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THE PASSING OF "A GREAT PILOT"

Captain George Bowyer

Head Office of the Association:

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

THIS issue is largely occupied by the important matters which were considered at a meeting of the Executive Committee earlier in the year. In the order they are dealt with in these pages they were:

PILOTAGE RATES

OFFICERS (Merchant Navy) FEDERATION LTD. POST-WAR PILOTAGE

There was a lengthy and frank discussion on rates and the Committee had before them a statement founded on information collected from the ports showing their earnings in 1943; also an important letter from the Secretary to the Ministry of War Transport.

The question of whether the U.K.P.A. should join the Officers' (Merchant Navy) Federation Ltd. was carried a step further. There had been a rather disappointing response to the request to ports to let the Executive know what they felt about federating, but it was agreed that there was sufficient support to justify the matter being carried a stage further.

Accordingly, a deputation from the Executive attended a meeting at the offices of the Federation early this month and a note on what transpired is on page 5 of this issue.

In the discussion on post-war pilotage the Executive reached an important decision regarding cutter companies.

Mr. Bernard C. Webb presided at the meeting of the Executive which was held at the Holborn Restaurant on Thursday, February 10th, and the others present were Messrs. J. H. A. Smith, H. B. Eage, M. M. Marshall, G. W. Windass, F. R. E. Goldsmith, F. S. Chesterfield, J. J. Jones and C. E. Mock; Sir John H. Inskip, Secretary and Solicitor. Mr. Alex A. Love's duties prevented his attendance.

BASIS OF RATES

Ministry's Offer welcomed as a Step in the Right Direction

Introducing the subject of rates, the Secretary said the Executive would recall the discussion at the Conference and the reminder which appeared in *The Pilot*. He had now received replies which enabled him to make a statement which he had furnished to the Chamber of Shipping showing the earnings in 1943. On January 27th he sent the following letter to the Ministry:

"For some time now I have been collecting information from various ports for submission to a meeting of my Executive Committee to be held at an early date. At this meeting they will be considering the claims of a number of ports for an increase in their pilotage rates and will be faced by

a situation which it will not be easy to meet along the usual lines of procedure. Hitherto the post-war standard has been adhered to subject to increases on the lines of those granted to Civil Servants, consideration being given to war-time conditions and risks and to the cost of living, and this Association has from time to time reported to the Ministry that this method of assessing a pilot's remuneration did not provide fair or equal treatment to the pilots of the various districts and that under war conditions the peace time machinery had broken down.

"I am now faced with demands for increases which are so widespread that they must, I think, take the form of an application for a general increase, excluding, of course, those ports whose rates have been increased in recent months, and also those ports where the earnings already show an increase which would rule out any thought of higher earnings when a fair comparison is made with the pre-war earnings. It is urgently necessary to find some means of removing the many anomalies which exist and avoid the growing spirit of unrest which is present amongst the pilots generally. The normal approach is too involved and protracted to meet the present situation, which is becoming acute, and the Ministry will, I feel sure, wish, as this Association does, to avoid the large number of local inquiries which must result from a strict adherence to peace time procedure.

"There is a growing feeling amongst the pilots that pressure of a kind which this Association has never sought to exercise would have the desired result, but, quite apart from this, I feel compelled to advise my Committee when they meet early next month that they must ask the Ministry to give the whole question of pilotage rates immediate and very careful consideration in the light of these presentations and to any information which this Association may be required to furnish."

The outcome was that the Ministry asked him to see them and he did so on the previous afternoon.

Sir John put before the meeting the figures supplied by the various ports, and explained the steps he proposed to take.

Mr. MOCK'S CRITICISM

Mr. Mock took exception to the period 1936-8 being taken as a standard.

Sir John said that as far as Swansea was concerned, their earnings at £667 compared with £485 for those three years.

Mr. Mock pointed out that they were not taking into account how that £667 was obtained; they ignored the fact that fewer pilots were doing the work. He quoted £384 as the 1913 earnings of the Swansea pilots and argued that they should now be getting twice that amount—£768.

Sir John said he could not advise the Association to fight for a 100% increase on 1913 earnings.

Mr. Mock: I am blaming the Executive in general.

The Chairman: While blaming the Association you did not come to the Association to lodge your application: I understand it was done by your Authority.

Mr. Mock: Sir John was kept informed from beginning to end.

The Chairman: I cannot see how you can saddle this Association or Sir John with not getting the increase for you.

Mr. Goldsmith: Have any of those ports which show considerable increases over pre-war been assailed for reduction?

Sir John: No. It will not surprise me if certain wartime increases are attacked in the light of present earnings.

Mr. Mock: Why should they be? They are doing more work.

Sir John: I don't understand what platform you are standing on.

Mr. Mock: We are not working to a rate. It is "How much do you take home?"

The Chairman: You told me you made the application. I did not know that your Authority made it.

Sir John: I suggest you discuss this in the light of the correspondence. The Swansea pilots did not ask me to accompany them to the Ministry on any single occasion.

Sir JOHN'S OFFER TO SWANSEA

Later Sir John said that although he did not think Swansea had a case for an increase, he wrote, after refusal of their application, offering to re-open the matter by asking for a local inquiry as was done at Newport recently, thinking this might satisfy them. But they decided not to pursue the matter.

Mr. Mock: Swansea is finished as far as I am concerned.

Mr. Marshall mentioned the case of the Tyne and Sir John said he had never been consulted let alone asked to do anything about it.

Mr. Mock: Why have we to come individually? If an application is put in and the Association notified, it is the business of the Association to ask what has been done.

Mr. Jones: If you don't keep Sir John informed, how is he to know?

Mr. Mock: There must be some means of standardisation.

Sir John: If it is standardisation you want, then you had better ask for it.

Mr. Smith: When these figures were given I gathered we were going to discuss the general situation. Now we have come down to two or three ports. Have the Ministry expressed any opinion as to the ports, quite a few, which have soared right up?

Sir John: It is no part of the business of this Association to call attention to those ports. Before we are much older there are likely to be applications from the shipowners for reductions.

The Chairman mentioned that the Clyde were now up 25 per cent. but when they had two districts compulsory and non-compulsory the rate was cut 25 per cent. Most of the ports were still working on the rate; it was owing to the individual work that the pilots were getting more money.

"There must be some basis for the rates

in every port," said Sir John. "When the basic rates were fixed it was thought that the pilots would be sufficiently well paid. The whole character of the port, however, may change and the earnings become so large that they could not be justified. The obvious comment from the shipowners is then that the basic rate is wrong in the changed circumstances."

"JUST BED AND WORK"

Mr. Goldsmith suggested that if the pilots thought in time to ask for more pilots, where required, the basic rate might not be assailed and Mr. Chesterfield saw the danger of an attempt to keep the number of pilots down. This would lead to an attempt to reduce the basic rate. Yet the men who were now maintaining the service were working week in and week out without any leisure; it was just bed and work.

Mr. Smith suggested that if they said they could not agree to rates being cut on the ground that earnings had gone up they had cut the ground from under their feet in asking for increased rates when the earnings were reduced.

The Chairman suggested that the Swansea men should re-consider the matter and accept Sir John's offer to apply for an inquiry if they were not satisfied.

A pointed question came from Mr. Smith: "Where is the money to come from in ports where there are no ships left?" when Mr. Mock contended that the figures for all services should be stabilised at 100 per cent. above the pre-war standard.

The Chairman mentioned that the increase on the Mersey was 15 per cent. which would give the pilots £50 above pre-war earnings and no more.

Mr. Mock: Does this Association accept the position that if a pilot gets £50 over pre-war it is satisfied?

The Chairman: No. Fifty pounds above the average of the three years before the war is not adequate.

Sir John: Pilots prefer to be paid on a piece-work basis—they have been paid in that way for a great number of years. Now those who are not able to earn their pre-war money want to depart from piece-work and this Association has got this concession. Applications are in course of being or about to be made for a number of ports. I mentioned certain ports to the Ministry as calling for an increase.

Mr. Mock suggested that some members of the Executive should go with Sir John and assist him in these matters at the Ministry.

The Chairman: How would you like to go and see them? I really think that for a starting point we could accept this offer from the Ministry and get it into operation. When they say they are prepared to consider bringing any port whose earnings are down under a maximum of £850 up to the average earnings of three years before the war plus £50 it is a step in the right direction. If, after our next meeting, we think it is inadequate we can re-open it.

The Committee then passed to the next subject.

VIEWS OF 16 PORTS ON FEDERATION

Executive Decides to Discuss Further with Organisation

The Secretary reported to the Executive Committee on February 10th that he had heard from 16 of the 57 ports on the question of joining the Officers' (Merchant Navy) Federation Ltd.

Nine out of the 16 ports were unanimous in favour of federation. Six of the other ports were divided and at four of them there was just a bare majority in favour of federation. The remaining port was unanimous against federation.

The Chairman: We can do nothing as an Executive on these answers.

Mr. Smith: There was a good deal of enthusiasm at Southampton but when it came down to brass tacks it was 50-50.

Sir John: There is certainly no enthusiasm.

Mr. Marshall: We had a meeting on the Tyne and the majority were against federation.

The Chairman: Ninety per cent. of the trouble at this Executive is due to the apathy of pilots in general.

Mr. Mock: Swansea must be a model port!

The Chairman: After the discussion at Conference, the report in *The Pilot* and the circular letter, so few replies have come in that it can now only be referred to Conference.

Mr. Goldsmith said that a fair amount of interest was taken by the London Sea pilots and the vote was by ballot. The position was very unsatisfactory to the ports which had taken the trouble to organise something.

It was felt by some members of the Committee that there was some indication in the figures given of the feelings of the pilots, Mr. Mock pointing out that of 16 replies only one was against.

Sir John said he had since had the Isle of Wight Inward figures, and he also pointed out that leaving out Southampton which should be regarded as neutral there were approximately 61 votes against and 250 in favour of federation from the few ports which had replied.

Mr. Chesterfield asked what dominating factor was which induced the pilots to vote in favour of federating. There must be something they thought they would get—which they could not get out of the Association. For the information of the Humber he wanted to know what it was.

Mr. Windass said that the Gravesend River felt they were carrying out the motto of the Association. Moreover, these were the days of affiliation; there was hardly any society standing alone.

Mr. Jones said that they heard such a lot of talk about trade unions and he thought the proposed federation would satisfy a lot of pilots who were inclined to be critical.

The Chairman agreed that it might be the means of strengthening the membership among some of those who thought the

Association was not at present doing what it ought to do.

Mr. Marshall asked if Capt. Coombs would adhere to his principle that every pilot who joined would be a member of the U.K.P.A. and Sir John replied that no pilot would be able to join the Federation on his own account—the Federation would regard the Association as the body for pilots.

Mr. Mock: The Association would function as now, but with the backing of this Federation you will have extra power. It is like going from sail to steam.

Mr. Smith admitted that he had been rather luke-warm about it until he heard from Capt. Coombs at the Conference and the speeches of Mr. Mock and others who spoke of the opportunity it gave to the Association. They had to look at it from the point of view of the younger men.

Mr. Mock: You don't hear of the federated bodies cutting each other's throats. We are moving with the times.

The Chairman said that if federation were going to do them good they wanted it. They had the right to leave the Federation if they wanted to.

Mr. Marshall expressed anxiety concerning suggestions that masters should receive special rates for doing their own pilotage, and the status of pilots being put between those of masters and mates, and asked if there were anything the Association could do in these matters as far as the Federation was concerned.

The Executive considered what the next step should be and Sir John put the position thus:

It was decided at Conference that every port should give its views in writing and if there were a sufficient body of opinion in favour of federation the Executive had power to call a one day meeting of the Association.

Was there a sufficient body of opinion in favour?

Also, Mr. Mock gave notice that at the next Conference he would move that federation be re-considered.

Sir John suggested that if the Executive considered that there were a sufficient body of opinion they could pass a resolution in these terms:

That in the light of the voting this Executive Committee decides to discuss further with Capt. Coombs for the purpose of obtaining the precise terms of federation to put before the next Conference for decision. Conference to be held not later than the middle of July.

Every port is asked to let the Secretary know at the earliest possible moment the amount of their net earnings for the first three months of this year

Such a resolution, he said, would keep them in line with the Conference decision and Mr. Mock's notice of motion.

Mr. Mock objected that the proposed line meant delay and the Chairman said that that brought them back to the idea of a one-day Conference. That course, however, was considered impracticable because such a Conference could not be arranged much earlier than the Conference proper, and Sir John's suggested resolution was formally proposed by Mr. Marshall and adopted.

A suggestion was made by Mr. Mock that there should be fixed quarterly meetings of the Executive but some of the difficulties of adopting this were pointed out.

Sir John thought the next meeting would be not later than the middle of May when they might have the precise terms from the Federation.

NEW POINTS ARISE

Deputation from the Executive at the Federation Offices

Since the Executive Committee meeting, the deputation appointed to discuss the matter of federation with Capt. Coombs has attended a meeting at the offices of the Federation. Capt. Coombs was unable to be there, and the interview took place with Mr. D. S. Tennant.

The discussion took a somewhat unexpected course, but it is not possible to enlighten members further at the moment. Whether or not the Federation would be willing to entertain an application from this Association for federation is apparently dependent upon considerations which have not yet engaged the attention of Mr. Tennant's organisation.

The interview brought to light certain new points, which the Executive Committee will have to consider most carefully before making any report to Conference. If circumstances permit, it is hoped to call a meeting of the Executive Committee in the near future, but this, of course, is dependent upon the war position. In the meantime, the ports are asked to await a further communication from the Executive Committee in due course.

The present position is that we are waiting to hear from Mr. Tennant defining more clearly the attitude of his organisation and the terms, if any, upon which they would be prepared to entertain an application from this Association for federation.

"PILOT" CHURCHILL

Referring to the Prime Minister's recovery from his illness while abroad during the winter, Mr. Ivor Thomas, M.P. said: "The United Nations will rejoice that the pilot who weathered the storm will still be able to see the vessel safely into port. He has had to leave the bridge for the time being, but he would be the first to acknowledge that he has left it in good hands."

CUTTER COMPANIES

Executive's View that Dividends should be Strictly Limited

During a discussion on post-war pilotage at the Executive meeting on February 10th, regret was expressed that the ports had not made their wishes more clearly known and the Chairman thought it was a mistake that the Association had not formulated definite proposals to put forward with those of other interested parties.

The four questions submitted by the Ministry of War Transport in the letter of June 26th, 1943 (See Conference debate, November issue of *The Pilot*, pages 17-21) were mentioned and special reference was made to pilot cutters. The view was expressed that the pilots could run them more economically than the Authority.

It was agreed that the cutter companies should not be a source of income or of capital appreciation to supplement the pilots' earnings and that dividends should be strictly limited.

The Executive confirmed the Conference decisions on the other three points and in the case of the national pension fund stipulated that the rights of the pilots in their existing funds must be preserved.

PENSIONS MINISTRY ADMITS TWO CLAIMS

The Ministry of Pensions has reconsidered two claims by pilots and allowed them.

Pilot J. A. Smith was injured by a fall on board ship and maintained that the accident was due to the existence of various projections—gun mountings and suchlike—built on the ship, obscuring the starboard ladder down which he fell. A claim was made under the Pensions Mercantile Marine Act 1942, but the Ministry of Pensions contended that the injury was not attributable to measures or conditions arising out of the war at sea. The Association, however, pursued the matter because the pilot fell down the ladder while moving backwards in order to obtain a better view while turning the vessel round to an anchorage, and if the wartime erections had not been there it would not have been necessary for him to change his position. Eventually the Ministry reconsidered the matter and admitted the claim, granting a disablement allowance at the rate of £250 a year from January 28th, 1943 to April 2nd, 1943, plus a gratuity of £30 in respect of injury to the left knee.

The case of Pilot Purvis of the Tyne was also mentioned at the Executive meeting, Mr. Marshall stating that in this case the pension of a lieutenant-commander had been granted.

Mr. J. H. A. Smith said that the ships of to-day were regular death traps; they were bad enough for the crews who knew them but the pilots were strangers.

"It is refreshing to hear of these men getting something," commented the Chairman

PASSING OF "A GREAT PILOT"

Captain George Bowyer of Southampton

Captain George Bowyer of Southampton who died aboard one of the cutters on February 7th, 1944, was an outstanding personality with a great reputation as a pilot and a fine record of public service.

Although he had been advised, owing to heart trouble, to retire he was determined to serve as long as possible during the war and cherished the hope that he would once again pilot the *Queen Mary* to her home port. He piloted her when she first went there and subsequently on about 100 occasions. He piloted the *Berengaria*, *Aquitania* and *Mauritania* some 1,300 times and looked forward to the day when he would add the *Queen Elizabeth* to the list.

Six Generations of Pilots

Captain Bowyer came of pilot stock; for six successive generations the family had been in the service. He was one of the six sons of James Thomas Bowyer who was chief pilot at Southampton for many years. His only surviving brother is Alderman P. V. Bowyer.

When, at the age of 15, Capt. Bowyer was apprenticed in a cutter he had not only his father but four brothers, two uncles and three cousins in the service. Later he was with the Elder Dempster Company as a junior officer and then went to the C.P.R. which he left as chief officer in 1918 to join the Southampton Outward service. He became senior choice pilot of the Cunard in 1921. At the time of his death he was second chief pilot and a sub-commissioner of pilotage of the district.

At one time he was a member of the old Southampton Board of Guardians, and his other interests included the Southampton Master Mariners Club of which he was a founder member and captain in 1932-3; Rotary—he was a past president of the local club—the Royal Southampton Yacht Club, and Freemasonry.

He was a cousin of Lord Marchwood. He leaves a widow, one son, (a captain in the Royal Engineers) and a married daughter.

"Great Hearts and Great Souls"

The Mayor of Southampton and a large gathering representative of all interests in the life of the port attended the funeral which was conducted by the chaplain of the Missions to Seamen at Southampton, the Rev. W. A. H. Barnes, who said: "Lives such as that of George Bowyer have meant a great deal to this port. It is a port of big ships and of men who have great hearts and souls."

The *Southern Daily Echo* to whom we are indebted for the picture of Capt. Bowyer, printed this tribute from a master-mariner:

"The Port of Southampton has lost a great pilot. His skill in handling ships was acclaimed all over the world.



CAPTAIN G. BOWYER

"Neither tonnage nor weather conditions ever worried George Bowyer. He never wasted a minute; he never took a foolish risk. Every captain who has used the port would agree with me that George Bowyer's presence on board gave a wonderful sense of security."

Captain Watson Evans Peverley, who lost his life through enemy action, was a member of the Cinque Ports service until it was transferred temporarily to Gravesend in 1940. He served most of his apprenticeship in the four-masted barque *Colonial Empire*, later going as a junior officer of the Nitrate Producers Co., the P.L.A., Southern Railway and the Glen Line (London) Ltd. During the last war he served as an R.N.R. officer, first in the old *H.M.S. Juno* and later is ships attached to the 10th Cruiser Squadron.

The following tribute appeared in the *Dover Express* above the initials of Mr. G. M. Brewer:

"Captain Peverley was well-known both in Dover and Gravesend where he was recognised as a fine seaman and a grand pilot. He handled for years the large German liners using the port of Dover, as their choice pilot, with conspicuous success, the largest vessels using the port. He served 18 years as a pilot joining the Dover Station at the age of 32. His father, a much respected Cinque Port pilot, served a lifetime in the same service reaching the extreme limit of 70 years before retiring, and his brother, Capt. L. S. Peverley, is also in the service as a Gravesend Channel pilot. He leaves a widow and three children to whom sincere sympathy is extended. In March, 1943, the eldest son Kenneth, aged 19 years, who was a sergeant-observer in the R.A.F., was killed on active service."

O.B.E. FOR CLYDE PILOT

In the New Year Honours' list Mr. J. D. MacPherson received the O.B.E. He has been a Clyde pilot since 1925 and is choice pilot for Messrs. T. & J. Harrison of Liverpool and Messrs. Denny & Co. the Dumbarton shipbuilders. Before entering the pilotage service he was with Messrs. P. Henderson & Co. of Glasgow, joining that company from the Clan Line with whom he served his apprenticeship and as a junior officer.

The D.S.C. "for gallantry, zeal and devotion to duty" has been awarded to Lt.-Comdr. F. G. Dawson who, before joining the Royal Naval Reserve after the fall of France, was a pilot of the Inward Service of the Isle of Wight. For a considerable time he was on escort duty with convoys to Russia and was afterwards given a command. Mr. Dawson's father, who died some months ago, was for many years choice pilot Outward to the Union Castle Line.

SEAMEN'S CLUBS

The Merchant Navy Club, Cardiff, was opened jointly in March by Mr. Bevin, Minister of Labour, and Mr. Winant, United States Ambassador. Mr. Winant said it was the third to be established in Britain as a gift from American Labour. He knew of no comparable gesture of friendship between working men and women of one country towards comrades in a common enterprise. The other clubs are in London and Glasgow.

Mr. Bevin said the clubs were in what the Americans would call the "up-town" districts. They allowed the seamen to break away from the shipside and dock area to take part in the general life of the city while they were ashore.

SALVAGE AFTER THE WAR

The Select Committee on National Expenditure has recommended the retention after the war of the £12,000,000 worth of salvage organisation accumulated in Admiralty hands during the past four years. It is suggested that the vessels and plant should be distributed among R.N. establishments at home and overseas, after consultation with British shipping and underwriting and salvage interests, and should be kept on a care and maintenance basis.

They also recommended that the Admiralty Salvage Department should be continued in a skeleton form, to control the vessels and plant, and to train men.

Outside Pilotage—continued from preceding col.

This explanation should remove any idea that he advocated such a rate, or that he would regard it as adequate remuneration for the pilot's services.

Captain P. Jones died suddenly on December 15th, 1943, at Dyffryn, Merioneth. For 16 years he was a pilot at Belfast and Pilot Master for four years. His last command was the sailing vessel *Metropolis* in 1914. In the last war he saw service in the R.N.R. Capt. Jones left a widow, two sons and a daughter. Both sons are in the merchant service.

Capt. C. W. Clement who died suddenly on February 19th, 1944, had been a Swansea sea pilot for 31 years. He had an extra-master's square-rig certificate and was for a number of years with the New Zealand Shipping Co.'s steamers. He was also for a long time the local secretary of the U.K.P.A.

Mr. Osborne William Carlton, a retired Cinque Ports pilot, died at Exeter in the autumn of last year in his 75th year. He was the son of the late Capt. W. C. Carlton of Whitstable and started his sea career in his father's brig when only 11 years of age. In 1897 he obtained his licence as a Trinity House (Cinque Ports) pilot and spent 42 years in the service, for 29 of them as choice pilot of the Bibby Line. Retiring on reaching the age limit at the beginning of the present war he went to live in Devonshire. Two of his sons, Messrs. E. W. and M. Carlton are now in the Cinque Ports service.

Sir Norman Hill, Bt., at Stockbridge, Hampshire, on January 7th, aged 80. He was a solicitor but for many years was a big influence behind the scenes in British Shipping. He was secretary and treasurer of the Liverpool Steamship Owners' Association from 1893 to 1923. From 1907 he was chairman of the Board of Trade Advisory Committee on Merchant Shipping. In 1924 he was vice-president of the Chamber of Shipping.

OUTSIDE PILOTAGE

In the report of the 1943 Conference there was a reference on page 11 of *The Pilot* to pilotage outside a pilotage district and in summarising what Mr. Goldsmith said a wrong impression may have been created. The discussion arose on a passage in Sir John Inskip's report (page 6):

"My view, right or wrong, has always been that the intention of the legislature was that a Pilot Authority should have no powers outside its own district, and this point wants clearing up, because the practice is not the same at every port . . ."

This led Mr. Goldsmith to inquire whether there was any precedent for an Authority to fix rates for pilotage outside its district and he thought he recollected seeing, many years ago, a rate of a shilling a mile for the first 100 and sixpence a mile afterwards laid down for London pilots for pilotage outside their district.

(continued at foot of next column)

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Goole	T. M. Mapplebeck	45, Salisbury Avenue, Goole
Grangemouth	M. I. H. SmithThe Docks, Grangemouth
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Gravesend (Sea)	W. J. Glassborow	76, Central Avenue, Gravesend
Hartlepool	J. T. Nicholson70, Church Street, West Hartlepool
Harwich	T. R. R. Letten"Rivington," Fronck's Road, Dovercourt
Holyhead	William Owen8, Hibernia Row, Holyhead
Hull	L. Walford35, Glencoe Street, Anlaby Road, Hull
Ipswich	G. A. Gardiner15, Ruskin Road, Ipswich
Isle of Wight (Inw'd)	L. W. Akerman"Craig-y-don," Princes Esplanade, Cowes
Isle of Wight (Out'd)	J. H. A. SmithPilot Office, 18, Queen's Terrace, Southampton
King's Lynn	C. T. Chase37, Park Avenue, King's Lynn
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Lowestoft	J. Riches"Kingston," Walmer Road, South Lowestoft
Methil	J. R. Davidson"Glen Goyal," Macdonald Street, Methil
Middlesbrough	L. Pickersgill6, Phillida Terrace, Linthorpe, Middlesbrough
Milford Haven	T. H. Roberts4, Hill Street, Hakin, Pembrokehire
Neath	W. J. Jenkins"Fernleigh," Baglan, Briton Ferry, Neath
Newhaven	E. W. Chidgey"Quantock," Hillcrest, Newhaven, Sussex
Newport (Mon.)	C. J. Page1, Caerau Road, Newport, Mon.
Plymouth	E. Rogers43, Woolster Street, Plymouth
Poole	W. Brown"Elgar," 28, Hermitage Road, Parkstone
Portsmouth	R. R. Russell10, Dolphin Court, Cranewater Gardens, S'thsea
Port Talbot	H. A. Gunn5, Adare Street, Port Talbot
Preston	H. HalsallPilotage Office, The Docks, Preston, Lancs.
St. Ives	W. H. Treloar14, Barnoon Terrace, St. Ives
Sheerness	P. J. Hannan113, Minster Road, Sheerness
Shoreham	A. J. Blaker"Braeside," Old Rectory Gardens, Southwick
South Shields	R. MarshallPilot Office, South Shields (Sussex)
Sunderland	R. Wilkinson"Cordova," Park Lea Road, Roker, Sunderland
Swansea	S. J. HansonPilot House, West Pier, Swansea
Trent	Robert Acaster30, Cranbrook Avenue, Hull
Whitehaven	T. H. StevensonBridge Hse., Netherton, Maryport, Cumberland
Wisbech	J. P. Burton35, Custom House St., Sutton Bridge, Wisbech
Yarmouth	F. Armstrong66, Victoria Road, Gorleston-on-Sea, Yarmouth