXECUTIVE COMMITTEE

A second Swansea resolution was moved by Mr. Davies:

When a pilotage district is represented on the Executive Committee, that district shall be represented by one working pilot only.

It went to a vote and was heavily defeated, 10 voting for it.

Mr. Davies introduced it as "an old friend of mine." There was a feeling of frustration among smaller ports, he said, who regarded the Executive as the prerogative of the larger ports where the advantages and pay were better. The members of the Executive were there to represent all ports and it was only natural that every port would like to have its man on the Committee. He contended that the resolution would go a long way to meet the wishes of the smaller ports; it was more democratic and would bring more members to the Association.

Mr. Innes gently protested that he was not from Glasgow as stated in the agenda note about the Executive Committee election, but from Gourock. Mr. Love from Glasgow, was above the ordinary rough and tumble of the Executive. Mr. Davies implied that each member of the Executive has his own district in mind. At the same time the Executive were a reasonable and intelligent body and realised that if they were to get the maximum out of pilotage they must fight for all ports, which included the smaller ports. His experience was that the Executive spent more time on matters relating to small ports than on the affairs of the large ports. There has been references to increased membership and if that were achieved—he hoped it would be—they were going to be faced with the problem of adequate representation. How far were they going?

Mr. Reid said that putting aside any bias or prejudice it was a question of knowledge and the wider the representation the wider the knowledge.

In the long time he had been "fussing around" he had seen nothing of any axe grinding by Executive members, said Mr. Webb. "After all said and done who puts the Executive into office?—You. You vote for them in the ballot. It turns out perhaps that two men come from this or that port and that means that the majority of you think they are the best you could have."

Mr. Davies was asked for a definition of a pilotage district and said it was a service where all the pilots were governed by the same bye-laws.

This brought Mr. Catton and Mr. Line to their feet with the same idea—four London stations under four different sets of bye-laws.

While he had a certain amount of sympathy with the proposal, Mr. Watson saw the difficulty of the small ports sending a representation. In his part of the country there were only two pilots at Dartmouth, five at St. Ives and three at Penzance.

A reference to Dundee by Mr. Davies prompted Mr. Goldsmith to ask whether the pilots of that port had achieved any representation on the Executive of the organisation which fostered their interest.

Mr. Davies had no information on the point; he was too far away from Dundee.

Mr. Goldsmith said they ought not to accept the idea that an Executive member was elected to represent his own port, but if they did they must also accept the principle of some sort of proportional representation.

The discussion ended on this note; the words are those of Mr. Burton—"I don't see anyone from a small port nominated for the Executive. If they don't come here and don't put up a candidate they are not putting a foot forward."

I.O.W. (INWARD) COMPLAINT

Mr. Hutchings moved the following resolution in the name of the Isle of Wight Inward Service:

That this Association take steps to expedite direct contact as between the Ministry of Transport and other interested parties (including representatives from the district) when district applications are under consideration.

He said they felt restive and frustrated by the duration of the negotiations which had been going on regarding their excessive hours of duty coupled, because it was dependent on it, with the fact that they had had no seasonal leave for two years. The matters which were the subjects of the negotiations were incidental; his remarks applied to the manner in which the negotiations were conducted. Correspondence had flowed to and fro between the various parties interested and the time spent on it by Sir John and the others must have been considerable. The simple facts of the pilots' case did not emerge from the fog of correspondence for a considerable time. It was a year and eight months ago that Sir John was informed by the Authority that they would be concerned if the pilots averaged 84 hours on duty per week. Since then the duty hours at one period had actually exceeded 95 per week after taking into consideration the so-called rest days, which was a domestic arrangement among themselves. It was plain that a scheme of annual leave would increase the hours to an intolerable degree. The yard stick of the number of ships conducted was not a proper one. They had to keep pilots in two cutters irrespective of whether they piloted one ship a day or six.

Mr. Slade asked what the solution was. Could they not make more pilots?

Mr. Hutchings asked that their grievances should be put aside for the moment; the resolution dealt with the delays to which they were subjected.

Mr. Eagle referred to the waste of time owing to prolonged discussions about their grievances before any decision is arrived at.

Mr. Thomson: We want to cut out the waste of time. In any negotiations which would eventually require a round table Conference we would suggest as a practical solution:

- (1) For all parties concerned to call a meeting in the first instance in order that a resolution of the points of the case could be arrived at and tabled.
- (2) A stated period should elapse for such report to be considered by all sides.
- (3) A final conference, *again of all parties*, to decide the course of correction to be adopted.

He added that the amount of correspondence which had passed relating to the Inward case was fantastic.

Mr. Eagle said there was something deeper in it. At Southampton they had been trying for three years to get their grievances redressed.

The Secretary thought, however, that the conference suggested in Mr. Thomson's first point might be hurtful. It might mean that a good many applications made by them would be killed at birth. On the question of man-shortage the Ministry had been slow to interfere; they left that to the Authority. The first thing was for the Inward pilots to satisfy their sub-commissioners that they wanted so many more pilots. If they could not satisfy them the difficulties began to accumulate at once. The pilots had to go over the heads of the sub-commissioners and satisfy Trinity House, which was difficult to do. After that they had to try to satisfy the Chamber of Shipping and so the weeks and the months went by. It had been said that the pilots should assert themselves and he had been charged with advising the Inward men to strike. Short of forcing matters by taking the necessary fortnight's leave he had not suggested a strike in the service. Peaceful persuasion took a long time and he did not think they would get much further in helping the Isle of Wight pilots by passing the resolution. He had it as soon as he liked. Having got the direct contact the trouble was to get the matters before the Ministry quickly enough.

"We are fully alive to the patience shown by the Isle of Wight pilots and the justice of their claim" continued Sir John, "but this being largely a domestic matter as far as the Elder Brethren are concerned, we can only proceed by debate and try to persuade them. If it had been an increase of rates without any question of the number of pilots we could have brought it to a head long ago by going to the Ministry."

Mr. Thomson said they fully appreciated the difficulty, but it did not alter his opinion. When the application was made two years ago rates definitely came into it. After two years they were no further forward and that was grossly unfair. If it had to come eventually to a round table conference could there not be a conference first?

Replying to Mr. Catton, Mr. Hutchings said that the Isle of Wight had the representation common to Trinity House ports. They had four sub-commissioners at Southampton and one pilot sub-commissioner elected by the pilots in the district. The sub-commissioners were local and were the first contact with the Authority.

Mr. Webster said it was a domestic matter with Trinity House and suggested that the Isle of Wight, Gravesend and the North Channel should get together and approach the body.

Mr. Marshall (Tyne): It took us two years to get our increase. The delay is caused by the Chamber of Shipping.

Mr. Tate: It is a significant fact that at the last three or four Conferences the Isle of Wight have tabled resolutions dealing with man-power and delay and we should not be doing our duty if we did not pass this.

Mr. Holmes: This is one of the respects in which the Pilotage Act should be amended—representation.

Messrs. Booth, Innes, Hannan and Barron also contributed to the debate and in the end the resolution was adopted unanimously.

FOUR POINTS FOR MINISTRY MEETING

The Falmouth resolution, the text of which appears on page 12 was then introduced by Mr. Watson. He said that they were working 110 hours a week and although they handled double the tonnage they were not getting double the money they had in 1936/38.

The resolution was seconded by Mr. Davies.

It was not clear to some delegates exactly what Falmouth had in mind, and references to rates led Sir John to point out that Conference was getting on to item 7 on the agenda—"Pilotage Rates and Ministry Formula." He suggested it would clear the ground if discussion were confined to that.

At the suggestion of Mr. Holmes, Mr. Watson withdrew the latter part of the resolution but ultimately the following resolution was drafted.

That this Association continue to press the Ministry to call a meeting of all representative parties to discuss

- (1) The formula.
- (2) Part I of the Seven Points Policy.
- (3) The desirability of a Departmental Committee and
- (4) As an immediate step that an increase of 60% on 1936/38 earnings be established as a minimum working basis for every port.

This was proposed by Mr. Davies and seconded by Mr. Watson.

There was some discussion on the clause relating to a Departmental Committee and Mr. Goldsmith asked Sir John whether the other points were likely to be held up if it were included.

"I think it is high time there was another Departmental Committee or some inquiry into pilotage, but if you see fit to leave it out, do so" replied Sir John. He added, that he did not think there was the slightest chance of getting such an inquiry in the near future.

Each clause of the resolutions was put to a separate Conference vote and all were adopted.

For the information of Conference the Secretary made a statement on Sunderland's application for general compulsory pilotage. The application was the result of a unanimous decision of the Authority, and, of course, was supported by the pilots. It reached the stage when the Ministry intimated the procedure they proposed to adopt by way of an inquiry. This led the Authority to give further consideration to the matter and for

one reason or another they decided to abandon the proposal. The Sunderland pilots left the application in the hands of the Authority, very wisely because it stood a far better chance of success if made by the Authority instead of by the pilots, and then found themselves left high and dry. On the previous day they consulted the Executive as to the advisability of making an application themselves for compulsory pilotage, and if so, would Conference and the Executive support them financially and otherwise? The Executive had assured them, and he had added his assurance that if when they went back and told their colleagues of the discussions they still wanted to go forward with the application, they would have the Association's support. It would be expensive, but compulsory pilotage had always ranked high in the Association's aims. The Sunderland pilots now had to make up their minds whether it was in their interest to make an application now or wait a short time—not a matter of years.

Mr. Simpson said that matter had entailed a lot of work on the part of Sir John in the past fifteen months. He had given them good advice and had done so again that day. The Sunderland pilots might allow a month or two to go by and then go into the matter again. In the meantime they were grateful for the Association's help and knew they had the support of Conference and the Executive.

Replying to Mr. Marshall (Tyne) Sir John said that Sunderland would act in consultation with the Executive and would be supported to the full at any time they asked.

Mr. Catton asked what benefit Sunderland expected to get from compulsory pilotage.

Mr. Simpson replied that the main point was the efficiency of the service and the safety of shipping.

Sir John advised Sunderland to make an application for a revision of rates before embarking on that for compulsory pilotage. The two applications had nothing in common.

Conference signified unanimous approval of the Secretary's statement, and then adjourned for the day.

JUNE 10th: MORNING

SMALL PORTS WIN THEIR CASE

The first business was the resolution on the agenda in the name of King's Lynn regarding the formation of a Small Ports Committee. It was moved by Mr. Chase and seconded by Mr. Webster, but in the course of the discussion a revision of the wording was suggested by Mr. Line. This was accepted by Mr. Chase and ultimately adopted unanimously by Conference. It read:

That this Association would be strengthened and the discussions of the Executive Committee facilitated by the formation of a Small Ports Committee representing ports with not more than ten pilots, working in the closest co-operation with the Executive Committee 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. Chase said the resolution was not a criticism of the Executive, but an attempt to improve the constitution of the Association. He asked that any criticism of the proposal should be constructive. The small ports had problems of their own and a man with a full understanding of those problems would help the Executive. If they arranged themselves in zones—when they had decided what a small port was—they could get together and discuss their own troubles. It would work in the interests of the small ports and the Association.

Mr. Webster who seconded thought the plan would bristle with difficulties. If these ports could not afford to send men either to Conference or the Executive to submit their grievances he did not see how they were going to send to a central place of meeting. He was in sympathy with them in not having a representative on the Executive and suggested they should go ahead with their scheme for a place being reserved for one. The U.K.P.A. could not, however, further an Association of Small Ports by adopting either its liabilities or assets.

Mr. Hawkesworth said that if the principle were admitted that the small ports should have a representative on the Executive he could not see how those ports could get together to submit a name unless the proposal in the resolution was adopted. Far from weakening the Association the resolution would strengthen it. Portsmouth was in the Isle of Wight district, but they were not of it; their problems were vastly different. They worked well together and Portsmouth had perfect confidence in any member of the Inward or Outward service who was put on the Executive Committee, but could not have full confidence in their ability to represent the Portsmouth point of view.

"By and large it comes back to the question of compulsory pilotage" he continued. "The Isle of Wight's view of compulsory pilotage and ours are vastly different. They already have it, but in Portsmouth 3,500 tons is the limit of compulsory pilotage. Ridiculous! We can't get a ship of that size into any of our commercial berths. It does not apply to Southampton; they can get it on minimum tonnage. I urge you to give favourable consideration to this resolution. If there were any danger of it causing a split in the Association none of us would support it."

Mr. Jenkins: We can't send a delegate; I have come on my own. We have no difficulty with the Association as it stands at the present time. My complaint is I want compulsory pilotage and that is the old story through the very many years I have been coming to Conference. We seem to be in the same place. Some want it and some

don't. I think the best thing we can do is to get together and draw up a plan which we can put to Sir John. He can take it to Trinity House who are prepared to give us their assistance provided we are united. According to what I hear from Trinity House we are very much divided.

Mr. Miller, who is on the Trinity House Authority of Newcastle, said that when they had a complaint they put it before the Authority and if they did not get it put right they referred it to Sir John. Everything that had been obtained for them was done by the Executive, and he suggested that King's Lynn might have followed the same course.

Mr. Innes: Has any move been made to form a Small Ports Association and any steps taken towards sending a representative.

Mr. Chase: Until we have all the information it is impossible. Do the Executive feel they can formulate a policy representative of large and small ports? Surely we can find a method of forming a better view of everything.

The Chairman: Are you satisfied with your dealings with the Association? This is not the result of any dissatisfaction with the Executive?

Mr. Chase: I can give you an assurance there, but we have thought there is something lacking; something we have to build and provide if this Association is to succeed.

Mr. Burton: We meet on the south-east coast and discuss our own local problems. We feel it adds strength to us and I would like to support the resolution.

As an individual member of the Executive Mr. Line supported King's Lynn. The more points of view they could get on the Executive the better, he said. In the past the small ports had a feeling that their views were not understood, but he would strongly resist any suggestion that the Executive had not done all they could for those ports. It would be an asset to have one member of the Executive representing them.

Mr. Catton asked how the small ports would react to a suggestion that instead of a representative being sent to put their case, the Executive should be in a position to send an assistant secretary to the small ports.

Mr. Goldsmith pointed out that there was an important difference between the north-east coast meetings and the proposal in the resolution. The latter would have the effect of setting up a sub-committee of the Executive "working in the closest co-operation with and under the supervision of the Executive."

Mr. Burton agreed and said that their meetings were not organised.

Mr. Pickersgill added that they had held them since January, 1942, and had learned a lot about pilotage and the activities of the Executive Committee, in which they had confidence.

With the tendency to reduce the number of pilots Mr. Bennett saw the possibility of a large port of to-day being considered a small port in the near future. Supporting the resolution, he said that the proposal was

already being carried out in the Bristol Channel where they had very good attendances under the chairmanship of Mr. Mock.

Mr. Marshall (Goole) said there were problems which only the small ports could appreciate.

Mr. Ryding was in favour of the small ports having a little more say in running the Association. Belfast was a long way from London or Bristol, but they had very good friends just across the water; the Clyde pilots were always ready to help them.

Mr. Pead, while in favour of the small ports having a representative on the Executive, saw the financial difficulty in setting up a committee, owing to the geographical position. The small ports extended over a wider area than was represented by the members of the Executive.

Mr. Chase said he had no idea of involving the U.K.P.A. in a lot of unnecessary expense. The country could be divided into areas and five men representing them might meet, as the Executive did, before the Conference. The delegates would have the chance of electing one of the five to the Executive.

At this point Mr. Line put forward his suggested revision of the original resolution.

Reference to the Bristol Channel Association which was formed after the 1914-18 war, "when we had those stalwarts James Duggan and W. J. Davies" was made by Mr. Jenkins. He added that he always got all the assistance he wanted from Sir John. If a Small Ports Committee was formed where would it meet and who was going to finance it?

Mr. Holmes thought a Small Ports Committee was impracticable and supported the second part of the resolution.

"They have no growl with the Executive" he added. It would widen the Executive and give assistance to it if they had a representative. What is happening in the small ports to-day may happen to us to-morrow. One man cannot defend himself; the Association can defend him."

Mr. Mock recalled an article he wrote for *The Pilot* in November, 1947, "Is Devolution the Solution?" in which he suggested as a basis for discussion a scheme for seven area branches. It did not provoke any correspondence.

"I lean towards the small ports" he continued, "but as a member of the Executive I treat all ports the same. What affects King's Lynn affects me. You must feel by now that the Bristol Channel is a model district. All ports attend our meeting, we pool our information and come out more or less all right. Now we are asking for the same thing on a different basis. It is going to cause a lot of trouble. If you develop something on the lines I wrote about I am sure King's Lynn would be able to travel to one of the districts where they are holding a meeting. How is Londonderry going to attend the Small Ports Committee? The solution is this area basis, perhaps in a modified form."

Mr. Line wondered whether the Committee

would be able to function owing to the scattered positions of the small ports. Also, it would require a chairman, secretary and finance. He suggested the resolution be put to Conference in two parts (1) the formation of a Small Ports Committee, and (2) a small ports representative on the Executive.

Mr. Reed (Hartlepool) pointed out that the north-east coast meetings were not the meetings of a committee. A notice was put on the board and any who could go did so but no representatives were sent. They were organised by Mr. Pickersgill, and the Executive members, Mr. Tate and Mr. Marshall attended. The proceedings were quite informal.

Mr. Reid (Swansea) suggested that Conference should start a day earlier for the small ports to discuss their affairs and choose a representative for the Executive.

Mr. Barron: This Conference should know that in the Wash certain elements are at work undermining pilotage all over the British Isles. I have had the experience in the past five months of working underground to get to the bottom of the trouble and this resolution is brought with the object of strengthening the Association and clearing up that part of the service which is being undermined. You will do a lot of good by formulating a system which enables the small ports to take their troubles to the Executive.

The discussion closed with a review of the subject by the Secretary.

"I have more than a little sympathy with the small ports" said Sir John. "Their problem is not the problem of a district. The Bristol Channel Association serves a most useful purpose and strengthens this Association. I am all in favour of letting people try and if they fail no harm will be done. Twenty-eight of the ports in the list printed in *The Pilot* will come under the category of small ports and they have problems which the large ports have no means of appreciating. It would strengthen the small ports if they got together. It is not hostile; it is a move as I see it to help this Association. From the point of view of expense, even if they were helped a little it would be a small item. I am not suggesting they should be helped and they are not asking for it, but it is essential that these ports, 28 of them, should be able to make certain of having a representative on the Executive. At some ports there is always the idea that pilotage should be regarded as a part-time job and to supplement the pittance they get from it the pilots should be left to work at something else. How can a pilot, subject to the obligations and penalties attached to holding a licence attend to a business as well? There are little ports with one or two pilots who think it is not much good joining us because they would not be listened to. The Executive spends a great deal of time considering these problems—they always have—but it will help them I am sure to have it first-hand from a representative of a not unimportant section of pilotage in this country. There are more ports coming within that category of small ports than there are

outside it. With my practical experience of their problems I am in favour of them getting together, pooling ideas and then coming here with some agreed policy. I hope Conference will give this their sympathetic support; it is only for one year and if it is a failure the small ports will ask you to abandon the idea; if it is a success you will want to encourage it.

A WORKING POLICY FOR EACH DISTRICT

Mr. Bennett moved
That each pilotage district be requested to formulate a working policy affecting their district for the future operation of pilotage administration, working conditions and earnings.

He said that it was wrapped round the question of a Departmental Committee. He was one of those who sat at table with the Newport pilots and hoped that eventually they would come back to the Association. It was not possible for each port to have a scheme to suit its next door neighbour, but he recalled a Conference of all the ports in the Bristol Channel, under an independent chairman, which eventually produced a scheme to co-ordinate all the ports. It was the finest scheme ever devised for the Channel, but there was a snag in it and the port which had been the prime movers of the discussions withdrew support. That scheme might well be taken up again where they left off. He mentioned it as evidence that it was possible for some districts to formulate schemes.

"The Seven Points Policy presented a problem in the Bristol Channel," Mr. Bennett continued, "because as you know the pilots at some ports own their cutters, but whether they own them or not, the service goes on just the same. We found at Barry last year that owing to the decrease in trade we could not find sufficient money to run them, so we applied for a boarding and landing rate. The authorities realised their responsibility and granted one and then we applied for an increase in rates and got that. When you get down to these problems in your district you can by co-operation achieve these things eventually. I have faith in pilots and I think we can go back and formulate schemes in advance of the Departmental Committee."

Mr. Holmes seconded.

The Chairman asked Conference to accept the resolution. He recalled that after the last Conference, through the medium of *The Pilot* he asked for various views to be sent to the Executive, but there was no response from any port. This resolution went a little further and perhaps it would produce something of value to the Executive Committee.

The resolution was adopted.

WILL YE NO COME BACK AGAIN?

The last resolution was from the Executive Committee and was moved by the Chairman. That the members attending the Annual Conference of this Association have heard with much gratification

of the friendly expressions which have come recently from ports in membership of the Transport and General Workers' Union and send them a message of goodwill and a promise to facilitate by every possible means their return to membership of this Association, so that pilots may go forward on a strong and united front to tackle the many problems that face us.

This was seconded by Mr. Ritchie and carried unanimously.

ELECTION OF OFFICERS

VICE-PRESIDENTS

Mr. Webb took the chair temporarily and proposed the re-election of the two vice-presidents. Amid applause Conference agreed and Mr. Webb welcoming Mr. Love back to the chair told him "We shall look for more from you than you have done before!"

"I don't like that crack or the applause that accompanied it" retorted Mr. Love, and then, seriously, "We have a lot of work in front of us. We have a strong Executive—all workers—and are all out to make this Association strong. As far as criticism is concerned we are used to it and welcome it as long as it is constructive. The harder you kick us the faster we will run."

Mr. Goldsmith also responded.

Mr. Holmes asked them to regard their re-election as the symbol of the Association's faith in them.

HON. TREASURER

Mr. Line, proposing the re-election of the honorary treasurer said Mr. Webb had not only lived in but on Scotland.

Mr. Edmond seconded and the vote was unanimous.

"It's an honour to retain the job" Mr. Webb replied. "I've been here so long it is going to be a catastrophe when you kick me out—it's becoming a habit."

EXECUTIVE COMMITTEE

On the proposition of Mr. Slade seconded by Mr. Bennett it was decided to fill the two vacancies on the Executive Committee caused by the death of Mr. J. J. Jones and the resignation of Mr. Stanley J. Ayre. The rules provide for the retirement of the three members who had been longest in office, thus there were five places to be filled. The ballot resulted:—

Mr. M. M. Marshall (Tyne)	....	53
Mr. H. G. Pead (Cardiff)	....	49
Mr. H. B. Eagle (I. of W. Outward)	....	45
Mr. J. H. Innes (Gourock)	....	42
Mr. H. J. Wynn (Gravesend River)	....	36

Mr. J. S. Storrow (Hartlepool)	....	26
Mr. J. P. Bennett (Barry)	....	23
Mr. R. E. Clare (Clinque Ports)	....	21

AUDITOR

Mr. W. B. Watling of Messrs. Watling, Parker and Co. of Bristol was re-elected auditor.

Some very gratifying references were made to the useful work done by *The Pilot* to which the Editor responded, and after a vote of thanks to the press Conference adjourned for luncheon.

JUNE 10th: AFTERNOON

SIR JOHN H. INSKIP TO CONTINUE

On resuming the Chairman announced that Sir John Inskip was prepared to continue as secretary and solicitor for another year and this was cordially agreed to by Conference.

The Executive, Mr. Love continued, had been working on the idea of getting an Assistant-Secretary who would travel round the country and relieve Sir John of some of the secretarial duties, but they had not been able to find a suitable man, and it did not look as if they were going to get one. The only one of a great many candidates who appealed in any way to the Executive was unable to take up the appointment. The Executive had reverted to what they originally wanted and that was to combine the two offices and get a man with suitable qualifications. A certain amount of exploration had been done in that direction and it might lead to their having someone to take over the dual position when Sir John felt he had to give up. This man would have his office in London which the Executive felt would be advantageous when the change was made.

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?

If you agree to this it will be necessary to come to some understanding with a firm of London solicitors and it will come into operation when the Executive decide that we can safely dispense with Sir John's services. Naturally this firm would require a certain amount of educating. You know the implications and I would like to know what you think of it.

Mr. Davies expressed surprise and disappointment that the Executive had not found a suitable candidate. Their future depended on the appointment which he hoped would be a full-time one.

The Chairman said they would hope to get a full-time man and Mr. Holmes thought whoever was chosen should be the head of the firm and prepared to devote his time to the Association.

"You can be quite sure the Executive would be very careful indeed" replied Mr. Love, "and it would not be the office boy."

Mr. Catton thought the greatest mistake they ever made was when they combined the offices at the retirement of Mr. Joseph Browne. It had asked too much of one man. They were not getting sufficient individual attention and it was impossible under this system to expect it.

Mr. Reid (Swansea) disagreed and Mr. Tate pointed out that Sir John had intimated that the secretarial aspect of the job was going to be purely routine.

Mr. Innes mentioned that of 73 replies to the advertisement they could pick out only nine, and of those only one was possible. He added that if they appointed a man of their own calling they would stir up any amount of ill-feeling and jealousy.

Here are some points from subsequent speakers.

Mr. Ritchie: What are we squabbling about, as long as we get a man to deliver the goods?

Mr. Holmes: We are trying to travel first class on a third class ticket. We should pay the price for good service and we cannot do it on a 5/- contribution. We shall have to adjust our ideas.

Mr. Webb: Sir John wouldn't hand you over to a firm of lawyers who would let you down.

Mr. Slade: I move the question be now put. (*Agreed.*)

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?"

TRUSTEES

Two new trustees were appointed in place of Mr. G. N. Richardson and Mr. T. Stoodley. They were Mr. D. J. Davies (proposer Mr. Bennett; seconder Mr. Holland) and Mr. H. G. Pead (proposer Mr. Miller; seconder Mr. Ritchie).

RADAR AND PILOTAGE

Under "any other business," Mr. Clement introduced a subject which provoked some discussion.

"I don't want to sound like the voice of doom," he said, "I want to give a bit of warning. These Conferences have gone on for 61 years and if you had records of them you would have difficulty in deciding which you were listening to."

"There are modern developments and radar is one of them. Pilots have to sit up and take notice. Liverpool is the only port completely equipped with radar and I have seen it. Although there is no control of ships, only advice, once you get orders from the shore you will get control from the shore. If there is going to be any control pilots should have some say in it. In our case it should not be on shore but on the pilot cutter and that pilots should be in charge of it."

Mr. Clement referred to the visit to Swansea of a Ministry of Transport official who said

he had not found the pilots interested in the subject. This, however, was disputed by Mr. Tate who said that when the official went to Sunderland great interest was taken in it.

Messrs. Ritchie, Roberts, Clare, Reid, Balmain, Line, Warren, Holmes and Pead took part in the discussion and some of them gave particulars of their own experiences with radar instruments.

Conference adopted a resolution instructing the Executive to watch the subject, particularly in regard to the possibility of the pilots' status being undermined by shore radar stations.

It was also mentioned that the Institute of Navigation was holding a meeting on June 18th at which the use of radar for blind pilotage in estuaries would be discussed, and it was suggested that the Association should if possible be represented.

(Mr. Goldsmith and the Editor of *The Pilot* attended the meeting and the former made a valuable contribution to the discussion.)

THE PRESIDENCY

Mr. Bennett mentioned the Presidency and the Chairman said the Executive realised the importance of the matter, also of a Committee of Members of Parliament but had no name to submit at present.

GRANT TO WISBECHE

Mr. Barrow mentioned the administration of the port of Wisbech where he said an illegal position had existed for 20 years. The Wisbech Corporation, after being forced to open their hand in Court, now intended to mend their ways, thanks to the efforts of Sir John Inskip.

Mr. Barron said that the Corporation were now consulting him on all pilotage matters. If he had any more trouble he would inform the Executive. He also expressed his thanks to the Executive and the Secretary for the support he had received, and mentioned that he had been given £30 by the Association towards the heavy expense which has been incurred. "I thank you all" he added amid applause.

NEXT CONFERENCE

Mr. Mock made the proposition that next year Conference should be held out of London. "We should have a little change" he said. Conference, however, was divided on the point and when put to the vote Mr. Love counted a very small majority for London. Mr. Mock then threw out the suggestion that they should have a social in connection with the next Conference.

THANKS

A vote of thanks was accorded the Secretary on the proposition of Mr. Innes seconded by Mr. Holmes.

Sir John said that quite frankly if it were not for the ties he had made with the

Association and individual pilots over 30 years and if he consulted his own interests alone he would have packed up before now. He greatly appreciated the renewal of their confidence in asking him to carry on for another year at any rate, and he did so for friendship's sake which he hoped would continue long after he gave up the post (applause).

There were thanks too for the Chairman. "Love's done well" said Mr. Webb and Conference cordially agreed.

PILOTS INSURED AS

"SELF-EMPLOYED"

Decision of National Insurance Advisory Committee

The National Insurance Advisory Committee decided after considering the representations from the U.K.P.A. and the Transport and General Workers' Union to recommend no change in the regulations dealing with the classification of insured persons which means that pilots will be self-employed. The regulations have to lie before Parliament for 40 days and during that time are subject to negative resolution.

The two new schemes of National Insurance came into full operation on July 5th and the Ministry of National Insurance issued the following note dealing with the position of pilots under the two schemes:—

The general scheme provides benefits for sickness, maternity, widowhood, retirement, etc. The Industrial Injuries scheme provides benefits for insured persons who meet with accidents at their work, and for the dependants of those whose accidents are fatal.

Pilots who hold licences or deep sea certificates from Pilotage Authorities in the United Kingdom, are insured under both these schemes. There is no salary or remuneration limit.

Under the general scheme, pilots are insured as self-employed persons. They can qualify for all the benefits of the scheme except unemployment benefit.

Under the Industrial Injuries scheme, pilots are covered in the same way as other insured persons, but, unlike most other insured persons, they have no employers and are therefore required to hold a separate contribution card for industrial injuries contributions and to pay the employer's share of the contribution as well as their own. The weekly contributions are 6s. 2d. for the general scheme, and 8d. for the Industrial Injuries scheme.

Pilots who have not yet obtained contribution cards should apply at once to an Employment Exchange for two cards, one for the general scheme and one for the Industrial Injuries scheme. They should pay contributions week by week by buying National

Insurance stamps at a Post Office and putting them on the appropriate spaces of their cards.

Contribution cards give detailed instructions about the payment of contributions.

PILOTS AND RADAR

Mr. Goldsmith's View at Institute of Navigation Discussion

In the report of the Conference there is reference to the use of radar and a discussion at a meeting of the Institute of Navigation on its application for blind pilotage in estuaries. Space does not permit an extended account of the proceedings which were reported at some length in *Lloyd's List* of June 21st. We hope to return to the subject in a later issue.

In the meantime the views expressed in the discussion by Mr. F. R. E. Goldsmith, who as representative of the U.K.P.A. received a very cordial welcome, will be read with interest. He urged the necessity of pilots being trained in the use of radar. They realised radar was coming and they must be prepared to use it. Pilots were keen to take any opportunity that might occur for getting practice in using radar, and he suggested that technicians should not lose sight of that fact and should stress it to the pilotage authorities and to the shipowners.

Referring to the difficulty of a pilot identifying on the radar screen a particular spot in his own pilotage district, he said there must be a clearly defined pattern. At present, a radar picture of the Thames Estuary was just a series of dots. So far as the chart comparison unit was concerned, it would be a new departure for pilots to use the chart, and when a pilot was faced with the safe navigation of a vessel in proximity to other ships he had no time to study charts.

Another point of particular importance to a pilot was how quickly it could be determined by radar picture whether a vessel was under way or at anchor.

EXECUTIVE COMMITTEE MEETINGS

The Executive Committee met as usual on the afternoon before the Conference to consider the order of business and other matters.

Messrs. R. Simpson and T. Rush attended and discussed with the Committee the position and future policy at Sunderland following the local Authority's decision not to proceed with the application for compulsory pilotage. The matter was dealt with fully at the Conference.

The Executive also met again between sessions of the Conference and again at the close when the two new members, Messrs. Peard and Wynn attended. The Parliamentary and Finance Committees (names on page 2) were elected.

The next meeting of the Executive was arranged for Tuesday, September 21st.

TRINITY HOUSE CREST FOR CINQUE PORTS PILOTS

Dedicated by The Archbishop of Canterbury

Two hundred and fifty years ago the Cinque Ports pilots erected a West gallery for their own use at St. Mary's Church, Dover. In the front row with great books bearing their armorial crest sat the Chief Pilot and the pilots. In front of the gallery their crest was emblazoned. In 1843 the church was almost rebuilt; the gallery was taken down and the crest disappeared. The pilots were transferred to the south gallery and on one of the pews was inscribed in golden letters "Pilots' Gallery." Ten years later the pilots of the Cinque Ports became associated with Trinity House and there is no record of their attending the church until the custom was revived in 1945. As a result of that revival the Elder Brethren undertook to provide a new coat of arms.

These historical notes were given by the Archbishop of Canterbury on Trinity Sunday, when he dedicated the new arms at the church. The event aroused great interest in Dover, where for the first time on record, it is believed, the Trinity House ensign was flown above the Town Hall before the service when the pilots entertained distinguished guests in the Maison Dieu Hall.

The senior Cinque Ports pilot, Mr. D. Magub, welcomed the guests who included the Mayor (Alderman T. H. Goodfellow), the Commander-in-Chief at the Nore (Admiral Sir Harold M. Burrough), Admiral Sir H. D. Pridham-Wippell who was the naval commandant, Dover, for a period during the war, and the Commander-in-Chief, Home Counties District (Maj.-General P. G. S. Gregson-Ellis).

Seven of the Elder Brethren attended—Captains W. E. Crumplin, G. C. Curteis, R. L. F. Hubbard, C. St. George Glasson, T. L. Owen, G. C. H. Noakes and D. Dunn; also the Senior Superintendent of Pilots (Captain L. E. Owen) and several pilots from Harwich.

At luncheon the toast of "The Elder Brethren" was proposed by Mr. Magub who thanked the Mayor for the use of the hall and the Corporation staff for their willing help.

Captain Crumplin, replying, said that in the early days the pilots built up a reputation second to none in the world. Throughout the ages each generation had not only jealously guarded the reputation but enhanced it. The Coporation of Trinity House were proud to present the crest, not only as a symbol of the past and present, but also of the future pilots. It was a token of their regard for a body of men who so readily answered the call of duty without thought of difficulty or hazards, as was so splendidly illustrated in the last war, which brought tragic losses in their ranks.

The company went in procession to the church for the dedication ceremony, a large number of people lining the route. Afterwards tea was provided in the Town Hall.

TYNESIDE ITEMS

Mr. A. Reed, a popular Tyne pilot and an enthusiastic member of the U.K.P.A. has the best wishes of his colleagues on retiring from the service which he joined in 1913.

Mr. A. Ramsey recently underwent a successful operation and all in the service wish him a complete restoration of health.

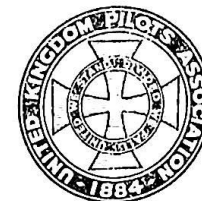
Obituary

TEES SERVICE'S LOSS

The Tees pilotage service has lost one of its most esteemed members through the death of Mr. Alfred Chrystal-Duncan, on June 12th, after a long illness borne with great fortitude. For many years he was a very conscientious member of the U.K.P.A.

Mr. Duncan, who was 56 years of age, was apprenticed in November, 1909. He received an acting order licence in June, 1920, and a first class licence in August, 1926.

He was appointed a pilots' representative in November, 1933, and became a member of the Board on October 15th, 1934, remaining a member until December 15th, 1947. Owing to prolonged ill health his licence was withdrawn on December 22nd, 1947.



UNITED KINGDOM PILOTS' ASSOCIATION

Income and Expenditure Account for the Year ended 31st December, 1947

	1946		1947		1946		1947	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Expenditure								
To Printing, Postages, Stationery, etc.	83	11 1	123	3 6				
" Preparing and Printing Magazine <i>The Pilot</i>	166	19 1	157	8 4				
" Expenses of Conference and Officers' travelling expenses attending same	225	7 4	227	4 7				
" Expenses of Executive and other Meet- ings and of President and Officers	397	17 8	340	7 7				
" Grants towards Pilots' legal and other expenses	50	16 0	—	—				
" 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	24	2 2	22	3 6				
" Corporation Duty 1947/48	11	6 3	11	6 3				
" Balance, surplus for year	—	—	148	12 9				
	<u>£1,996 14</u>		<u>7 £2,067 1 6</u>					
Income								
By Members' Subscriptions due 1947	1,295	9 6	2,123	9 6				
Less Subscriptions in arrears	320	4 0	564	19 0				
" Subscriptions in arrear since collected	975	5 6	1,558	10 6				
" Entrance and Rejoining Fees	88	4 0	44	2 0				
" Badges	7	0 0	2	11 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				
London, Midland and Scottish Railway Co. 4% Pref. Stock	8	8 0	8	16 0				
Railway Finance Corporation 2½% Guaranteed Debenture Stock	22	12 11	23	14 6				
3% Defence Bonds	16	10 0	16	10 0				
" Balance, deficiency for year	436	6 2	—	—				
	<u>£1,996 14</u>		<u>7 £2,067 1 6</u>					

UNITED KINGDOM PILOTS' ASSOCIATION

Balance Sheet as at 31st December, 1947

	1946		1947		At Cost		Value at	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
INCOME AND EXPENDITURE ACCOUNT :—								
Balance at 31.12.46	7,004	10 4			3,697	19 3	3,811	0 0
Add Surplus for year	148	12 9	7,153	3 1	500	0 0	510	0 0
SUNDRY CREDITORS :—								
Subscriptions prepaid for 1947	14	11 0			275	6 0	242	0 0
Sundries	164	14 6	179	5 6	1,656	0 10	1,681	17 6
	<u>179 5 6</u>				1,000	0 0	1,000	0 0
			<u>£7,332 8 7</u>		<u>£7,129 6</u>		<u>1 £7,244 17 6</u>	
INVESTMENTS :—								
War Loan 3½% £3,700								
War Loan 3% (1955/59) £500								
London, Midland and Scottish Railway Co. 4% Pref. Stock (1923) £400								
Railway Finance Corporation Ltd. 2½% Guaranteed Deb. Stock (1951/52) £1,725								
Defence Bonds 3% £1,000								
					<u>£7,332 8 7</u>			
CASH AT BANK :—								
Current Account	125	8 11						
CASH IN HAND	43	6 9						
OFFICE FURNITURE, FIXTURES, ETC. :—								
As per last account	18	11 0						
INTEREST ACCRUED DUE	15	15 10						
	<u>£7,332 8 7</u>							

AUDITORS' REPORT

I hereby certify that I have examined the above Accounts with the books and vouchers relating thereto. No account has been taken of subscriptions due and in arrear. The Accounts appear to be properly stated. The securities for the Investments have been produced.

Bristol, May, 1948.

W. B. WATLING, F.C.A.,
Chartered Accountant.
Public Auditor under the Friendly Societies Act.

THE PILOT

Local Secretaries :

Aberdeen	.....	J. M. Wyness	.....	2, Belvedere Crescent, Aberdeen
Ardrossan	.....	J. A. Cunningham	.....	The Harbour, Ardrossan, Ayrshire
Barrow-in-Furness	.....	S. Green	.....	54, East Mount, Barrow-in-Furness
Barry	.....	F. W. Llanfear	.....	6, Clement Place, Barry, Glam.
Belfast	.....	J. A. Patton	.....	Pilot Office, Harbour Office, Belfast
Boston, Lincs.	.....	H. Fountain	.....	Pilot Office, Custom House Quay, Boston, Lincs.
Brixham	.....	E. J. Mardon	.....	"Ridley," Berry Head Road, Brixham
Cardiff	.....	T. R. Beer	.....	The Hollies, Wordsworth Avenue, Penarth
Clyde (Gourock)	.....	J. H. Innes	.....	"Burnbrae," Victoria Road, Gourock
Cinque Ports	.....	R. E. Clare	.....	Woodend, Whitfield Hill, Kearsney, near Dover
Colchester	.....	H. C. Chamberlain	.....	64, Spring Road, Brightlingsea
Dartmouth	.....	G. H. Ridalls	.....	"Claremont," 24, Above Town, Dartmouth
Falmouth	.....	E. Ludlow	.....	Pilot Boat Association, 14, Arwenak Street, Falmouth
Fleetwood	.....	A. Wright	.....	12, Arthur Street, Fleetwood
Fowey	.....	James Salt	.....	Seaside Cottage, Polruan, Cornwall
Glasgow	.....	A. A. Love	.....	32, Falkland Street, Glasgow, W.2
Gloucester	.....	L. C. Taylor	.....	Pilotage Office, Sharpness, Glos.
Goole	.....	T. M. Mapplebeck	.....	45, Salisbury Avenue, Goole
Grangemouth	.....	M. I. H. Smith	.....	The Docks, Grangemouth
Gravesend (River)	.....	J. H. Fife	.....	Clare House, 24, Singlewell Road, Gravesend
Gravesend (Sea)	.....	W. J. Glassborow	.....	"Ty Gwyn," Chapmans Hill, Meopham Kent
Hartlepool	.....	J. S. Storrow	.....	72, Marine Drive, Hartlepool
Harwich	.....	T. R. R. Letten	.....	"Rivington," Fronck's Road, Dovercourt
Holyhead	.....	William Owen	.....	8, Hibernia Row, Holyhead
Hull	.....	E. Holmes	.....	Humber Pilot Office, Queen Street, Hull
Ipswich	.....	B. R. Booth	.....	20, Belstead Avenue, Ipswich
Isle of Wight (Inw'd)	.....	A. M. Thomson	.....	25, Union Street, Ryde
Isle of Wight (Out'd)	.....	P. A. Cook	.....	Pilot Office, 18, Queen's Terrace, Southampton
King's Lynn	.....	C. T. Chase	.....	37, Park Avenue, King's Lynn
Llanelly	.....	W. Hughes	.....	8, Union Terrace, Llanelly
Londonderry	.....	R. A. O'Donnell	.....	Shrove, Greencastle, Co. Donegall
Lowestoft	.....	J. Riches	.....	"St. Anne's," Skamacre Crescent, Normanston Drive, Lowestoft
Middlesbrough	.....	L. Pickersgill	.....	6, Phillida Terrace, Linthorpe, Middlesbrough
Milford Haven	.....	T. H. Roberts	.....	47, Charles Street, Milford Haven.
Neath	.....	W. J. Jenkins	.....	"Fernleigh," Old Road, Baglan, Port Talbot
Newhaven	.....	E. W. Chidgey	.....	"Quantock," Hillcrest, Newhaven, Sussex
Newport (Mon.)	.....	C. J. Page	.....	1, Caerau Road, Newport, Mon.
Plymouth	.....	E. Rogers	.....	43, Woolster Street, Plymouth
Portsmouth	.....	P. A. Hawkesworth	.....	Trinity House Pilotage Service, Victoria Pier, Portsmouth
Port Talbot	.....	W. D. Reed	.....	26, Rice Street, Port Talbot
Preston	.....	H. Halsall	.....	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	.....	W. H. Treloar	.....	14, Barnoon Terrace, St. Ives
Seaham	.....	W. Miller	.....	129, The Avenue, Seaham, Co. Durham
Sheerness	.....	P. J. Hannan	.....	113, Minster Road, Sheerness
Shoreham	.....	A. J. Blaker	.....	"Braeside," Old Rectory Gardens, Southwick, Sussex
South Shields	.....	R. Marshall	.....	Pilot Office, South Shields
Sunderland	.....	R. Wilkinson	.....	"Cordova," Park Lea Road, Roker, Sunderland
Swansea	.....	S. J. Hanson	.....	Pilot House, West Pier, Swansea
Teignmouth	.....	A. R. Nance	.....	1, Marine Terrace, Teignmouth
Trent	.....	R. Acaster	.....	30, Cranbrook Avenue, Cottingham Road, Hull
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