

The Pilot

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Head Office of the Association :

No. 13, SMALL STREET, BRISTOL.

Sir JOHN H. INSKIP, K.B.E., Solicitor and General Secretary

to whom all communications are to be addressed.

SIR JOHN INSKIP'S REVIEW OF EVENTS

THE Association has continued during the past three months to be actively engaged on a variety of matters both of general and local interest, and the following statement contains a summary of those matters which I think will be of general interest to members.

In my last report I referred again to the difficulty of getting the members of the Executive Committee together for a meeting under present conditions, but intimated that if any port thought that some problem of its own or any matter affecting the whole body of pilots required consideration by the Executive Committee, every effort would be made to arrange a meeting. I have not heard from any port with a request of this kind and I am encouraged to think that these quarterly reports are serving their purpose of keeping the pilots informed and advised on all matters which arise from time to time and of satisfying the members that their interests are being fully watched.

1. Pilots' Uniform and Coupons.

One or two ports have approached me with regard to the difficulty in supplying uniform to pilots without coupons. At some ports the wearing of uniform is required by bye-law, whilst at other ports it is entirely optional. At the moment I am in communication with Trinity House on the matter, because, of course, in the London Pilotage District all pilots are required to wear the uniform prescribed by the regulations. As regards the Outport districts no uniform is prescribed.

At present the matter is receiving the attention of the Board of Trade, but pending a decision an application has been made at one port to the Local Mercantile Marine Office with a view to authority being granted to obtain uniform and/or clothing without coupons. The answer to this application is that whereas the Mercantile Marine Office is able to issue such authority to fishermen and members of the Merchant Service, they cannot do so to pilots, the reason given being that pilots do not possess a Merchant Service Registration Card, but only the ordinary civilian card. It was pointed out that pilots had been issued with Merchant Service badges by the Ministry of War Transport, but this does not seem to have carried any weight.

It must be appreciated, I think, that a distinction can be drawn between the pilot who is compelled by bye-law to wear a

prescribed uniform and a pilot for whom the wearing of a uniform is optional, but even in the latter case a pilot has by reason of the conditions under which he has to perform his duties to provide himself with the necessary protective clothing, quite apart from the hard use to which his ordinary clothing must be put.

There appear to be strong grounds for some concession to pilots in this matter and it is being pursued with the authorities. I shall be interested to hear from any port which is concerned.

2. Seamen's Ration Books.

One or two ports appear to be concerned about rationing, but I do not know to what extent, if at all, other ports are similarly troubled.

It seems that at one port seamen's ration books were issued to pilots, but on their withdrawal I was consulted. Various points arise for consideration and at present it is not quite clear that an issue of a seamen's ration book to a pilot is practicable, because I understand that these books can only be used to obtain food from certain specified shops and this may not be quite convenient to the pilots. So far as pilot boats are concerned, I believe it is the practice to provide these with their "Civilian Catering Establishment Rations" which are supplemented by the difference between the "Civilian Catering Establishment Rations" and the seamen's rations. In this way pilots whilst on board a pilot cutter can obtain a maximum of rations greater in quantity than those obtainable by civilians, but still less than those granted to regular seamen. The ports in question, however, are not concerned with the rationing of a pilot cutter, but the provision of meals whilst away from the station for a period of 24 hours or more. Here again I should like to know whether any other ports are interested in this matter.

3. Compensation for War Injuries.

I have been in communication with one or two ports and the Ministry of Pensions with regard to the position of pilots whilst engaged on board an examination steamer as it did not seem quite clear from the Act and the scheme made thereunder that they would be covered. The Ministry of Pensions has ruled that in the event of a pilot suffering a war injury whilst on an examination steamer in accordance with Public Traffic Regulations compensation would be payable in accordance with the provisions of the scheme.

4. Fire Watching.

Several ports have written me on this matter, which I have taken up with the Ministry of War Transport with a view to getting pilots exempted under the Civil Defence Duties Compulsory Enrolment Order 1941.

The Ministry of War Transport is discussing this matter with the Ministry of Home Security and I am promised a further communication. If any port wishes to

be kept informed on this matter pending the next issue of "The Pilot" they should communicate with me.

5. Temporary Surrender of Licenses.

I have been in communication with one or two ports upon questions arising out of the temporary surrender of pilots' licenses for one reason or another. The sort of question which has arisen is the restoration of a license when temporary war service comes to an end, and also the question of a pilot under any Pilots' Benefit Fund.

6. Dundee.

There has been no change in the position as reported in July issue of "The Pilot" and the ruling of the Ministry of Shipping is still awaited.

7. Milford Haven.

The Elder Brethren have granted the pilots representation on the Pilotage Subcommittee.

8. War Risk Money.

There has been no further development and I have not heard from any port following the reference to this matter in the last issue of "The Pilot."

9. London Pilots' Benefit Fund.

This matter continues to engage serious attention and at the moment a renewed application to the Ministry of War Transport to receive a deputation is being considered.

10. Firth of Forth.

A question of general interest has arisen in the Firth of Forth in connection with a proposal to limit the size of vessels which may be piloted by newly licensed pilots in the Firth of Forth Pilotage District.

It had been intended to bring about this restriction by bye-law, but it was later decided to proceed by way of an amendment of the Firth of Forth Public Traffic Regulations by order of the Commander-in-Chief, Rosyth. That has raised again the question as to the powers of a Naval Officer in Charge to interfere with the administration of pilotage, and I have taken the matter up with the Ministry of War Transport. I have questioned the power of the Commander-in-Chief, Rosyth to alter in any respect the licenses of pilots or to cancel existing licenses. If, on the other hand, this restriction has been made by the Pilotage Authority under an Order of the Commander-in-Chief, Rosyth, then it seems that the Pilotage Authority could only carry out these directions by means of a bye-law.

This matter is having the consideration of the Ministry of Shipping in consultation with the Admiralty, and I am now awaiting their promised communication.

11. Rate Increases.

Applications for rate increases are pending at the following ports:—Dundee, Newport, Swansea, Barry and Blyth.

The increase of 33½ per cent. granted to the Goole pilots some little time ago is to remain in force for a further period, but to come under review at the end of the year.

The Ipswich pilots have received an increase of 15 per cent.

The application for an increase of 10 per cent. in the Manchester pilotage rates has been refused. This application was made by the Manchester Pilotage Authority and the Association was not brought into it until the application had been made to the Ministry of War Transport and objections to it lodged by the Chamber of Shipping and the Liverpool Steamship Owners' Association.

12. Income Tax Allowance to Meet Additional Expenses.

I am at present dealing with an adjustment of the Income Tax allowance to cover additional expenses incurred by pilots who have for one reason or another been transferred temporarily to another port. I shall be glad to hear from any pilots who are similarly concerned.

* * * *

I have not mentioned in this report a number of other matters which are of local interest at the moment, including applications at certain ports for increased rates which are now under consideration by the Pilotage Authority but have not yet been made to the Ministry of War Transport.

In the meantime I am collecting, for the information of the Executive Committee in due course, particulars from certain ports to show, if possible, the effect which the war is having on pilots' earnings.

PILOTS MEET THE KING.

* * *

The Liverpool pilots were invited to send six representatives to meet the King when he visited the port recently. The honour was shared by Messrs. Lewis Jones, H. Nelson Drew, W. E. Bender, W. A. H. Williams, R. Absalom and G. J. C. Parry.

The King asked many questions regarding tides, ships and convoys and was very interested in what the pilots had to say.

He spent the day seeing how the Royal Navy and the Merchant Navy are operating at the port and in an informal way made contact with officers and men of the two services.

CAWLEY MEMORIAL BRASS

Survives Bristol "Blitz"

There are some close links between the pilots and the church of the Missions to Seamen in Bristol which was damaged during one of the raids on the city.

The first conference of the Association was held in Bristol in June, 1884, under the chairmanship of Capt. George Cawley. Among those who attended was Captain Bedford Pim, R.N., Q.C., and it was on his proposition that Captain Cawley was elected President of the Association.

Bedford Pim's career had included explorations and surveying expeditions in various parts of the world and in 1852 he went to the Arctic to search for Sir John Franklin. After a perilous journey he found the missing warship Investigator, which had been frozen in for more than three years, and rescued the crew.

Counsel to the U.K.P.A.

At the time he came into the pilotage circle he had been ashore for many years, having studied law and been called to the bar of the Inner Temple; also, he had been M.P. for Gravesend.

He accepted the position of Counsel to the infant U.K.P.A., and in 1885 he attended the second conference, bringing with him messages of goodwill and friendship from pilots in the United States, which he had just visited.

In the autumn of the following year, Pim, who was then a rear-admiral, died and the pilots of the United Kingdom and the Colonies joined with those of the United States in providing a memorial to a great personality. A memorial window was placed in the Seamen's Church at Bristol together with a memorial brass mounted on oak from H.M.S. Resolute, in which Pim went to look for Franklin. The unveiling took place in 1888, when the Conference was again held in Bristol.

Church of the Missions to Seamen.

The Admiral's friend, Cawley, survived him for many years and when he died in 1910, the funeral was conducted by the Rev. Norman S. de Jersey, chaplain of the Missions to Seamen, who was an outstanding figure in the city, and later became Bishop of the Falkland Islands. In the closing years of his life, the Commander (as he became on retiring from the Royal Naval Reserve) had been in contact with the present Prime Minister on Pilotage matters.

The pilots recorded their gratitude for all that Commander Cawley did for them on a brass tablet which was also placed in the Seamen's Church in Bristol.

Continued at foot of next column.

THE FIRST VOYAGE OF THE BRANTFORD CITY FROM AMERICA. HARTLEPOOL TO LONDON IN A PILOT COBLE.

Extract from the Northern Evening Mail,
July 9th, 1880.

"Three of our West Hartlepool pilots have accomplished a feat such as has not been hitherto attempted. The pilots, whose names are respectively, EDWARD POUNDER, ROBERT HORSLEY, and JOHN HASTINGS, left West Hartlepool at midnight last Thursday week, and arrived safely at London on Monday morning. They went for the purpose of piloting the "BRANTFORD CITY" into Hartlepool, and having fallen in with that Vessel brought her into this Port by this morning's tide."

"The gallant achievement on the part of these men will add another laurel to the 'Records of Bravery in the History of the Hartlepoons.'"

This is a reproduction of a small leaflet sent to "The Pilot" by Mr. John R. Hastings, who is well known to many pilots and has often been to Conference as a delegate from Hartlepool. He is a son of the John Hastings referred to in the leaflet which tells its own story.

Semi-Circles Now.—Officers in the Merchant Navy have been asked to conform to the new Order under which officers in the Royal Navy will wear half rings of gold braid on their cuffs instead of full circles. The idea, of course, is a wartime economy.

Continued from previous column.

Knowing these sentimental links, the Editor got into touch with the present chaplain of the Mission Institute, the Rev. H. J. C. Day, and received news of the tablets. Here is an extract from his letter:

"These (the tablets) are intact, and are being kept in the church. The only damage, so far as I can see, is the oak frame surrounding that of Commander G. Cawley, and even that is very slight, I am pleased to say.

"My hope is that some day when this miserable business is over, we shall be able to restore our church, and at the same time replace the memorials. In the meantime I can assure you they are being cared for, and will be."

LORD WARDEN OF THE CINQUE PORTS.

For pilots there is an added interest in the appointment of the Prime Minister as Lord Warden of the Cinque Ports. Although our Cinque ports pilots have much wider scope than the name suggests they are proud of their association with the famous confederation dating back to Norman times.

The appointment is made by the King and it is stated to have been His Majesty's own idea to confer the honour on Mr. Winston Churchill. In days of old the ports were regarded as Britain's first line of defence against invasion and one of them is still fulfilling that role, indeed it bears scars which the modern foe has been able to inflict from the other side of the Channel. The responsibility for that first line lies with Mr. Churchill more than any other man, and for that reason the King conferred the honour on him.

Master of Walmer Castle.

Mr. Churchill is the 158th holder of the office and by virtue of it he becomes Master of Walmer Castle, where he is entitled to fly his own standard—blue and yellow, quartered with the arms of the Cinque Ports. It is said that the holder pays rates and taxes on the castle and the perquisite of exclusive rights to "flotsam, jetsam and lagan" within the sea of the Cinque Ports is probably more picturesque than profitable in these days. The appointment provoked an excellent leading article in the "Times" and this is an appropriate juncture to quote from it:

In the Day of Victory.

"This is no time for ceremony, and indeed Dover Castle, where the inauguration should take place, is at present required for very unceremonial purposes. But when the Lord Warden in the day of victory, comes to put on the trappings of office, the postponement will only enhance the acclamation that he will receive from the ports of Hythe, Hastings, Romney, Sandwich and Dover; the two ancient towns of Winchelsea and Rye, which have been admitted to share their privileges; and the lesser municipalities which for centuries have been proud to rank as 'limbs' of the Cinque ports."

Some of those "trappings" have been mentioned by another writer, who described the uniform of the Warden as like that of admiral with cuffs heavily embroidered gold epaulettes and gold embroidered collar on each side of which is a shield bearing the insignia of the Cinque Ports—three figures, half lion half ship. He carries a gold hilted sword with gold tipped scabbard. Upon occasion Mr. Churchill

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"GOOD LUCK" GREETINGS FROM THE PRESIDENT.

East (and West) of Suez

The President is on active service in the Middle East. Mr. Webb has had a post-card from him and his message contained this passage:

I write this to wish you and all the pilots the best of luck.

The ship on which Lord Apsley travelled passed close to the vice-president's station on the way out, but it was dark at the time and, his lordship regrets, "I could not give a wave."

Sir John Inskip also hears from him, but for very good reasons, it is not possible to say much about what he is doing. However, there appears to be no harm in mentioning that he has flown over a wide area in the Middle East and "been as far as Thotmes III." That will puzzle some of you.

Sir John's research work established that Thotmes III was the Pharaoh who conquered as far as the Euphrates, so you can draw your own conclusion. Incidentally, we have an idea that the Garden of Eden was somewhere in that valley.

In the last war Lord Apsley was in the Desert Patrol, and he has seen similar service this time, with the important substitution of a tank for a horse. He encountered some German advanced elements in the Libyan desert and was dived on and machine-gunned by the Italians. The latter reminded him of the Aldershot Tattoo because of the dust and noise it made!

You will gather that he is meeting all that comes his way with that twinkling smile we know so well. The main thing is that he reports that he is well and all pilots will join in wishing him a safe return when it is all over. His story should be good to hear.

Continued from previous column.

has puzzled some people by appearing in the unfamiliar uniform of an Elder Brother of Trinity House which is similar to that of a naval officer—cocked hat, naval coat, epaulettes and sword. It is recorded that he wore it when he went to the Belgian Headquarters in the last war.

Pilots and the Premier.

The pilots' earliest association with the present Premier must have been about 1908 when as President of the Board of Trade he received a deputation from them and in the following year it was announced that he would appoint a Committee Departmental Committee to inquire into various points which they had put to him. Out of that came the Pilotage Act, so we might even regard him as the Lord Warden of the Pilots' Charter!

Obituary.

* * *

WILLIAM HENRY REYNOLDS.

Mr. Reynolds, who was 52 years of age, died in Blyth hospital from an internal complaint in August.

Before he became a Blyth pilot he was assistant dock master at Tyne Dock. He joined up for war service as a lieutenant R.N.R. and was attached to the Naval Control Department at the port. At the interment at Blyth cemetery he was accorded full naval honours.

ROBERT SMITH WILLOCK.

Mr. Willock died at Gravesend on June 26, aged 67 years.

Captain Willock, a popular member of the Cinque Ports Service since 1906, was the last of those pilots to be stationed at Deal. He was for some years appropriated pilot for the Blue Funnel Line. His passing while still on active service leaves a gap among the outstanding personalities of the older school.



In the above photograph taken aboard the Trinity House tender Woodbridge, Mr. Willock is on the right. With him is Mr. J. W. Budgen, who is now senior pilot of the Cinque Ports section. He, too, commanded a deep water sailing vessel before entering the pilotage service.

Serving his time with Messrs. Walmsley & Edgar, he sailed in the barque Sarata of Liverpool and was later an officer in the s/v. Colonial Empire, passing for extra master at the age of 22 years, a feat of which he was justly proud. In 1904 he commanded the full rigged ship Celestial Empire and, leaving sail for steam, served as officer in the famous Cunarders Lucania and Campania.

He leaves a widow and son and daughter.

RAINERT WILLIAM EVERETT.

Mr. Everett, a well known Gloucester and Bristol Channel pilot, was killed on July 26 while on his way to attend tide. He was 66 years of age and leaves a widow and grown up family.

He was a frequent visitor to Conference and was with us at Newcastle in 1939. In the group printed in July issue of "The

Pilot" in that year he was sitting four places from the President's left-hand.

At 17 he commenced his apprenticeship under his father, the late William Everett, and served his time at sea in the sailing ship Ancon of Greenock, under Captain T. Blagdon of Nova Scotia. He also sailed in the s/s. Vera, under the command of Captain R. Forth.

Mr. Everett became a pilot in 1910, and won the great esteem of his colleagues. He was always ready with sound advice on pilotage matters, a subject in which he took a very keen interest. He was of a cheerful disposition and is greatly missed by all who were associated with him.

In August, 1919, he risked his life in saving some of his colleagues when petrol from a petroleum works ignited on the water around the pilot cutter which was at anchor. Noticing the small punt belonging to the cutter drifting away, Pilot Everett jumped for her, and just managed to land on the forethwart, spraining his ankle in doing so. He sculled back to the cutter, took the other members off the craft, and then sculled away outside the fire area. The cutter was badly damaged.

He was a director of the Gloucester Bristol Channel Pilot Cutters Co., Ltd.

Mr. J. READ.

Mr. Read entered the pilotage service ten years ago. He lost his life at sea by enemy action in August of this year. He lived at Ipswich.

Mr. H. W. WARD.

Born at Leeds in 1904, Mr. Ward went to Gravesend at an early age. He went to sea in 1921, serving four years' apprenticeship with the Anglo-Saxon Petroleum Company, and continued with them for some years as an officer in the Curacao. He left the company in 1934 to obtain qualifying sailing time for the Trinity House pilot service, and became sailing master of the barquentine Waterwitch of Fowey. He then served with the Bulk Oil Steamship Co., the Medway Steam Packet Co., the United Baltic Steamship Co., and the British Channel Island Steamship Co., in order to obtain the required coasting experience. He was then called to the Bristol Channel pilotage service in October, 1939.

Mr. Ward lost his life through enemy action in April of this year, but his body was not recovered until two months later and interred at Gravesend cemetery. He leaves a widow and a baby daughter.

CAPTAIN THOMAS CUNNINGHAM.

Entering the Tay pilotage service in 1895 Captain Cunningham was associated with it until his retirement 30 years ago. He was the first pilot in Dundee to join the Association and his influence was a big factor in bringing the branch to the proud position of 100 per cent. membership. During the last war, with the rank of lieutenant in the R.N.V.R., he commanded the

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IBRAHIM OF BEIRUT

When the first British warship entered Beirut at the close of the campaign in Syria she was piloted by an 84-year-old native pilot, Ibrahim Bey Baltagi. The "Daily Mail" recorded that the vigorous old man scrambled aboard from the pilot boat with the agility of half his years. When the ship was berthed, and he was comfortably seated in the wardroom with a cup of coffee, he pulled out mementoes of his association with British ships over more than 45 years. One, dated 1895, on the notepaper of the yacht Venetja, of the Royal Yacht Squadron, paid tribute to his services, and was signed "Ashburton, Westmorland, Crawford." Ibrahim recalled the bombardment of Beirut by British warships in 1882.

Perhaps Lord Apsley in his Eastern travels will run across him.

ALLIED MERCHANT NAVIES

In a broadcast on the Allied Navies, the First Lord of the Admiralty, Mr. A. V. Alexander, gave the following details of merchant shipping other nations have brought to the common cause:—

Dutch, 480 ships, 2,250,000 tons.

Norwegians, 720 ships, 3,250,000 tons.

French, 92 ships, 400,000 tons.

Poles, 32 ships, 100,000 tons.

Greeks, 24 ships, 1,000,000 tons.

Belgians, 54 ships, 200,000 tons.

To these resources must be added 500,000 tons of Danish shipping and more than 3,000 Danish officers and seamen are serving the Allied cause at sea.

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examination boat in the Tay, and when war broke out again, although on the eve of his 80th birthday, he offered his services to the Merchant Service Reserve.

Before he went into the pilotage service Captain Cunningham had seen some tough and adventurous sea service. He was apprenticed to W. O. Taylor & Co., and made his first voyage in the whaler Jan Mayen in 1876. He became a mate in 1884, and spent a lot of time in sail. As chief officer of the Glasgow ship Lady Isabella he circled the globe. He was given command of the Dundee whaler Nova Zembla in 1892.

In 1894 he was shipwrecked near the mouth of the Danube in a Black Sea gale, and spent 12 days on a small island inhabited only by lighthouse keepers before being rescued and taken to Sulina. A few months later he was wrecked again near Tramandahy, 150 miles north of the Rio Grande, and made a seven days' journey over difficult country to the nearest town of Porto Alegre.

Captain Cunningham died in Dundee Infirmary in September, at the age of 81.

The Last Colmun

Those Steps!—To reach the entrance of the South Stack lighthouse on Anglesey the postman has to go down 403 steps and climb them on his return. Whatever the weather this journey is undertaken once a day.

Quicker Repairs.—In a recent speech the Minister of Labour and National Service, Mr. Bevin said that five months ago there were hundreds of ships in our yards awaiting repairs but now there was scarcely a ship that was not actually being repaired as she came in.

Harbour Master's M.B.E.—Captain James Geoffrey MacKenzie, Harbour Master at Lossiemouth, has been appointed M.B.E. On a dark night when a fresh wind was blowing he went out in a motor boat to the rescue of the crew of an aircraft which had fallen into the sea.

Scattered.—Mr. Bernard C. Webb has a special job in a picturesque setting which cannot be disclosed and writes as breezily as ever. One of his sons is, like the President, in the Middle East; another is with a Spitfire squadron, and his eldest daughter is in Canada, where her husband was sent by the Government at the beginning of the war in an official capacity.

Tributes to the "M.N."—Many tributes to the skill and devotion of the Merchant Navy have been paid in Parliament and Press in the past few weeks. They arose from a motion in the House of Lords by Lord Marchwood for the appointment of a Royal Commission to inquire into the conditions of service with a view to raising the status of the personnel and constituting the Mercantile Marine as one of the national services of the country. Lord Leathers, Minister of War Transport, said the Government's view was that such a Commission was unnecessary. Lord Marchwood (formerly Sir George Penny and a master mariner) withdrew the motion but said he would

Seaman Frank— "We are a race apart" said Frank Laskier, the seaman whose broadcasts have brought the spirit of the sea into every home. Here is a passage from one of them.

"When we join a ship we continually howl and groan and we always say that the last ship is the best. But, it isn't true . . . you haven't seen our quarters you haven't met our friends, you haven't tasted the sweetness of coffee at 12 o'clock at night. You haven't listened to the thrill of the striking of sixteen bells on New Year's Eve. You haven't sailed up the river to your home port, and you haven't joined her."

Frank, whose right leg was shot away when his ship was sunk in the South Atlantic has gone to sea again, with an artificial leg.

THE PRESIDENT :

Lord APSLEY, D.S.O., M.C., M.P., 18, Buckingham Gate, London, S.W.1.

VICE-PRESIDENTS:

Mr. BERNARD C. WEBB, 52, Turnberry Road, Partickhill, Glasgow

Mr. G. N. RICHARDSON, 853, Arlaby Road, Hull

EXECUTIVE COMMITTEE:

Mr. J. J. JONES, 41, The Parade, Car diff.

Mr. H. A. SMITH, "Harlech," The Avenue, Gravesend.

Mr. J. H. A. SMITH, Pilot Office, 18, Queen's Terrace, Southampton

Mr. C. F. YOUNG, 42, St. John's Road, Eastham, Cheshire

Mr. J. STANLEY AYRE, 42, Trajan Avenue, South Shields

Mr. M. M. MARSHALL, 26, Trajan Street, South Shields.

Mr. J. A. SPARROW, 20, Old Road, East, Gravesend.

Mr. A. H. WILCOX, 13, Parkhill Road, Prenton, Birkenhead.

Mr. H. B. EAGLE, "Feld View," Wilton Road, Southampton.

LOCAL SECRETARIES:

ABERDEEN	J. M. Wyness ... ..	...2, Belvidere Crescent, Aberdeen.
ARDROSSAN	J. A. Cunningham ... ..	...The Harbour, Ardrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor ... ..	...164, Blake Street.
BARRY	C. Carpenter ... ..	...Pilotage Office.
BELFAST	A. Trace ... ..	...Pilot Office, C'rendon Dock, Belfast.
BLYTH	W. T. Carr ... ..	...51, Ridley Avenue, Blyth.
BO'NESS	D. McAlister ... ..	... "Asgog," Grahmsdyke Road, Bo'ness
BOSTON, LINC'S	G. W. Wilkinson ... ..	... "Torinana," Rochford Crescent, Boston, Lincs.
BRISTOL	S. J. Ray ... ..	... "Hillboro'," Elberton Rd., Westbury Lane, Bristol.
BURNTISLAND	Andrew Gilmour ... ..	...Salinas Villa, Heriot Gardens.
CARDIFF	D. Edgar Morris ... ..	...13, Woodland Place, Penarth, Glam.
CLYDE (GOUROCK)	J. Summers ... ..	...23, Victoria Road, Gourcock, Renfrewshire.
CINQUE PORTS	E. T. Day ... ..	...Channel Pilots' Room, Royal Terrace Pier, Gravesend.
DARTMOUTH... ..	R. Gatzias ... ..	...Pilots Watch House, 3, Bayards Cove.
DEE	T. Benneit	7, Railway Terrace, Connah's Quay, Nr. Chester.
DUNDEE	N. Dew ... ..	... "St. Olaf" 268 Broughty Ferry Road, Durdea.
FALMOUTH	Duncan Robinson ... ..	...Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD	A. Wright ... ..	...12, Arthur Street, Fleetwood.
FOWEY	James Salt ... ..	...Scaside Cottage, Polruan, Cornwall.
GLASGOW	A. A. Love ... ..	...32, Falkland Street, Glasgow, W.2.
GLOUCESTER	L. C. Taylor ... ..	...Pilotage Office, Sharpness.
GOOLE	H. Cowling ... ..	...117, Brindley Street, Holderness Road, Hull.
GRANGEMOUTH	Robert Flesher ... ..	...The Docks, Grangemouth.
GRAVESEND (River)	Geo. W. Coles ... ..	...29, Harmer Street, Gravesend.
GRAVESEND (Sea)	T. Flinn ... ..	...20, Overcliffe, Gravesend.
HARTLEPOOL	J. T. Nicholson ... ..	...70, Church Street, West Hartlepool.
HARWICH	T. R. R. Letten ... ..	... "Rivington," Fronck's Road, Dovercourt.
HOLYHEAD	William Owen ... ..	...8, Hibernia Row, Holyhead.
HULL	L. Walford ... ..	...35, Glencoe Street, Anlaby Road, Hull.
IPSWICH	G. A. Gardiner ... ..	...15, Ruskin Road.
ISLE OF WIGHT	L. W. Akerman ... ..	... "Craig-y-don," Princes Esplanade, Cowes, I. of W.
KING'S LYNN	J. W. Smith ... ..	... "The Haven" Hardwick Road, King's Lynn.
LEITH	E. C. M. Ross ... ..	...28, Starbank Road, Trinity, Edinburgh.
LIVERPOOL	Arthur H. Evans ... ..	...42, Market Street, Hoylake, Cheshire.
LONDONDERRY	John McLaughlin ... ..	...Pilot Station, Innishowen Heads, Co. Donegal.
LOWESTOFT	J. Riches ... ..	...170, Denmark Road, Lowestoft.
MANCHESTER	Arthur H. Evans ... ..	...42, Market Street, Hoylake, Cheshire.
METHIL	J. R. Davidson ... ..	... "Glen Goyal," Macdonald Street.
MIDDLESBROUGH	D. H. Tate ... ..	...44, Cranford Gardens, Acklam, Middlesbrough.
MILFORD HAVEN	R. J. Powrie	31, St. Ann's Road, Hakin, Milford Haven.
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.
POOLE	W. Brown ... ..	... "Elgar," 28, Hermitage Road, Parkstone, Dorset.
PORTSMOUTH	R. R. Russell ... ..	...10, Grand Parade, Portsmouth.
PORT TALBOT	G. C. Fairweather ... ..	...157, Tan-y-Groes Street.
PRESTON	H. Halsall ... ..	...Pilotage Office, The Docks, Preston.
ST. IVES	W. H. Treloar14, Barnoon Terrace, St. Ives.
SHEERNESS	P. J. Hannan117, Minster Road, Sheerness.
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