



The Pilot

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Conference Dates

The Sixty-fifth Conference of the Association will be held on board H.Q.S. *Wellington* at King's Reach, Victoria Embankment, London on Wednesday and Thursday, July 2nd and 3rd, 1952, with the usual meeting of the Executive Committee on July 1st.

The rules require that any branch or individual member must give notice of any resolutions or nominations six clear weeks before the date fixed for Conference. This year such notice must be received not later than May 20th.

Procedure at Conference

Following the last Conference when a number of resolutions and amendments in the course of the rates formula debate were proposed one on top of the other, the Executive Committee discussed the advisability of re-introducing some Standing Orders to govern the procedure at Conference. It was thought that this would strengthen the hands of the Chairman and greatly help the discussion, which otherwise is apt, as at the last Conference, to become involved and fruitless. It was, therefore, decided to submit to Conference the Standing Orders set out below with a view to their being adopted and put into operation at the opening of the next Conference:—

DRAFT STANDING ORDERS

1. Whenever an amendment is moved upon an original proposition no second amendment shall be taken into consideration until the first amendment shall have been disposed of by a vote of Conference or by withdrawal.
2. If a first amendment be carried it shall take the place of the original question and shall become the

question upon which any further amendment shall be moved.

3. If a first amendment be negatived, then a further amendment may be moved on the original motion under discussion, but only one amendment shall be submitted to Conference for discussion at a time.
4. Any member who intends to submit an original motion or amendment shall read the same before speaking to it.
5. The mover of an original motion shall have a right to speak on any amendment thereto before it is put to the vote, and shall also have a right of making the final speech in reply to the debate on his original motion. Subject to this order no member shall address the Conference more than once on any one resolution.

Executive Meetings

The Executive Committee have met twice since the last Conference, in October and December. Between the two meetings there were developments with the Chamber of Shipping which prompted Sir John Inskip to tell the Executive "I have some hope that we are going to get somewhere now." The matter is dealt with in detail on other pages in this issue.

The Executive considered the question of an emergency conference, but decided that they were not yet in a position to put anything before such a meeting. The Executive have agreed to meet again on March 13th, but that does not rule out the possibility of their coming together earlier if further developments call for it and the question of a general meeting before July also must depend on events.

Sir Peter McDonald's Committee

The President had hoped to be present at the Executive meeting in December, but Parliamentary duties intervened. Sir Peter has formed a representative committee and is prepared to call them together directly the pilots have some definite proposition to put before them. It is in his mind to call a special meeting to be addressed by Sir John Inskip, because without a little tuition on pilotage it will be difficult for some of them to grasp any proposal put to them. Sir John, who gave this information to the Executive Committee said he would be prepared to do this, but pointed out the difficulty of condensing into one address of 15 or 20 minutes a complicated subject like pilotage, particularly at a meeting where people were likely to be coming and going all the time. Mr. Marshall asked for the names of the committee to be disclosed.

Do You Want the Act Opened?

It is possible that out of the pending negotiations the question of opening the Pilotage Act may arise, not that there would be the smallest chance of the Government taking this on in the near future, except on the basis of agreed proposals. Nevertheless, members are asked to give serious thought to the subject and say whether the Association should "soft pedal" or encourage it; also what sort of measure they would like in its place.

Sir John Inskip says that a good many people would like to tear it up. He does not quite agree with this, but thinks that the Act needs amendment and that there could be several improvements in the light of the experience of about 40 years. The Chamber of Shipping would almost certainly want to raise various points.

The matter was mentioned at the Executive Meeting in December when Sir John said "I have always been a bit frightened of opening the Act," and Mr. Innes considered it would be dangerous to tamper with it.

EXECUTIVE NOTES

THE meeting of the Executive Committee in H.Q.S. Wellington on December 6th, 1951, was attended by Messrs. D. H. Tate (in the chair), H. B. Eagle, J. H. Innes, M. M. Marshall, C. E. Mock, H. G. Pead, W. E. Spencer, G. S. Ward, J. T. Watson, H. J. Wynn and B. C. Webb.

Sir John H. Inskip and Mr. C. D. Griffiths.

RATE INQUIRIES

The rate inquiries of Swansea, Cardiff and the Tyne were then discussed.

The Swansea decision was a cut in the percentage increase from 126½ to 75 over the basic rate. Sir John said that according to the calculation of Mr. Hanson, the secretary to the Swansea pilots, the cut, if it had been in operation throughout the year, would have reduced earnings to £1,140 per pilot, but three of the twenty-four pilots at the port were not taking a full share of the pool and according to the Ministry and the Chamber of Shipping the true division was twenty-one, which would give £1,270 a year at the new rate, that was the amount firmly fixed in their minds as the earnings of the twenty-one working pilots at Swansea.

"What do your chaps feel about it?" Mr. Pead asked Mr. Mock, who replied, "We shall fight it and we have every hope of getting some of it back."

"Does this Association agree with it?" asked Mr. Mock who added that Swansea was the first of the ports to be cut, but members of the Executive disputed that assertion. He also said that the pilots hoped to establish a figure on the basis of the pay of a master of the principal ship visiting the port. In the near future that figure, now about £1,250, would be increased to £1,450 and the pilots claimed the right to the same amount.

Mr. Spencer objected to the master being brought in. "We are pilots" he said, "keep it to pilots."

Replying to Mr. Wynn, Mr. Mock said the Swansea pre-war average was £485, but that was for the three worst years in their history.

Contrasting the Cardiff case with that of Swansea, Mr. Pead said "We went for an increase for the work we were not doing! We went for 25 per cent and the Ministry gave us 16 which the Authority thought was insufficient—they wanted 20."

Mr. Marshall dealt with the case of the Tyne and said that after waiting two years they renewed their application and got 15 per cent increase. The general feeling among the pilots was dissatisfaction at the

size of the increase. They originally asked for 40 per cent and their Authority did not oppose it.

PENDING MATTERS

PILOTS' UNIFORMS AND TELEPHONES

Reporting on pending matters the Secretary first referred to the deductions the Ministry were prepared to allow in computing the earnings of pilots for the purpose of the annual returns issued by the Ministry. (It should be borne in mind that this has nothing to do with income tax).

Different Authorities, he said, had different ideas about deductions. The matter was discussed when Mr. Griffiths and he were at the Ministry recently, another Ministry were prepared to allow the rent of a telephone at a pilot's home to be a proper deduction from the gross earnings.

Although a deduction for uniforms met with what Mr. Griffiths called a flat refusal, the argument apparently being that when uniform was worn there was a saving in civilian clothes, Sir John put the point that when a pilot was compelled by bye-law to wear uniform it involved an expenditure he would not otherwise incur.

Some members of the Executive quoted clothing costs to show that uniform was more expensive than civilian clothes.

Sir John was hopeful that if the matter were pressed, as was intended, the Ministry might concede the point.

TRAVELLING EXPENSES

Mr. Wynn asked about travelling expenses, not from home to work, but work to work, which were allowed for income tax.

Sir John said it meant that each individual pilot would have to keep a careful record of the amount of his travelling, but he promised to take it up with the Ministry.

THE BARRY CASE

Sir John reported that the Barry Pilotage Authority had decided not to pursue the matter of the taxed costs awarded against Mr. O. R. Powell, a former Barry pilot. (See 1951 Conference issue of *The Pilot*, page 12).

ARDROSSAN

The Ardrossan position had caused the Association a certain amount of concern, Sir John said. The pilots had been on a weekly wage; there were no bye-laws and the whole set-up was very unsatisfactory. The Authority were told that they ought to submit a proper code of bye-laws. Nothing had been heard for some time from Ardrossan and the Association could not of course pursue the matter apart from the pilots themselves. He was under the impression that the code was being prepared, but the explanation of the silence appeared to be that the pilots' earnings were now

considerably higher, but without a proper code of bye-laws the position could not be regarded as satisfactory. The Authority had apparently given way on the wage question.

Mr. Webb said it was through the intervention of Sir John that the Ardrossan men were now recognised as pilots.

Sir John, however, was not satisfied because they had no proper bye-laws, and he added a note of regret that many of the smaller ports had not given the returns he asked for in his circular letter.

GLOUCESTER

Gloucester was the next port mentioned by Sir John. The pilots there, he said, were now going for a bye-law to cancel payment to the Benefit Fund because they could not afford it. The ten pilots were members of the Association and fully appreciated that he had done what he could for them. The pilots had 190 per cent over basic rate and if offered 10 or 20 points more they would say "No, it is difficult enough to get ships as it is to Gloucester." The trade of the port had declined almost to vanishing point largely owing to bulk purchasing by the Government. It ebbed and flowed, but never flowed very far! Practically all the grain was going into Avonmouth and then sent by lighter to Sharpness. There might be an improvement if timber came more readily and smaller ships on private charter were used. The pilots' earnings this year had been at the rate of £320 a year.

PORTSMOUTH

Trinity House were making an application for an increase for the pilots, Sir John reported, and said that the matter would come before the Executive at the next meeting.

FALMOUTH

Mr. Watson dealt with this case. He said they were not applying for an increase, but for the pre-war cut of 35 points to be restored. If their earnings then went up to big figures they would be prepared to appoint more pilots, but Trinity House said they could not have them. It was said that they were not working enough, but how many pilots were doing more than 120 hours a week? They were seeing their M.P. and would show him their figures; they were out for a 48-hour week which could not be worked at many ports but it could be at Falmouth. More tonnage per pilot was being handled at Falmouth than at almost any other port and they must have the 35 points restored in order to take on three more pilots.

Cutter costs were mentioned, and Mr. Griffiths said that the boarding and landing fee was intended to provide sufficient to cover the cost of maintaining the service and if it could be shown that it did not do so and that the Pilot Fund had to help, an increase in the fee would be granted.

Mr. Watson said that the increase from 10s. to £1 at Falmouth in 1950 was just a drop in the ocean.

Mr. Tate said that when the Falmouth case was ready no doubt the Association would support it.

THE HUMBER

Regarding the Humber, Mr. Ward said that the pilots were not satisfied with the 10 per cent they received after the last inquiry and hoped to make a further application in six months' time.

LIVERPOOL'S INVITATION

Then followed a discussion regarding an invitation from the Liverpool pilots to certain ports to an informal conference. This resolution was passed on the motion of Mr. Watson seconded by Mr. Spencer.

"That this Association can take no part in any discussions with a port in membership with the Union without the consent of the Union."

Mr. LOVE

The Committee expressed regret that Mr. Love had not been able to attend the meeting and also congratulated and thanked Mr. Tate for the way he had handled the meeting on the first occasion he had been in the chair.

Correspondence

To the Editor of The Pilot

BOARDING FACILITIES

Sir, I attach herewith a cutting from *Lloyds' List and Shipping Gazette* of October 26th, 1951, stating that the Argentine Maritime Prefecture has issued an Ordinance under which masters of vessels "must now provide special boarding facilities when a vessel is in ballast, or has only a small amount of cargo on board, or if the main deck is very high, so that pilots may embark and disembark in safety in the roads, rivers or places other than the quays and wharves of the ports. Under this Ordinance an accommodation ladder must be lowered to about three metres from the surface of the water and must be combined with a rope ladder in such a manner that the pilot need only climb up the rope ladder for a distance of three metres in order to step on to the accommodation ladder."

The Falmouth sea pilots feel that this Order should be brought to the notice of all the pilots of this country as it is of great interest and comments could be asked on the same if you could find the space to publish it in the next issue of *The Pilot*.

Yours faithfully,

E. LUDLOW, Secretary.

For Falmouth District Pilot Boat Association.

Obituary

Mr. SIDNEY H. PETTIGREW

During a gale on November 4th last year Mr. Pettigrew was stepping from the pilot cutter *Pelorus* into a motorboat to be taken to a ship which he was to pilot through the Channel when he fell into the sea. He was dragged out of the water by members of the crew and taken on board the cutter which steamed back to Dover. Mr. Pettigrew did not respond to the artificial respiration which was carried on throughout the journey. He was 67 years of age and a greatly respected member of the service.

Mr. JOHN W. BUDGEN

For 37 years Mr. Budgen was a Cinque Ports pilot and retired nearly 10 years ago. He died in hospital on October 13th, 1951, at the age of 79.

His early days at sea were with the Elder Line sailing between London and Australia. He then went to the Bank Line as chief officer of a four-masted ship and was in command of the *Lake Superior* when he was called to the Trinity House Pilot Service. For some years prior to his retirement he was choice pilot for the Shaw Savill Company. A few years ago the company gave him a passage to Australia so that he could renew acquaintances of his sailing days in the Australian ports.

In 1950, Mr. Budgen was closely associated with the first Cross-Channel swimming contest, acting as commodore of the vessels which accompanied the competitors.

The funeral took place at sea between Folkestone and Dover. Some 20 pilots were present aboard the cutter *Bembridge*.

Voting by Post

Conference having agreed in principle to an amendment of the rules to enable ports unable to send a delegate to Conference to vote by post for vacancies on the Executive Committee, Sir John Inskip had drafted an amendment to Rule II to give effect to this decision. The rule as set out below was approved by the Executive Committee by a majority of those present.

Strike out the words "delegates present" in the second paragraph and substitute the words "votes cast." Add a new paragraph as follows:—

"Any port not able to send a delegate to the Conference shall be entitled to record by registered letter one vote for each vacancy to be filled. The letter recording the vote shall be signed by the Local Secretary and shall be received at the Head Office of the Association not later than two clear days before the Conference opens."

MEETING WITH CHAMBER OF SHIPPING

"I have some hope that we are going to get somewhere now"
—Sir John Inskip

REPORTING to the Executive on the meeting held at the Chamber of Shipping on November 30th, 1951, the Secretary said that they started more or less where they left off at the previous meeting. It was agreed that the "Master and Mate" proposal should not be mentioned any more, but that did not mean that that basis would not be in the minds of the Chamber of Shipping at any discussions. The Chamber recognised the position with regard to the "Master and Mate" proposal and were not pressing the pilots to accept that basis. It was agreed that a formula could not be acceptable unless it could be fairly applied to every port. There was a very useful discussion and the meeting closed on the footing that there would be another meeting as early as possible in the new year before which the Chamber was to collect information to enable the negotiations to advance another stage. Mr. Gorrick, the general manager of the Chamber, seemed to be prepared to advise his people to consider putting the pilots on a level with the master of a ship which could be agreed between the parties as fairly representative of the ships trading to each port. One difficulty then had to be cleared away, said Sir John. It was that they would never get agreement on that point if all the small craft using a port were brought into the scales, and the Chamber appreciated this. Having agreed on a representative ship the Chamber would consider putting the pilot on a level with the master of that ship. A cross section of the ports would be taken to begin with.

"I have some hope, and so has Mr. Bird," said Sir John, "that we are going to get somewhere now."

"REPRESENTATIVE SHIP"

The "representative ship" agitated the minds of some members of the Executive. Mr. Mock did not want it to be the biggest but the principal ship using the port.

Mr. Tate asked whether the Executive, without going into details as to the average ship, agreed in principle with the action of Sir John.

Mr. Wynn foresaw an "awful job" in trying to strike a medium for the London district which was so large and varied.

It was realised, said Sir John, that London was probably a case requiring individual consideration. Directly the master's rate was conceded as a basis, obviously the next question was "master of what?" Not of the biggest ship. The Executive could be

of the greatest help at this stage by suggesting how the representative ship could be arrived at.

Mr. Tate sought the view of the Executive on being associated with the sea standard.

Mr. Innes said the discussion with the Chamber was more or less informal, but he thought his colleagues would agree that it was not a bad idea. There was nothing hard and fast about it and after the meeting early in the new year they would have some facts and figures to discuss.

A STEP IN ADVANCE

Mr. Pead thought it was a step in advance. The mate question which had so troubled their minds had been eliminated. If they were going to get rid of the uncertainties of pay they must be standardised to something.

Mr. Watson said that while it might not suit every port it was something to have established that they would not be worse off than the master.

Mr. Tate said it was something to have established a basis as a financial guide.

Mr. Watson said it would eliminate the 1936-38 rates altogether.

Mr. Mock thought Sir John should be empowered to follow it up and get it in £ s. d. That would give them a better idea of what the Chamber were going to call a representative master.

Mr. Spencer mentioned the questions of leave and sick pay.

Sir John said the second stage was to get particulars from all port Authorities. When that had been done and a representative vessel agreed they must have particulars of what the master received.

Mr. Marshall asked if it amounted to putting pilots on a salary and Sir John replied "Not necessarily, but the door is wide open to that if the pilots want it."

LONDON'S ATTITUDE

Mr. Spencer said the London men would not agree to the 1951 figures because they were being definitely exploited and were doing 60 per cent more work than pre-war.

Mr. Wynn supplemented this by saying that they were doing 100 ships more per man than in 1949. That was wrong.

Sir John pointed out that working conditions, important though they were, did not arise in connection with these negotiations at all. What those conditions should be was a matter for each individual port. They

would come into the picture at a later stage when the principle had been fixed.

The next item on the agenda, "Emergency Conference," was closely linked with the foregoing and Mr. Tate invited the Committee to express their views. He reminded them that at the 1951 Conference it was decided that the Executive should consider the many resolutions which had been put forward, and when they had made up their minds, call an emergency conference. In view of the fact that new developments had arisen they were obviously not yet in a position to put anything before a conference.

Mr. Innes said it would be a waste of money at this stage, but it might be possible to hold it earlier than usual.

Mr. Watson agreed, but saw no harm in waiting until the usual date in June or July.

Mr. Ward, recalled the resolution passed at the 1951 Conference "That the ports

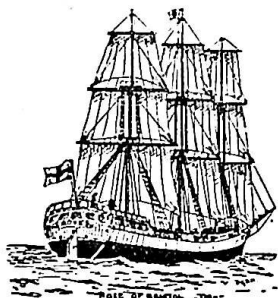
submit their reasonable requirements to the Executive, who shall, after consideration, forward them to the Ministry," and asked if any reports had been received.

Sir John : No.

Mr. Wynn considered that if there were any concrete offers they should not wait for the annual conference but have one immediately.

Mr. Webb said that if anything arose the Executive could be called to consider it and they could then decide whether to call an emergency conference three or four weeks later.

It was provisionally agreed to hold the next meeting of the Executive on board the *Wellington*, on March 13th, 1952, but it was understood that if any developments occurred the Committee would be called earlier.



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THE PILOT

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