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IN THIS ISSUE.

Sir John Inskip Reports

EFFECTIVE WORK IN PILOTS' INTERESTS

●
Concession under Compensation Scheme
Humber Rates Increased

Temporary Pilots – Association to be
Consulted

Hopes of Solution of Dundee Problems

Shipowners' Guarantee to Dee Pilots

Insurance Policy – Position of Transferred
Pilots

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1939-1940 OF THE

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EFFECTIVE WORK IN PILOTS' INTERESTS

Sir John Inskip's Report.

It will hardly come as a surprise to members when they hear that it has not been found possible to hold the usual Autumn Executive Meeting. Very careful consideration was given to the matter and a provisional date was actually fixed for the Meeting, but at the last moment it was realised by every member of the Executive Committee that under present conditions a further postponement was unavoidable.

In the meantime I have been keeping in close touch with Mr. Webb, and the work of the Association has proceeded smoothly, and, I hope, effectively in the interests of the pilots.

In these circumstances, it has been arranged that I shall again present a more detailed report than usual recording the more important matters which have been dealt with since my last report which appeared in the August issue of "The Pilot."

As was to be expected, the various matters which have required attention are in the main those arising out of the War conditions. Problems of one kind and another, which were never foreseen even 12 months ago, are constantly arising and members will be able to glean from this report the nature of these problems and the manner in which they have been grappled with and in most cases, I hope, solved to the reasonable satisfaction of the pilots.

1. Compensation for War Injuries and Detention.

The representations made by this Association on the lines mentioned in the August "The Pilot" received the careful consideration of the Minister of Pensions. He appreciated that as a direct consequence of the war the size of vessels coming to certain ports had diminished with the result that the pilots at such ports, many of whom possess the highest qualifications, are now piloting vessels of a smaller tonnage than before the outbreak of War, while at other ports the position is reversed. That being so, he felt the force of this Association's contention that the proposed method of arriving at the equivalent naval rank of pilots for the purpose of compensation under the Mercantile Marine Scheme was calculated to affect adversely the position of pilots at ports used by smaller ships than was the case before the war.

With a view to remedying that posit-

ion the Minister after consultation with the Ministry of Shipping decided to retain the period of 12 months in paragraphs 1 and 2 of the Second Schedule of the Scheme with a proviso that if more beneficial to a pilot the equivalent naval rank should be determined by the average tonnage of vessels piloted over a period of three years ending on the material date.

This concession can be regarded as satisfactory, I think, in the circumstances, but, of course, if the war goes on longer than we all hope it will be a gradually decreasing benefit to the senior pilots.

2. Relaxation of war time compulsion.

Since my last report on this matter there have been further deliberations with the Admiralty, the Shipping Committee of the Humber Chamber of Commerce and the Humber Pilotage Authority, and as a result the Admiralty decided there was no reason for them to disagree with the view of the Flag Officer in Charge, Humber, from a safety point of view. At the same time, they were prepared to give further consideration to the adverse economic effect of reverting to the pre-war state of affairs. On this point matters were left for discussion between the Humber Conservancy Board and the Ministry of Shipping with a view to an amelioration of the pilots' position.

The Humber pilots have since received an increase in their rates and a reference to this will be found later in this report.

3. Temporary pilots.

Bye-laws providing for the licensing of temporary pilots at various ports continue to be made from time to time and I still receive enquiries from pilots with regard to possible transfers, and also with regard to various matters arising from the employment of temporary pilots.

It has been reported to me from more than one port that the temporary pilotage service could be most efficiently manned by the employment and transfer of licensed pilots from one port to another, and

after communicating with the Ministry of Shipping and Trinity House I received a promise that as far as possible this Association would be consulted by any port having need to appoint temporary pilots.

Problems of one kind or another have arisen from time to time out of the em-

ployment of temporary pilots, such as, for example, the contribution which should be made by these temporary pilots for their use of the pilot cutters provided and financed by the permanent pilots.

Another example of the kind of problem presenting itself comes from a port where temporary pilots were introduced, not to work on all fours with the permanent pilots, but to deal with a certain type of traffic and without keeping to the wholetime rota of the service.

These and other such questions have been taken up with the Pilotage Authority concerned in no hostile spirit, but in an honest endeavour to arrive at a fair and regular working arrangement in very difficult circumstances.

4. Dundee.

This matter gradually nears its end and at the moment of writing this report I am expecting to receive formal notification of the advertisement of new bye-laws dealing with the points mentioned in my last report. It seems that it will be necessary to lodge objections to these bye-laws which, whilst remedying certain conditions which have been vexing the Dundee pilots for a number of years, are not satisfactory from the point of view of the net revenue which will be left to the pilots after the various deductions from the gross earnings have been made.

The Dundee problems have engaged a great deal of attention for some considerable time and it is much to be hoped that the result of the long protracted negotiations will be satisfactory to the Dundee pilots who have exercised a great deal of patience.

5. Belfast.

The new Pilotage Order was made by the Minister of Shipping on the 7th August 1940, after which the way was clear for the new bye-laws, which have since been confirmed.

6. Dee.

The Dee problems which have been engaging the anxious attention of this Association for a very considerable time have been dealt with by a temporary and makeshift arrangement.

The conditions on the Dee were abnormal and various complications stood in the way of a satisfactory amendment of the bye-laws and the schedule of pilotage rates on a permanent basis.

In these circumstances, after protracted negotiations, the local shipowners offered to guarantee a net remuneration of £4 a week per pilot. This was to be a voluntary arrangement on their part and not to be legalised by a bye-law.

After careful consideration it was decided to accept this offer subject to adequate safeguards which leave the pilots quite free to make an application at any

time for new bye-laws, including a schedule of rates, on a proper and legal basis. Further, this weekly payment is to be regarded as a minimum and if the earnings produce more than £4 a week, the pilots are to receive any excess.

It is further provided that upon cessation of hostilities at latest the Elder Brethren will take the necessary steps to amend the present bye-laws and schedule of rates.

7. London — River Thames Pilots.

I attended a meeting with representatives of the pilots at Trinity House on the 14th August to discuss with the Elder Brethren the application for an increase in the pilotage rates. Up to the time of writing this report there has been no decision, which is made more difficult, I suppose, by the present war conditions.

It is hardly possible to discuss this particular case in this report, but I am at the moment in communication with the pilots and Trinity House preparatory to a suggested application to the Ministry of Shipping in reference not only to the rates question, but other problems of a temporary nature arising out of the war.

8. King's Lynn.

The exact position of matters at this port is uncertain. At the moment I am awaiting a promised communication following a recent meeting of the Pilotage Committee which was to consider again the suggested temporary increase of 50 per cent in the pilotage rates.

9. Blyth.

I have been in communication with the pilots in reference to the advisability of seeking a boarding and landing rate.

10. Dartmouth.

The conditions at this port have fluctuated from time to time and since my last report further negotiations have been taking place.

11. Sunderland.

The Pilotage Authority has recently made an application to the Ministry of Shipping for new bye-laws providing for

- (1) an increase in pilotage rates and
- (2) the re-introduction of the landing rate.

Up to the present the draft bye-laws have not been advertised.

12. Humber.

The Pilotage Authority and the pilots agreed to an increase of 33½% in their rates, but the advertisement of the necessary bye-law brought an objection from the Chamber of Shipping which was later withdrawn upon the understanding that the increase would operate only until the end of this year and that in the meantime the matter should receive further consideration.

13. St. Ives.

I have been advising the pilots on various matters, one of which involves an

interesting legal point which is hardly a subject for discussion in this report and it will be better dealt with in my next annual report.

14. Gloucester.

An application by the Pilotage Authority is now pending for an increase in the pilotage rates from 145% to 200% on the basic rate for a period of three months. The pilots are in agreement with this proposal.

A somewhat curious position, which I have not yet been able to get clear upon, has arisen in connection with a proposal to obtain bye-laws sanctioning the licensing of temporary pilots. What perplexes me, is this proposal being made immediately following a suggestion that instead of increasing the pilotage rates, the difficulties calling for the increase might be surmounted to some extent by re-organisation and a reduction in the number of pilots. As soon as the bye-laws are advertised representations on this point will be made to the Ministry of Shipping.

15. Middlesbrough.

I have been in communication with the pilots in reference to the fixing of charges for de-gaussing work. Other ports with de-gaussing ranges have, of course, their own special charge for this work which must vary according to the conditions.

The Ministry of Shipping have now been asked to sanction a rate which has the approval of the Authority and the pilots.

16. War Risk Bonus to Crews of Cutters.

Enquiries have reached me on this matter from several ports. The position is that in 1939 and 1940 agreements were adopted by the Maritime Board for the payment of war risk money to men in the Merchant Service and it was generally accepted that these agreements were applicable to crews of pilot cutters. I understand that at certain ports the war risk bonus is now being paid to the pilot cutter crews.

17. Insurance of Limited Liability.

I have been able to make an arrangement with underwriters whereby any pilots who are transferred from one port to another for temporary service can remain covered by the policy effected for their own district, but notice of any transfer should be given to me at once. **If notice is not given then the cover ceases.**

It is hoped that the foregoing report will give members a fairly good idea of the activities of this Association and will inform them on the various problems which are arising. I have made the best selection I can of the various matters, but of necessity some ports will find that some problem which I have been handling for them has not been mentioned.

IF YOU LEAVE THE SERVICE FOR A TIME.

* * *

Subscriptions of Members who take up other War Duties.

There have been enquiries as to what is expected of pilots who withdraw temporarily from the pilotage service for war duties of one kind or another. Up to the present some of these members have expressed a wish to continue their subscriptions, whilst others are proposing to drop their membership for the period of the war until they resume their pilotage duties.

This matter has not been considered by the Executive Committee, but the probability is that they will express the opinion that any member whose severance from the pilotage service is complete, that is to say, any member who ceases to retain any interest in the pilotage earnings, should not be expected to continue his subscriptions unless for any reason he wishes to do so. On the other hand a pilot, who whilst on other duties continues to draw something from the pool, might reasonably be expected to retain his membership of the Association.

This intimation, although not at present carrying the authority of the Executive Committee, may perhaps be some guide to pilots and save them the necessity of making inquiries on the point.

Seafarers' Service by Wireless.

For the first time for many years the National Service for Seafarers could not be held in St. Paul's Cathedral. It was felt that it would be a pity if all that the service stands for were allowed to disappear and fortunately through the medium of the B.B.C. an alternative was possible. Accordingly a service was broadcast on October 20th.

86 years in "Pilot Street".

Joe Goodson, last of the Trinity House pilots to operate in The Wash, has died at his home in Pilot Street, King's Lynn, aged 86.

He had spent 60 years in the pilot service, and held a Trinity House licence for more than 50 years. All his life he lived in the same house. In the course of his career he helped to save more than 40 lives.

Joe claimed to have been one of the first Englishmen to smoke a cigarette.

THAMES PILOTS

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The Alternative to Modification of "Choice" Regulations.

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MINISTERIAL STATEMENT.

The Minister of Shipping gave a written reply in Parliament to a question regarding Thames pilotage.

Mr. J. Parker (Lab., Romford) asked the Minister if he was aware that under the wartime pilot regulations many ships on the Thames were being entrusted to inexperienced pilots; that the pilots themselves were not adequately consulted about these regulations; that there was considerable discontent among the pilots about their operation, and whether he could review the whole matter.

Mr. R. H. Cross stated: I am informed by the Trinity House that ships in the Thames are not entrusted to inexperienced pilots, and that the modification made as a war measure in the employment of "choice" pilotage which has caused some dissatisfaction on the part of a few former choice pilots, was necessary if the appointment of a considerable number of additional temporary pilots was to be avoided.

VETERAN OF THE TYNE

Mr. James Purvis Retires after 50 Years' Service.

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Mr. James Purvis, of South Shields, a well-known Tyne pilot, has retired on his 70th birthday, after more than 50 years on the river with the Tyne Pilotage Authority.

He entered the service at the age of 16 and after a spell in the old pilot cobbles went to sea for a number of years in both sail and steam. He gained his second-class pilot's certificate in 1901 and became a fully qualified pilot the following year.

From boyhood he was one of the most active members of the Tyne lifeboat service and was coxswain until three years ago.

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Mr. J. Anderson, who has just retired had been a pilot at Methil for the past 37 years. He started his career in the sailing ship "The Rocks" belonging to Glasgow, and his last sailing ship was the "Lismore" of Glasgow.

MERCHANT NAVY'S ROLL OF HONOUR.

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Pilots were included in the war casualty lists of the Merchant Navy and Fishing Fleets issued by the Ministry of Shipping.

The lists covered the first six months of the war and included the following pilots:-

Dook, Alfred, 154, Rochester Road, Gravesend, Kent.

Ensor, Francis Oliver, 9, Stockwell Road, Knaresborough, Kent.

Hall, George, 3, Egerton Street, Sunderland.

Hunter, Thomas, 24 Kensington Road, Middlesborough.

Keating, Stephen Patrick, "Miltiades," St. George's Avenue, Dovercourt Bay,

McDonald, Donald, 6/9 Park Avenue, Dover, Kent.

Smedley, Joseph John Boleyn, 9, The Green, Amersham, Bucks.

Smith, Edward Mitchelson, 57, Barton Road, Dover.

Young, Robert George, 54, Trajan Avenue, South Shields.

The third list was issued on Nov. 19th.

Award to a Falmouth Pilot.

An award to Mr. Charles Phillips Jackson, a Falmouth pilot, has been announced in the London Gazette which gave the following account of his exploit:-

During an enemy raid a merchant ship was struck by a bomb and set on fire. Pilot Jackson, with the assistant dockmaster, cut away her mooring ropes on the wharf.

Later Pilot Jackson was put on board the ship, which by this time, was burning fore and aft, and he cut away the remaining ropes connecting her with another vessel. He then made fast a tug's tow ropes to the forward bollards and towed the ship to St. Mawes.

On reaching St. Mawes, Pilot Jackson came back in another tug and went on board a third merchantman which was on fire. He cut the ropes away from this vessel, and, taking a rope from her into another ship towed her to Mylor Pool.

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The exploits related above are indicative of the fine spirit which animates the entire pilotage service but it is important that the more outstanding cases should be placed on record. Will local secretaries, therefore, kindly let Sir John Inskip have full particulars of any acts of gallantry by pilots which come to their notice?

GOOD SEA BOATS

— AND BAD. —

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That Elusive Quality of "Kindliness"

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PILOTS' VIEWS INVITED.

In a paper "Modern Atlantic Liners," read before the Society of Naval Architects and Marine Engineers, New York, Mr. E. H. Rigg said that sea kindliness was a most elusive quality. Some vessels gained the reputation of being good sea boats, while others, of much the same design, were not favoured by the travelling public. It had been shown by experimental results that length of ship and speed had definite bearings on the behaviour in rough weather.

A length of 500 ft. at a speed of 20 knots had long been known as a bad winter combination on the Atlantic service; on the other hand, a length of 850 ft. at a speed of 23 knots had been shown to be good. Records would soon be available as to the reputation built up by the combination of the 1,000 ft. length and 30 knots speed.

"Rolling is quite another matter, as beams up to 100 ft. can easily meet with waves broadside on to them, of that, or greater length."

Atlantic Waves.

The subject has been followed up by a correspondent in "Shipbuilding and Shipping Record" who attributes the bad winter combination of a length of 500 ft. at a speed of 20 knots to the fact that North Atlantic waves of 450 ft. to 550 ft. are quite common during and after winter gales.

"A vessel of the same length as these long waves" he writes "will undoubtedly pitch excessively and be thereby retarded to a maximum extent if the waves are along her length, or on her quarters. If they are on one of her quarters, either forward or aft, they set up a most uncomfortable wriggling motion.

"Transatlantic liners of 1,000 ft., or somewhat less, should span at least two of any waves they are likely to meet, and should accordingly be much less affected by them in the way of pitching, and should therefore be proportionately less retarded.

Anti-Rolling Devices.

"From time to time mechanical arrangements have been made to augment

the action of the bilge keels to counteract rolling of ships, the first of these being a heavy weight controlled to move transversely across the ship, and which lagged behind her return roll. This was followed by anti-rolling chambers, whereby water moved from side to side with valves controlling the speed of transference. These were fitted in the *City of Paris*, built in 1888, and also the *Ohio*, an earlier vessel also built by G. & J. Thomson Limited, Clydebank. After a few voyages these tanks were removed from the *City of Paris* and the space and weight employed for a more useful purpose.

Gyroscopes.

"A later development was the heavy gyroscope now fitted in some Italian liners. When the gyroscope was first introduced to prevent rolling, it was fitted to a small vessel doing ferry work round the British coast. Its weight cut out a lot of potential cargo, and its action was such as to keep the vessel upright, and every transverse sea broke clean over her. The gyroscope was discarded and the vessel yielded to the seas and kept herself reasonably dry.

"All these artificial means to prevent rolling introduce a great stress on beam knees and transverse connections. Seafaring men who have had experience of them have generally said that they prefer an easier movement than is possible with rolling tanks, or gyroscopes."

Pilots must know quite a lot about this subject of "sea kindliness." Can some members be persuaded to write from their own experience for the next issue of "The Pilot"? Letters may be sent to Sir John Inskip for forwarding to the Editor.

SEAMEN'S WELFARE BOARD

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The Minister of Labour and National Service has established a Seamen's Welfare Board to advise him on all questions concerning the welfare of British, allied and foreign seamen in British ports and of crews of British ships in overseas ports

"The future of shipbuilding and marine engineering must lie in the hands of the younger men who, having chosen the fascinating pursuit of ships or engines as their career, have the ambition to work for and attain the highest positions which these industries have to offer. —Sir Wilfred Ayre in his presidential address before the Institution of Engineers and Shipbuilders in Scotland. October 15th. 1940.

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BRISTOL S. J. Ray "Hillboro," Elberton Rd., Westbury Lane, Bristol.
BURNTISLAND Andrew Gilmour Salinas Villa, Heriot Gardens.
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DEE T. Bennett 7, Railway Terrace, Connah's Quay, Nr. Chester.
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FALMOUTH Duncan Robinson Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD A. Wright 12, Arthur Street, Fleetwood.
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GRAVESEND (Sea) T. Flinn 20, Overcliffe, Gravesend.
HARTLEPOOL J. T. Nicholson 70, Church Street, West Hartlepool.
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