



The Pilot

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THE MINISTRY CALLS A MEETING

THE Ministry of Transport has called a meeting of all interested parties, including the Chamber of Shipping, the Liverpool Steam Ship Owners' Association, the Transport and General Workers' Union and the United Kingdom Pilots' Association to be held at the Ministry on Tuesday, November 28th, to discuss the question of the level of pilots' earnings and what further action should be taken.

The two Vice-Presidents of the U.K.P.A. (Messrs. Love and Goldsmith), have been informed of the meeting, official confirmation of which was only received on November 13th, and they are both hoping to attend. It is impossible to say just how the discussion will proceed, but, in any case, so far as this Association is concerned, the Conference resolution asking for a 75 per cent increase on 1939 rates is the guiding factor. There is no reason for thinking that the Chamber of Shipping has changed its position, and all the parties are more or less where they were at the end of the negotiations early last year. It will be recalled that the door was left open for further conferences.

Between the meeting of the Executive Committee of the Association in September and the calling of the conference this month by the Ministry, a good deal has been happening in reference to the 75 per cent proposal. Discussions have taken place at the Chamber of Shipping and also at Trinity House to learn their reactions to the proposal. Also, negotiations have been taking place with regard to Swansea and the Isle of Wight, as to which there will be a further statement in the next issue of *The Pilot*.

A memorandum is now in course of preparation containing the latest particulars available from the ports and showing the effect of this proposal at all the ports. The Secretary would like to have the following particulars from each port as soon as possible :—

- (1) Number of pilots.
- (2) Number of ships piloted.
- (3) Net earnings per pilot for the first nine months, January to September, of this year.

When the Executive Committee meet in London on December 7th, they will hear what transpires at the Ministry of Transport meeting and will most carefully review the whole subject.

Resolutions passed at this year's Conference and matters arising from them occupied most of the time of the Executive Committee at a meeting on September 26th aboard the *Wellington*, the smart ex-Admiralty sloop which is now the headquarters of the Honourable Company of Master Mariners now berthed in King's Reach off the Victoria Embankment, practically opposite Temple Station between Waterloo and Blackfriars bridges, with Scott's *Discovery* ahead and the London Division R.N.V.R. training ships, *Chrysanthemum* and *President* astern.

The Executive Committee of the Association met in the Ward Room and before the morning session concluded they were joined by the President, Sir Peter Macdonald, M.P. He also took part in some of the discussion in the afternoon.

Mr. A. A. Love was in the chair and all the members of the committee were present : Messrs. F. R. E. Goldsmith, H. B. Eagle, J. H. Innes, M. M. Marshall, C. E. Mock, H. G. Pead, D. H. Tate, G. S. Ward, J. T. Watson, H. J. Wynn, J. H. Barron (Small Ports), Bernard C. Webb, hon. treasurer, Sir John H. Inskip, general secretary and solicitor and Mr. C. D. Griffiths, assistant secretary and solicitor.

Item 3 on the agenda was "Matters arising from Conference (a) rates, (b) qualifications of pilots, (c) Humber application, (d) part 1 of Seven Points Policy." It was suggested that this should be deferred until the President was present, but some members were not satisfied and there soon developed a discussion which revealed dissatisfaction with the course of events since the Conference. In the Conference issue of *The Pilot* there was an editorial note regarding a proposal to put the a, b and c before the President and his Parliamentary Committee as soon as possible and it was explained that Sir Peter had asked Sir John Inskip to submit an explanatory memorandum or note on the three subjects.

The Chairman assured those who wanted to know why the meeting with the President had not been held, that endeavours were made to bring it about, but being so near the recess Sir Peter could not get his people together.

MEMORANDUM CRITICISED

The memorandum prepared by Sir John for Sir Peter Macdonald then came in for criticism led by Mr. Eagle, who said that his district appreciated what Sir John did in going to London and meeting Sir Peter Macdonald, but they took exception to the memorandum. There were 40 members in the district and they were very restless and dissatisfied; when any resolution was passed at Conference by such an overwhelming majority they expected it to be followed through vigorously. Sir John in his memorandum gave three illustrations of how the 75 per cent resolution might affect different ports, yet at Conference there were only three votes against the resolution. The basic idea at the Conference was that if pilots were doing more work they should be paid for it, but in one paragraph Sir John told Sir Peter that that would mean some ports earning 300 per cent above 1939. That was what the Conference voted for; if pilots were working so hard, then they should be paid for it. Apart from this, the pilots of the district concluded from Sir John's memorandum that he considered the resolution should not be fought if it could affect any port adversely, and they considered it was time the Association fought for something which would generally be to the common good.

Mr. Eagle quoted from letters he had received from both services in the district. "Many of our pilots," one said, "are surprised at the contents of Section 1 of the Memorandum," which seems at variance with the views of the Conference, inasmuch as it lays great emphasis on the anomalies of the few small ports, but omits to mention that it is suitable and acceptable to the overwhelming majority (probably 90 per cent) of members. There are bound to be exceptions to any policy in pilotage matters, and such few as exist will have to be ironed out by the U.K.P.A.

"Is it right to bother the M.P.'s or expect them to solve these difficulties. All that can reasonably be expected from them is that they will use their best endeavours to persuade the Ministry of Transport to accede to our moderate requirements which should be presented as simply as possible for this purpose."

From the second letter he quoted: "I have to inform you that the Inward pilots cannot agree with the notes as supplied to Sir Peter Macdonald by the Executive Committee. These notes to this Service appear to be most misleading and do not give a true impression of what was required by Conference, namely, that the 1939 rates of all individual ports be increased by 75 per cent to establish a 1950 basic rate, and that this should be pressed with the utmost vigour."

Sir JOHN'S CHALLENGE

Sir John pointed out that the memorandum was never intended to be an argument of the case. It was a statement which Sir Peter asked him to draw up as concisely as possible for putting before the members of the Committee of M.P.'s and they could not explain what the issue was without stating both sides. He still thought it was a perfectly fair statement of the position for the information of those who asked what the issue was and he challenged the critics to put their finger on one statement in the memorandum which was incorrect. The Ministry, let alone the shipowners would of course want to know what result the proposed increase would have on each individual port, and the Parliamentary Committee would want the same information before supporting the application; it was something they could not avoid. He asked, "Do you think at such a time as this the Minister will automatically grant an increase to a port without first seeing what the result will be?"

Mr. Mock: Why not? Everything has increased.

Sir John: It is a matter for each individual port to decide.

Mr. Tate: They didn't come to each port when they laid down the formula.

Sir John: The answer to that is that the Formula did not alter the basic rates.

At another point in the discussion Sir John said it would be bad counsel for them if he shut his eyes to every obstacle and refused to state the awkward features of the case.

Mr. Tate: If we stopped playing the Chamber of Shipping's game and dissociated earnings from rates we might get somewhere.

Mr. Webb helped to bring the long discussion to an end by saying, "Conference passed a resolution instructing the Executive to go forward for a basic rate of 75 per cent on the 1939 schedule; unless you are going to defy Conference you must carry out that instruction."

"That's all we want," retorted some of the Executive.

SWANSEA'S DILEMMA

Mr. Mock said that the Swansea pilots had been approached about a reduction and it had been suggested that they might get a more advantageous agreement if they settled locally instead of going to the Ministry. Their rates were about 76 per cent above the 1938 basis and as this was to all intents and purposes the 75 per cent recommended by the Association as the new yard stick they felt that perhaps the Executive could give them some lead. If the pilots said they were prepared to accept a small reduction they would be letting the Executive down; on the other hand if they fought it and the application for 75 per cent increase did not come off Swansea would be let down. Earnings at Swansea were now quite good, but over the last ten years the average had been only £604. and it was unreasonable for the shipping members of the Authority to ask for a reduction. If the pilots had been given time to recoup some of their loss they could have understood it a bit more, but some urgency was being shown, with the good will of the pilots if possible, but in any case the matter was going ahead.

Mr. Innes asked why the Swansea Authority approached the pilots and Mr. Mock replied, "We don't know." He explained, however, that the pilots had a letter from the local Chamber of Shipping on behalf of the shipping members of the Authority inviting them "to make a suggestion in the interests of the port for a reduction in your rates." But, at a meeting of the Authority a shipping member admitted that it was not in the interests of the port; they were after pilotage rates.

Mr. Pead said he blushed for Mr. Mock after remarks he had made in the earlier discussion on the 75 per cent proposal.

The Secretary said that he did not see what else they could do but support Swansea especially in view of the Conference resolution for 75 per cent. He invited the Swansea pilots to meet him and discuss the matter.

Mr. Tate suggested that they should ask for the matter to be deferred pending a settlement of the issue on a national basis.

Further consideration of the items under No. 3 on the agenda was deferred until the afternoon.

PILOTS' INSURANCE

The Secretary wishes to impress upon all insured pilots the absolute necessity of his knowing before the renewal date, of which notice is always given, whether or not the policy is to be renewed, and, if so, the number of pilots to be covered. In future when this is not done, the policies will have to lapse automatically and that means forfeiting the no claims bonus because a new policy could only be issued on payment of the full premium.

THE PRESIDENT

The President arrived while other matters were being discussed. He had lunch ashore with the Executive and when the party returned to the ship, the General Secretary re-opened the proceedings with an explanation to Sir Peter regarding the memorandum he gave him. It was not intended to be the argument in support of their case, he said, but a statement of the matters they wanted him to bring before his committee of M.P.'s.

"What they have decided this morning in view of the Conference resolution" continued Sir John "is that all pre-war rates should be increased by 75 per cent, which the Association proposed should take the place of the existing formula. They would like—and hope—to win the support of your committee; they would also like you to call that committee together as soon as you can after Parliament meets, to receive a deputation from this committee. Then would be the time for them to put forward their arguments in support of the resolution."

Mr. Goldsmith reminded the Executive that the Minister's representative had already told them that if they could bring him a measure agreed with the shipowners he would advise the Minister to implement the agreement.

Mr. Tate asked if it would be possible to meet a sub-committee of the Parliamentary Committee to bring to their notice and iron out some of the points the Executive wished to raise. The basic principles on which pilotage rates were assessed and the complexities of the service demanded a certain degree of knowledge.

The President said he would like to have a documentary statement which he could circulate and then the Executive could appoint a sub-committee to explain it to them.

SMALL PORTS' ATTITUDE

Mr. Barron, speaking on behalf of the small ports, said that while they were prepared to support the Association they were in agreement that the one thing to improve their conditions was for all Authorities to take over the pilot cutter services. That would relieve them right away. They also favoured a reduction of the tonnage exemptions.

The Secretary told the Executive that he was in a quandary trying to reconcile the 75 per cent proposal with the first of the Seven Points which cut right across it. If that point were adopted the whole of the cost

of running the cutters would be taken off the pilots' shoulders.

This led to a lively discussion as to whether the pilots would be any better off in the long run, Mr. Tate strongly contending that they would not and quoting the case of Seaham where the pilots were reduced by the amount of the boarding and landing rate, in support of this. Mr. Ward cited what was happening on the Humber where the shipowners agreed to separate the cutter company from pilotage earnings but also wanted to reduce earnings.

Mr. Barron asked whether it was not the Authority's responsibility to maintain the cutter service.

"Yes," replied Sir John, "unless the pilots are willing to do it!"

Mr. Goldsmith pointed out that most ports, if not all, also had a deduction from the gross pilotage to meet administration costs.

Mr. Marshall thought it better to stick to the morning's decision and see what the reaction of the Ministry was; also to let the President have a more detailed statement setting forth their argument.

FIRST OF THE SEVEN POINTS

The Chairman: I don't think any ports would quarrel with us if we left these Seven Points and went on with the 75 per cent proposal.

The Committee agreed to proceed on these lines, and leave 3(d) of the agenda items in abeyance.

The Chairman said that when they informed the Ministry of the resolution the Union would be brought in automatically.

In the case of the Humber application, Mr. Ward said that Mr. Holmes and he would be prepared to see Sir Peter on the subject before the meeting of interested parties they were expecting the Ministry to arrange.

A suggestion by Mr. Tate that the Ministry should be asked, as in the case of Swansea, to defer the matter pending the national negotiations was supported by Mr. Mock and Mr. Marshall who asked that the same should apply to all applications for decreases.

"What are we to do with applications for increases?" asked Sir John. "There are one or two cases which would need more than 75 per cent to bring them up to the present Ministry formula. I have never suggested and am not suggesting now that you are not entitled to increases, but I am pointing out the extreme difficulty of advocating that the basic rate of every port should be increased by 75 per cent regardless of what their basic rate was in 1938. Some of them ought to have more than 75 per cent. The Association, however, has decided to apply for this uniform increase and it is now only a question of procedure; it is up to us to do the best we can."

PILOTS' QUALIFICATIONS

Attention was then given to 3(b)—qualification of pilots.

The Secretary said it was left to any Authority—or pilots for that matter—to make an application for whatever qualifications they thought should be in operation in their port. The Association stood, as always, for the highest qualifications.

Mr. Mock asked if the Association had sent any objection to the Ministry because they agreed to a home trade master's certificate for the Tees.

Mr. Tate recalled that he brought the matter to the notice of the Association two years ago and a resolution was passed unanimously at Conference but as far as he knew precisely nothing had been done to stave it off. On the Tees, after the Authority had passed a resolution in favour of the qualification being a foreign going master's certificate, the Chamber of Shipping men were instructed to oppose it. "We are not a minor port" added Mr. Tate.

Mr. Wynn pointed out that when Mr. Owen moved his resolution at Conference his idea was that ports should study the matter seriously and go for the highest qualifications but he did not want to tie all ports down. Every port could not afford to keep men of the foreign going master's standing.

EACH PORT MUST MAKE OUT ITS OWN CASE

The Secretary protested that it was wrong to run away with the idea that nothing had been done. The subject was as old as the Pilotage Act itself and the Association had always stood for the highest qualifications. The Ministry of Transport's attitude was that some ports did not need the same qualifications as others, and in many ports neither the pilots nor Authority wanted it (the foreign going master's qualification) so it was left to each individual port to say what it wanted. The Tees bye-law fixed only the minimum qualification on which licences could be granted. Bristol had the same problem. The Ministry dealt with it exactly as they had done on the Tees and apparently the Union had accepted it. He did not see how the Association could put up a strong case for the highest qualifications being insisted upon in every port. Each port had to make out its own case and even now there was nothing to prevent the Tees Authority insisting on the highest qualifications if they could be obtained.

Mr. Tate wished he had Sir John's blind faith in Authorities. On the Tees the trouble was not the Authority but the Chamber of Shipping, and what had happened was tied up with putting the pilot between the master and mate.

Mr. Ward said that the Tees position was the same as that of the Humber. From the outside point of view the Authorities were the ideal committee but it did not work out

like that; they were more or less committees of the Chamber of Shipping.

Sir John said the Tees case could be reopened in six months and in the meantime it could be put on the agenda for Sir Peter's committee.

"I am not opposed to you" he added, "but I am opposed when you try to force it on every single port, e.g. Bridgewater."

Other matters which arose at the Executive meeting are dealt with in the following notes:—

SUBSCRIPTIONS SHOULD BE PAID IN ADVANCE

Mr. Webb reported on the financial position and also mentioned that since January there had been 47 new members of the Association.

The matter of arrears was mentioned and Sir John said it was not yet possible to tell whether what was said at Conference on the subject had brought about an improvement.

Mr. Webb emphasised that a rule of the Association required that subscriptions should be paid in advance. On the strict interpretation of that rule the considerable number of pilots in arrears were not entitled to call on the Association for help, either financial or legal. Sir John added that very few members paid in advance.

It was pointed out that the local secretaries played an important part in the matter and it was agreed that a reminder should be sent to them that subscriptions were payable in advance; also that this should be emphasised in *The Pilot*.

THE ASSOCIATION STANDS BY THESE MEN

The Executive committee agreed to support Pilot Powell of Barry, who is lodging an objection in the County Court to the decision of the Barry Pilotage Authority to revoke his licence following an accident in which the ship he was piloting damaged the jetty. Sir John Inskip gave the committee details of the case and said that he advised the pilot to consult solicitors in Cardiff who had since gone into the matter and came to the conclusion that the revocation was a harsh punishment and that the pilot ought to be supported.

It was also agreed to support Pilot Conway of Gourock in an appeal against the revocation of his licence.

The case brought by the Admiralty against the Swedish ship *Divina*, which was in collision with H.M. submarine *Truculent*, was settled out of court on the basis of *Truculent*, threequarters of the blame, *Divina* one quarter. Sir John pointed out that this was not quite the same as a court decision; it was an arrangement between underwriters, but Trinity House were evidently treating it as fixing the responsibility because they had now summoned Pilot Ellison who was in the *Divina*, to appear before them and to take his licence with him. There was an application that the Association should stand behind him.

This was agreed to.

DEEP SEA PILOTS

The Secretary reported that he had heard nothing more of a deep sea pilot's inquiry regarding admission to membership. He wrote to the man and asked to see his licence or certificate and made the same request in an inquiry from another port, but he could not get hold of the document. As no one seemed anxious to admit them to membership and no application had been received it might be better to let the matter rest and this was agreed.

LEGAL REPRESENTATION

While Sir John was on holiday, Mr. Griffiths dealt with a question regarding the right of a pilot to be legally represented before an Authority, in this case Sunderland.

Sir John said the pilot took the advice given and had since written thanking him for it. The matter had now blown over.

"I cannot say that a man could always claim to be legally represented" Sir John added. "In some cases it would be unreasonable but in any serious offence where a licence was in jeopardy a man could properly insist on being represented."

"DESPATCHES"

The loose interpretation of "despatches" when vessels called at Dartmouth was next mentioned by Sir John. They might go in, he said, to land a sick member of the crew or to take on a new one; perhaps to land a passenger or make some small use of the facilities. The sub-commissioners accepted this as calling for despatches which gave the vessels a concession in dues. He wondered whether at other ports this same loose interpretation of "despatches" was creeping in.

No evidence was forthcoming that it was, but if any port is encountering it Sir John would like to have details.

CURRENT MATTERS

Reporting on current matters the Secretary mentioned Colchester where, he said, he was trying to get Trinity House to institute a turn system.

No reply had been received from the Danish Pilots' Union to his letter regarding the suggested Conference in London of pilots from the countries of Western Europe.

NEXT MEETING

The next meeting of the Executive Committee was arranged for Thursday, December 7th, at 10 o'clock on the *Wellington*.

A suggestion that the dates for the 1951 Conference should be fixed in view of the possible difficulty of booking accommodation owing to the Festival of Britain, was deferred until the December meeting.

I.O.W. OUTWARD

Historical Note on the Rise of Southampton

IN the Conference number of The Pilot it was mentioned that Mr. Francis W. Kirk, a Southampton pilot wrote an article on "The Pilots of Southampton" for the Southampton Docks Official Sailings and Shipping Guide, published by British Railways. The following extracts are taken from the article.

The port of Southampton is situated within the Trinity House Isle of Wight Pilotage District, the limits of which extend from Selsey Bill to Peverel Point. Pilots for the Isle of Wight District have been following their profession for several centuries and actual records of pilots can be traced back to the seventeenth century.

It was not until Southampton began to develop, with the opening of the Outer Dock in 1842, that Trinity House, realising the future importance of the port, licensed pilots for the port of Southampton. During these early years each pilot or pilot family, owned and operated their own cutter, which boarded or landed him wherever necessary, and in the year 1822, obviously days of keen competition, there were as many as 38 pilot cutters operating in the Isle of Wight District. An original copy of the names of pilots and their cutters, dated 1822, is framed and hung in the pilots' office at 18, Queen's Terrace, Southampton.

Legislation by Act of Parliament, however, during the latter part of the nineteenth and the early years of this century culminated in the establishment of pilot cutters at the eastern and western extremities of the Isle of Wight, known as the sea cutters, and one stationed on the west side of Southampton Water, opposite Netley Abbey, known as the Netley cutter. The sea cutters were still privately owned by the pilots until 1910,

when they were acquired by Trinity House and replaced by auxiliary and more modern vessels under the Trinity House flag. The Netley cutter, however, is still jointly owned and maintained by the Southampton pilots.

Officially known as "The Isle of Wight Outward Pilot Service," the Southampton pilots, twenty-two in number, are responsible for many and varied duties of pilotage, including the pilotage of ships from Southampton to sea, a distance of twenty-four miles either to the east or west ends of the Isle of Wight; the pilotage and docking of ships inward from Netley, where one of the several Southampton pilots who are on the Netley cutter duty takes charge and relieves the Inward Sea pilot; the berthing and unberthing of oil tankers at the Fawley and Hamble depots; and movements inside the docks, such as manoeuvring of ships into dry-dock or shifting from one berth to another. Lastly, but by no means the least, constituting as it does quite a large part of their work, is the pilotage up the River Itchen, Eling and Redbridge Channels to the various coal, timber, shipbuilding wharves and quays and the tar installation at Eling.

Recruitment to the Southampton pilot service is normally from the Inward Sea pilot service, by virtue of seniority. The period of service as an Inward pilot varies from approximately ten to fifteen years, according to retirements, etc. It can be seen, therefore, that all the local pilots have had many years' experience before being transferred. Both Southampton and Inward pilots must, of course, hold a master mariner's certificate, and have been in command or held senior rank in the Merchant Navy or Royal Naval Reserve.

In a recent issue of *The Pilot* there was a reference to the appeal of a Colchester pilot against the revocation of his licence. Our attention has been called to the fact that this penalty was not imposed by Trinity House without warning in so far as the pilot had been previously requested to explain certain matters and there had been a good deal of correspondence. There was, as has been pointed out, ample warning of the inquiry. The penalty imposed by the County Court Judge in place of the revocation of the licence was one month's suspension on top of the two months' suspension which had already expired.

We gladly make these small corrections for the sake of strict accuracy.

Obituary

Mr. A. Woodward, Barry.

We regret to record the death of Mr. A. Woodward of Barry, who was a familiar figure at conferences before the war. He was in his 67th year and had been a Barry pilot for 40 years. He served his apprenticeship with his father who held a double licence for Cardiff and Barry, in the pilot cutter *Excel*. Woodward the younger did his two years in sail in the *Condor* in which he became third officer and then went as second officer in s.s. *St. Andrew* from which he came ashore to obtain his pilot's licence.

His death occurred suddenly on August 7th. Earlier in the day he had piloted a vessel from Barry.

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SIR JOHN H. INSKIP, K.B.E., 13, Small Street, Bristol
Assistant Secretary and Solicitor : MR. C. D. GRIFFITHS

Editor of "The Pilot" :

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

Local Secretaries :

Aberdeen	J. M. Wyness	2, Belvedere Crescent, Aberdeen
Amble	J. B. Dotchin	The Pilot House, Amble, Northumberland
Ardrossan	A. Knox	Pilot Office, The Harbour, Ardrossan
Barrow-in-Furness	S. Green	54, East Mount, Barrow-in-Furness ✓
Barry	F. W. Llanfear	6, Clement Place, Barry, Glam.
Belfast	G. D. Clelland	"Twelve Trees," Galway Park, Dundonald, Co. Down
Boston, Lincs.	H. Fountain	Pilot Office, Dock Head, Boston
Brixham	E. J. Mardon	"Ridley," Berry Head Road, Brixham
Cardiff	T. R. Beer	The Follies, Wordsworth Avenue, Penarth
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Cinque Ports	R. S. Percy	58, Leyburne Road, Dover ✓
Colchester	H. C. Chamberlain	64, Spring Road, Brightlingsea
Dartmouth	R. R. Gatzias	24, Lower Street, Dartmouth ✓
Falmouth	E. Ludlow	Pilot Boat Association, 14, Arwenak Street, Falmouth ✓
Fleetwood	A. Wright	12, Arthur Street, Fleetwood
Fowey	James Salt	Seaside Cottage, Polruan, Cornwall ✓
Glasgow	A. A. Love	32, Falkland Street, Glasgow, W.2
Gloucester	L. C. Taylor	Pilotage Office, Sharpness, Glos.
Goole	T. M. Mapplebeck	45, Salisbury Avenue, Goole
Grangemouth		
Gravesend (Sea)	W. S. Campbell	72, Portland Avenue, Gravesend ✓
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Harwich	T. R. R. Letten	"Rivington," Fronck's Road, Dovercourt ✓
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Hull	E. Holmes	Humber Pilot Office, Queen Street, Hull
Ipswich	G. A. Gardiner	15, Ruskin Road, Ipswich ✓
Isle of Wight (Inw'd)	C. Pearce	25, Union Street, Ryde
King's Lynn	N. D. Smith	141, Wotton Road, King's Lynn
Llanelly	W. Hughes, M.B.E.	8, Union Terrace, Llanelly
London (River)	J. H. Fife	Clare House, 24, Singlewell Road, Gravesend ✓
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Middlesborough	L. Pickersgill	77, Southwell Road, Middlesbrough
Milford Haven	T. H. Roberts	47, Charles Street, Milford Haven
Neath	W. J. Jenkins	"Fernleigh," Old Road, Baglan, Port Talbot
Newhaven	W. Cross	62, Hill Crest, Newhaven, Sussex
Newport (Mon.)	C. J. Page	1, Caerau Road, Newport, Mon.
Penzance		Pilots Lookout, South Pier, Newlyn
Plymouth	E. Rogers	Pilot Office, 2, The Barbican, 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	R. Hudson	Ivanhoe, Stockton Road, New Seaham
Sheerness	P. J. Hannan	113, Minster Road, Sheerness
Shoreham	A. J. Blaker	"Braeside," Old Rectory Gardens, Southwick, Sussex ✓
Southampton	H. B. Eagle	Pilot Office, 18, Queen's Terrace, Southampton ✓
South Shields	R. Marshall	Pilot Office, South Shields
Sunderland	R. Wilkinson	"Cordova," Park Lea Road, Roker, Sunderland
Swansea	S. J. Hanson	Pilot House, West Pier, Swansea
Teignmouth	Deceased	
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 ✓