



# The Pilot

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## MINISTRY CALLS MEETING FOR OCTOBER 26th

THE long awaited meeting at the Ministry of Transport was originally arranged for October 14th but the date was later altered to October 26th at 2.30 p.m. at the Ministry.

The number of representatives the Association will be allowed had not been fixed at the time of the September Executive meeting, and it was agreed that if four in addition to Sir John Inskip were allowed, the two vice-presidents and Messrs. Tate and Mock would go with him.

Mr. Line also is a member of the Parliamentary Committee which was appointed to act with Sir John when the time came, but as Mr. Goldsmith also comes from the London District he agreed to stand down from the meeting if the number were limited. It is now understood that there will be no limit and Mr. Line can attend if he wishes to do so and can arrange it.

### *The Conference Resolution*

At the Conference in June the following resolution was adopted:

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.

The resolution was forwarded by Sir John to the Ministry who have decided that only the first and fourth

items will be discussed at the forthcoming meeting.

### *After Eighteen Months*

Pilots everywhere will be gratified to hear that at long last this meeting is to take place. It was so long ago as early in 1947 that this Association made a direct approach to the Ministry with regard to the formula and there has been correspondence to and fro since that date.

On January 26th, 1948, a further letter was written stressing certain points which the Ministry embodied in a letter to the Chamber of Shipping and to the Transport and General Workers' Union.

It is understood that the matter has since been receiving the close attention of the Chamber of Shipping, and on September 15th, 1948, the Ministry wrote to this Association with a copy of their letter of the 23rd February, 1948, and also of a Memorandum from the Chamber of Shipping dealing with the points raised by this Association.

### *The Ministry's Letter*

The following is an extract from the Ministry's letter of 23rd February, 1948, mentioned above:—

" I am directed by the Minister of Transport to state that he has agreed to representations made to him by the United Kingdom Pilots' Association and a number of Pilotage Authorities, for a review of the basis on which he has for some time been assessing the earnings of pilots in connection with applications to vary pilotage rates.

" The Association have made the following representations in support of their request for a review of the basis on which earnings are assessed:—

- (a) No satisfactory system either of assessing pilotage dues or of fixing the remuneration of pilots can be built upon the present foundations, which are out of date and so unstable as to be causing great unrest amongst pilots.
- (b) Most schedules of rates were fixed very many years ago under completely different conditions than those prevailing to-day, and 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; pilotage

is the cheapest service that the shipowner enjoys.

- (c) The practice of relating a pilot's pay to the number of ships piloted is wrong because that is only one factor. This will continue to be the case so long as pilots are required to maintain a staff which is sufficient not to pilot a given number of vessels arriving or leaving at fixed times, but to keep a twenty-four hour watch and to pilot, if need be, every ship entering or leaving the port during that period at any time of the night or day without previous notice.
- (d) If the Ministry insists on adhering to the Civil Service bonus this should be added not to the basic rate (1936/1938 average) but to that rate plus 40 per cent. Only by some such method is it possible to make allowance for the very arduous conditions and to compensate pilots for a continuance of those conditions without the much desired improvement which has been conceded elsewhere.

"It is felt that the above representations should be discussed at a meeting of bodies interested in pilotage, and I am to enquire whether the Chamber of Shipping would wish to have reviewed at that meeting the proposal which they put forward some years ago to relate pilots' earnings to Merchant Navy earnings. If so, I am to ask that the Chamber will state their case in detail and favour the Department, at the same time, with any comments they may wish to make on the foregoing representations."

### Information Wanted

In order that the Association representatives may be armed with up-to-date information Sir John has sent to the ports an urgent request for particulars. The following is a copy of his letter dated September 23rd:—

"The Minister of Transport has now called a meeting to discuss the question of pilots' earnings on Thursday, October 14th. This meeting has been arranged at the request of this Association, and it will be attended by all interested parties including the Chamber of Shipping and the Liverpool Shipowners' Association. It follows the strong pressure which this Association has brought to bear on the Ministry for some time to revise the Ministry formula which has been regulating pilots' earnings during and since the war.

"The Executive Committee met in London this week and spent some time considering this matter and preparing for this meeting, which is of the greatest importance. It was decided to obtain information from every port, and I shall be obliged if you will let me have your replies to the following questions. It will help greatly if you will send your replies numbered as below. If for any reason you cannot supply the information asked for in any question, please put down

the number and write against it 'not available.' :—

- (1) Your earnings for 1947 and the first six months of 1948.
- (2) The number of ships piloted and their total tonnage for each of these two periods.
- (3) The present number of pilots.
- (4) Do you want more pilots or could you do with fewer.
- (5) Has there been any change in your working conditions since 1939? For example any addition to your pilotage area, any change in the type of shipping to your port or more night work than formerly.
- (6) Have you any preferential rates, and, if so, what are they?
- (7) What percentage increases on your rates have you received since 1938?
- (8) What is your present percentage increase on your basic rates?
- (9) Do you get regular annual leave, and, if so, how much?

"If after giving your numbered answers to the questions you wish to add anything of a general nature with regard to your Service, please do so.

"You will gather that this matter requires to be dealt with immediately as there is little enough time for us to marshal our facts and prepare for this important meeting. It is essential that I get all replies in by the end of next week at latest. I am sorry to put this pressure on you, but the letter from the Ministry calling this meeting is dated so recently as the 15th instant and the Executive Committee lost no time in considering the matter."

No information was sought on pensions because that subject will not be discussed.

When the Executive were considering the matter at the recent meeting Sir John said there was general agreement among the pilots, the Authorities and Trinity House that the formula was not working smoothly. The 60 per cent mentioned in the resolution was a minimum, and it would not meet the needs of some ports, especially those wanting more pilots.

### The Door Is Open

At their September meeting the Executive Committee discussed at some length the terms on which the pilots who have dropped out of membership should be re-admitted. Following inquiries from a number of these pilots it was felt that it was undesirable to impose onerous conditions and ultimately, on the proposition of Mr. Mock seconded by

Mr. Pead, the following resolution was adopted:—

That any old member returning to the Association be re-admitted on payment of 5/- to cover arrears of subscription; this concession to operate until the next Conference and apply only to those whose lapse took place prior to this meeting.

Rules 5 and 6 bearing on this question were quoted in the course of the discussion, and there was a feeling on the one hand, voiced by Mr. Tate, that it was a dangerous step to create the idea that arrears did not matter, but, on the other, in the words of Mr. Line that the back payment was likely to hamper old members who wished to return. Various suggestions were made for reconciling these two points of view, and in the end there was unanimous agreement on the token payment of 5/-. There were clearly indications that quite a number of former members were turning their minds in the direction of returning to the fold.

### Recent Activities of the U.K.P.A.

The following details of some of the activities of the Association in recent months were given by the Secretary at the September meeting of the Executive Committee:—

**Port Talbot.**—New bye-laws and the pilots are getting an increase.

**Dartmouth.**—Alterations in bye-laws.

**Goole.**—Bye-law on the qualifications of pilots to be confirmed.

**Falmouth.**—Trinity House are pressing for poundage on a salvage award the Association obtained for the pilots.

(Sir John has always questioned the right to impose poundage in such cases and has advised the Falmouth pilots accordingly.)

**Teignmouth.**—A claim for injury is being dealt with by the Association.

**Wisbech.**—A new pilotage Order and bye-laws which will establish a proper Pilotage Committee are now receiving a lot of attention.

**Londonderry.**—New code of bye-laws. The pilots are getting free from the system which has been in operation a long time of weekly payments, the balance of the pilotage receipts remaining at the disposal of the Pilotage Authority. The bulk of the war earnings went to the Pilot Benefit Fund which swelled from about £6,000 to over £30,000. The Association is trying to improve considerably the position of the pilots.

**Belfast.**—New code of bye-laws and application for increase in rates.

(The pilots expressed a wish for someone from the Association to visit them and Mr. Love undertook to keep in touch with them.)

**Barrow.**—Better conditions are being sought by the pilots.

(Mr. Line who visits the port and knows the men explained that the trouble was that they could not get more pilots made to cope with the great rush of traffic to the oil port at Heysham. The pilots were away four or five days and then were immediately on turn again for the tankers. Trinity House were reluctant to make more pilots but had provided one. There was also trouble about the suspension of a pilot by a sub-commissioner, whose powers in the matter were questioned.)

**Middlesborough.**—This long pending matter is still hanging fire. The application is for increased rates and to do away with the preferential rate.

(Impatience at the delay was revealed in a brief discussion on this topic. Mr. Tate told the Executive that the Chamber of Shipping had said they would not discuss it further.)

(Sir John's view is that it is better for the Authority who initiated the application to press matters. The Association will back up the Authority in every possible way and has been doing so. Sir John undertook to approach the Ministry at once. In the meantime he had been in touch with the Chamber of Shipping.)

**London Pilotage Order.**—The amended Order has been made.

**Hartlepool.**—British Railways have been putting men on ships in harbour to move them and the pilots agreed to prosecute.

(Sir John took the matter up with the Railway Executive and then something happened there. Although there was a clear case he had been asked by the pilots to hold his hand for the present as the Railway Executive appeared to have given way.)

**Sunderland.**—There was no development regarding compulsory pilotage.

**Hull.**—The Association is making an application on behalf of the Hull pilots for an increase in the boarding and landing rates, more pilots and more money.

(The pilots want to see the cutter company separated from pilots' earnings, according to Mr. Ward.)

**Preston.**—A Preston pilot has got into difficulty owing to his refusal to take a large vessel down the river to sea in foggy weather. He maintains that he exercised his discretion properly and to the best of his ability and has appealed to the Association to assist him. He is to appear before his Sub-Commissioners on the 27th instant, and this is not the first occasion by any means on which the Association has been asked to help a pilot in a case of this kind. There must be no interference with the discretion of a pilot.

## ANNUAL LEAVE FOR PILOTS

### Unsatisfactory Position in the Isle of Wight

The application of the Isle of Wight (Inward) men regarding the number of pilots was mentioned at the Executive meeting in September.

The Secretary reported that the pilots were content to have two more made without any increase in rates to see how it worked, but it was bitterly opposed by Trinity House and the Chamber of Shipping. All the Ministry did was to make it known to Trinity House that some system of annual leave should be sought.

Mr. Wynn said the Authorities always seemed to be against making additional pilots and that would continue as long as pilots went on doing excessive hours. In his district they asked for a pilot to be free from duty one day per week, but they were told there were not sufficient pilots and they could have only one day in 15.

"It doesn't seem to balance," Mr. Wynn commented. "The Association should take strong steps to see that there is some provision for annual leave. In our bye-laws there is nothing about it."

Sir John's view was that it was for each port to work out its own salvation on this point because what would suit one would not suit another. The Isle of Wight had come to an arrangement whereby they were getting 11 days this summer. It was something and nothing and the pilots were not satisfied, but it was the only thing they could agree to among themselves as a temporary measure without putting those not on leave to intolerable hardship. It was for pilots to make some proposal and put it to their Authority.

Mr. Eagle said he wrote to Trinity House and stated they were having two periods of 12 days in 12 months.

Sir John said that it was for pilots to insist on proper annual leave.

Mr. Wynn: The trouble with pilots is that they always have been too conscientious.

Mr. Marshall said that pit men got an annual holiday but he had to pay out of his own pocket for his.

Mr. Pead said there was an unequal distribution of shipping round the coast.

Mr. Tate: I strongly recommend this direct action. For those ration books we held up 24 ships and then got the rations.

Mr. Goldsmith: Our system of leave is subject to the "exigencies of service." In foggy weather the Ruler can cancel leave. How would a pilot stand in a disciplinary court if he refused? Surely he is refusing duty and exposes himself to suspension of his licence?

Sir John: I am not suggesting you should suddenly go on strike.

Mr. Wynn mentioned that they handled 250 ships a year; the length of turn was 14 hours and they were on duty all the time. Surely that proves there were not sufficient pilots and yet Trinity House object to making more; they even tried to stop that one day off in fifteen.

Mr. Tate mentioned that by complete re-organisation of the Tees system the pilots had arranged to get one week off in six.

Mr. Eagle agreed that he got time off, but there was no certainty about it.

## EXECUTIVE NOTES

### Subjects Discussed in the September Meeting

Some of the principal subjects discussed at a meeting of the Executive Committee at the Bonnington Hotel, Southampton Row, London, on September 21st, 1948, are dealt with under separate headings in this issue. The following notes relate to the other matters on the agenda.

Mr. Alex. A. Love was in the chair and the others present were: Messrs. F. R. E. Goldsmith, D. H. Tate, J. H. Innes, H. G. Pead, H. J. Wynn, N. A. Line, H. B. Eagle, G. S. Ward, C. E. Mock, M. M. Marshall, Bernard C. Webb, Hon. Treasurer and Sir John H. Inskip, K.B.E., Secretary and Solicitor.

#### RATION BOOKS

The Secretary reported that the Ministry of Food had accepted the view of the Association regarding the present machinery and the anomalies which existed in the issue of R.B.6 Modified. The machinery was being revised by the Ministry and ports which had the rations withdrawn were now getting them.

Sir John said the ports concerned were well satisfied with what had been done, and if there were developments at any port he would be glad to know at once. It was something of a victory for the Association. The present position is that the Ministry is dealing with the matter on a National basis, and the Association has been promised a further communication when the Ministry has completed its enquiries. On the Tees they are using R.B.1 "plus bits of paper" and the same arrangement operates at Swansea, but at Cardiff they have R.B.8 modified. The result as far as rations are concerned appears to be the same.

Mr. Goldsmith said that London with four separate services came under four different categories where rationing is concerned. The River and Channel were the same—they had nothing.

Mr. Wynn: They were wrong to issue the books to some and not to others. We were unfortunate in our Port Arbitration Committee.

#### NATIONAL INSURANCE

The Secretary reported that the time for appealing against the ruling of the Ministry of National Insurance that pilots should be self-employed had passed and no objection had been lodged. He gathered that the Union had been minded to object to having always maintained that pilots should come into the employed category, but perhaps they found that their own pilot members were not in agreement. This subject led to an enquiry by Mr. Wynn regarding insurance against industrial injury and he mentioned that they had been informed that pilots need not pay the 8d. per week.

Sir John: I think you would be unwise not to pay it. This continues the protection given to pilots under the Workmen's Compensation Act.

Mr. Tate mentioned that on the Tees they had a case where a pilot had already received benefit under the Act.

Mr. Wynn added that they had even had difficulty in getting a card issued to them.

The Chairman pointed out that pilots were specially included in the Act as they had been under the Workmen's Compensation Act.

Mr. Goldsmith said that the Ministry of National Insurance officials at Gravesend were misinformed.

#### OUTSIDE PILOTAGE

Mr. Line asked if there were anything further with regard to separating earnings for outside pilotage from the earnings for London pilotage—subject he mentioned at the Executive meeting in March, and it was discussed in some detail.

Mr. Line contended that the present arrangement was entirely unsatisfactory. If

he conducted a vessel from Dungeness to the old No. 1 Lightship he had to show in his return Dungeness to Sunk as a London rate, although the vessel was not bound to London.

Mr. Goldsmith: From Dungeness to the Sunk the pilotage is carried out within the limits of the London district.

Mr. Line: I can steer outside.

Mr. Goldsmith: If you ship from the cutter you are in the London district.

Sir John explained his difficulty by taking three points, (a), (b) and (c). When a pilot boarded a ship to take her from (a) to (c) he knew that (a) to (b) would be in the district and (b) to (c) outside. So far as (a) to (b) was concerned there were bye-laws which provided that pilotage between these points must be paid according to a schedule of rates, and there was a rate fixed in that schedule to cover that journey. From (b) to (c) there might be no rate or one that the pilots had fixed and the shipowners had accepted.

Mr. Line: That vessel is not bound to the Port of London.

Sir John: There is nothing in the bye-laws that says this is necessary.

Mr. Line: It is shown as being earned by the Port of London, but she is not bound to the Port of London.

Mr. Goldsmith: Unless a vessel is bound to or from your port she does not come under your bye-laws. I can understand that.

Mr. Line: What we wish to avoid is a possibility of our earnings being inflated by these sums if it comes to an enquiry into rates.

#### SMALL PORTS COMMITTEE

The Secretary reported that Mr. Chase of King's Lynn had circulated all the small ports on this matter and was getting replies from them. He himself had had enquiries from ports which were not members of the Association and it might lead to their joining up. Mr. Chase was working on the idea of two areas and when these had been finally settled he would be getting into touch with the ports again regarding the nominations to the Committee. It was hoped to have a fuller report at the next meeting.

#### SECRETARYSHIP

The Secretary told the Executive that he was in touch with a firm of solicitors in London and a Liverpool firm with a London office. He hoped that at the next meeting of the Executive he would be able to say that one or the other could provide someone to understudy him and be able to take over when it was considered opportune for the change to be made.

Mr. Marshall suggested that on his visits to the Ministry, Sir John should be accompanied by the two vice-presidents.

## PRESIDENCY

It was mentioned that one of the districts had submitted the name of a Member of Parliament as a possible President for the Association. It was understood that he was prepared to form a pilotage committee of M.P's.

## RADAR

Mr. Goldsmith reported on his visit to the Institute of Navigation when the application of Radar for blind pilotage in estuaries was discussed. "Rather to my surprise" he said, "the discussion was on the lines that a pilot could join in. I thought it might be too highly technical, but it was right up our street, and I had the temerity to take part." As a result he felt it was only a courtesy to express appreciation to the Institute for allowing him to be there. This had been followed by an invitation from the Secretary of the Institute for pilots to attend their meetings when there was anything intimately concerning them. Individual pilots could be members for a subscription of two guineas, or the U.K.P.A. as a corporate body could join for twenty guineas. There was also a suggestion that the pilots could suggest someone to read a paper on pilotage at one of the meetings. Mr. Goldsmith added that with the progress being made in Radar aids to navigation he felt the pilots should be somewhere and this body might well be the place where this could be best achieved. Resulting from the meeting he had an invitation from a gentleman in the Research Group of the Ministry of Transport to go and see him. That group was also working on Radar aids, and were very interested in any points a practical man could put before them. The Executive cordially thanked Mr. Goldsmith for his services in the matter.

Mr. Tate commented that what touched the pilots very closely was who is going to work it.

## BARRY'S RESOLUTION

Replying to Mr. Mock, the Secretary said that only one port had sent anything in response to the Barry resolution adopted by Conference requesting each district to formulate a working policy.

## MASTERS AND MATES

Mr. Pead mentioned the payment to masters and mates of coasting vessels for pilotage services and gave the information that they were receiving a bonus of 12½ per cent on their pay for this work.

The Secretary asked for more details.

## NEXT MEETING

The next meeting of the Executive Committee was arranged for Thursday, December 9th at 10 o'clock at the Bonnington Hotel.

## Obituary

## TEES SERVICE'S LOSS

The Tees pilotage service lost one of its most popular U.K.P.A. members when the death of Mr. William Sandford occurred on August 5th after a long illness, patiently borne.

Mr. Sandford was 45 years of age and he joined the Tees pilotage service as an apprentice in March, 1920. He received an acting-order licence in July, 1929, and a first-class licence in November, 1935.

He leaves a widow, one son and two daughters.

## BARRY PILOT SINCE 1914

The Barry service lost one of its senior pilots by the death on September 15th, of Mr. A. C. Jones. He had held his licence since 1914. For many years he was a local secretary to the Royal National Lifeboat Institution.




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Gravesend (Sea)	.....	W. S. Campbell	.....	72, Portland Avenue, Gravesend
Hartlepool	.....	J. S. Storrow	.....	72, Marine Drive, Hartlepool
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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
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Newport (Mon.)	.....	C. J. Page	.....	1, Caerau Road, Newport, Mon.
Penzance	.....	.....	.....	Pilots Lookout, South Pier, Newlyn
Plymouth	.....	E. Rogers	.....	43, Woolster Street, Plymouth
Poole	.....	A. W. James	.....	82, Fernside Road, Poole, Dorset
Portsmouth	.....	P. A. Hawkesworth	.....	Trinity House Pilotage Service, Victoria Pier
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
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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
Weymouth	.....	C. S. Monger	.....	27, Southlands Road, Weymouth
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