

The Pilot

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EXECUTIVE COMMITTEE MEETINGS

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" PROVISIONAL SUGGESTIONS "

THE December issue of *The Pilot* brought the account of the talks on earnings to the stage where a letter signed jointly by Mr. C. D. Griffiths and Mr. T. O'Leary was sent to the Minister of Transport and Civil Aviation informing him of the " very deep concern and grave disappointment " with which the pilots had received the Chamber of Shipping's decision to break off direct negotiations, and of the reaffirmation by the pilots of their decision to arrange a meeting or meetings to which every pilot in the United Kingdom would be invited in order to discuss future policy.

In conformity with the promise to keep ports informed of developments, Mr. Griffiths, on December 14th, sent a letter to all local secretaries to say that Mr. D. H. Tate and he had had a further meeting with the Union pilots' representatives, as a consequence of which a special meeting had been arranged between the two Executive Committees for January 3rd, in London.

After that decision had been taken, the shipowners agreed to meet the pilots at the Ministry of Transport for the purpose of reporting the position which had been reached. This meeting took place on January 2nd. Sir Gilmour Jenkins, a Permanent Under-Secretary of State and Head of the Marine Section of the Ministry of Transport, presided, and among those present were Mr. K. R. Pelly, President of the Chamber of Shipping, Sir Gibson Graham, Chairman of their Pilotage Committee, Mr. H. E. Goric and Mr. L. J. H. Horner ; Mr. L. O'B. Harding and Mr. Martin Hill (on behalf of the Liverpool Steamship Owners' Association) and Sir Peter Macdonald accompanied by the full negotiating sub-committee of the U.K.P.A. with Mr. Griffiths and Mr. O'Leary.

The position was fully reviewed and the Chairman expressed the view that it would be a great pity if the remarkable progress which had been achieved were now to be thrown away. He suggested a resumption of the negotiations under an independent chairman, to which both parties willingly agreed.

Sir Gilmour's final words before the meeting dispersed were an appeal to the pilots that if they were told to hold a meeting of all their

members it should be done so as not to interfere with the quick turn round of shipping in the critical international situation.

On the next day the joint meeting of the pilots took place as arranged. It was held at Transport House under the chairmanship of Mr. J. F. Clement (Swansea) and the others present were :—

A. Barron (*Blyth*)
Chas. J. M. Bennett (*Barry*)
D. G. Bingham (*Liverpool*)
T. England (*Newport*)
W. Friend (*Newport*)
D. Grainger (*Humber*)
R. T. Green (*Manchester*)
S. Green (*Barrow-in-Furness*)
C. D. Griffiths (*General Secretary U.K.P.A.*)
John J. Hartley (*Newcastle*)
H. Haughton (*Reg. 6 Waterways Officer*)
D. R. Herbert (*Liverpool*)
R. Hudson (*Seaham*)
J. H. Innes (*Glasgow*)
F. V. Janes (*Southampton*)
Jas. Lee (*Manchester*)
D. M. Main (*Gourock*)
M. M. Marshall (*Tyne*)
T. O'Leary (*National Secretary, Docks Group, T. & G.W.R.*)
R. B. Page (*Gravesend Channel*)
James Purvis (*Tyne*)
B. Reid (*Swansea*)
R. P. Saunderson (*Dundee*)
L. R. Slade (*Cardiff*)
W. E. Spencer (*Cinque Ports*)
D. H. Tate (*Tees*)
R. H. Withers (*Bristol*)
H. J. Wynn (*London River*)
R. T. Youde (*Liverpool*)

After a lengthy discussion the following resolution, drafted by Mr. Griffiths, was put to the meeting and carried :

In view of the prevailing serious international situation rendering the avoidance of any interference with shipping a vital national interest, and in the light of the specific appeal made to all pilots by the Minister's representative at the meeting of shipowners and pilots at the Ministry of Transport on January 2nd, this joint body of pilots agrees to defer the calling of any general meeting, and instructs its representatives to accept the proposal to resume negotiations under an independent chairman.

The joint meeting then turned its attention to the Pilotage Act. Various suggestions

were made and in the end this resolution was adopted :

That this meeting instructs its Executive Committee to seek the views of its members as to the necessity of amending the Pilotage Act and obtain from them their proposals as to such alterations and additions as are considered desirable.

In view of the foregoing resolution, it was further decided to advise the Minister that the joint body of pilots had decided to examine the contents of the Pilotage Act and would communicate with him in due course.

The unity of the pilots in a common cause was strikingly demonstrated throughout the meeting and in the closing stages the feeling of cordiality was crystallised in this resolution moved by Mr. Herbert, seconded by Mr. Marshall and unanimously adopted.

That this joint meeting of pilots appoints four members to consider what steps can be taken to further the closer liaison of the two bodies.

Mr. O'Leary said it was his ambition that the pilots should remain on common ground and make common cause. He supported the proposal in the resolution and said: "It is desirable that you should recognise that divided you fall."

Trinity House Offer

The U.K.P.A. Executive Committee met in *H.Q.S. Wellington* in the afternoon. Mr. Griffiths reported the receipt of a letter dated December 31st from the Trinity House in which it was stated that, in view of the break down in negotiations, the Elder Brethren felt that every endeavour should be made to reach agreement and suggested immediate discussions with a view to arriving at an agreed level of earnings in the Trinity House Pilotage Districts, and offering to promote without delay bye-laws to give effect to any agreement reached.

The matter was carefully considered by the Committee, but while welcoming such an approach from the Trinity House, they felt difficulty in sending an immediate acceptance owing to the decision arrived at for a resumption of the negotiations.

The Secretary was accordingly instructed to reply saying that in the circumstances which had arisen it was not felt opportune to accept the invitation at the moment, but the

Committee were grateful of the interest shown by the Elder Brethren.

On January 11th, Mr. Griffiths informed local secretaries that it had been decided to resume negotiations under an independent chairman and it was hoped that the first meeting would be arranged in the very near future.

He added: "It is not the intention to continue the discussions beyond one or two meetings at the most, when the position will again be reported to the Minister. The Executive Committee of this Association is fully alive to the futility of continuing discussions unless they show a clear indication of coming to an early satisfactory conclusion."

Independent Chairman

The Minister of Transport subsequently requested Sir Robert Letch to undertake the onerous task of independent Chairman and was able to give him the assurance that his acceptance would give great pleasure to all all parties concerned. Sir Robert very kindly accepted, and, at his invitation Mr. Gorick (Chamber of Shipping of the U.K.), Mr. Martin Hill (Liverpool Steamship Owners), Mr. Griffiths and Mr. O'Leary, met him at lunch on January 25th when the position which had been reached in the negotiations was outlined for him in an informal way.

It was agreed that the first meeting should be held at the Chamber of Shipping on February 6th, and that it should be confined to those present at the lunch; also that it should be of an exploratory nature in order to acquaint the Chairman fully with the progress which had been made and the difficulties encountered which had so far precluded a successful outcome to the negotiations.

Tentative Figures

At the meeting Mr. Horner was also present. It quickly became apparent that despite the provisional agreement reached between the negotiating parties on the order of precedence of ports, little progress was likely to be made in reaching agreement as to an appropriate level of earnings graded in strict conformity with that order. As all concerned were anxious to investigate the possibility of agreement rather than to enlarge upon their differences, tentative figures were submitted for consideration for all ports in the country excluding those whose numbers of pilots were

SIR ROBERT LETCH is general manager of the British Transport Dock Division and Chairman of the Docks Management Board, British Transport Commission.

From 1915 to 1947 he was in the service of the Port of London Authority, latterly as Assistant General Manager.

During the war he was a Regional Port Director, first for Scotland from 1941-42 and the North Western Area from 1942-45.

From 1945 to 1947 he was Chairman of the National Association of Port Employers and Joint Chairman of the National Joint Council for Port Transport Industry.

He was created a K.B.E. in 1945.



five or less, which if it was agreed would require entirely separate consideration.

Mr. Griffiths notified the branches that discussions were proceeding still in broad conformity with the scheme previously explored, and that he had discussed the latest proposals with Mr. Tate and Mr. O'Leary. This had resulted in certain counter suggestions being agreed upon for submission to the shipowners at the next meeting which had been arranged for February 26th.

The full Executive Committee with Mr. Tate in the chair heard from the Secretary what happened at the meeting when they met on board the *Wellington* on March 5th and 6th.

Mr. Griffiths said he had no doubt whatever that the shipowners' representatives were as anxious as the pilots to achieve a just and lasting settlement for which purpose although serious disagreement remained in some instances, in others they had willingly made substantial concessions in the interests of reaching an over-all agreement. For the pilots it was made clear that it was not sufficient that a port should have what was considered satisfactory for that port but it must be satisfactory in relation to other

ports; in other words it must be equal justice for all. They were still working within the framework of the scheme which had been so laboriously worked out, in particular in the matter of precedence among the ports. In no sense were there a general tearing up of the whole scheme but some changes had been inevitable. When there looked like being a deadlock Sir Robert Letch, whose sympathetic help and guidance was proving invaluable, stepped in with his view. By that means a set of figures was put down on paper and they were described by Sir Robert as provisional suggestions, which, if acceptable to both sides, would then have to be submitted to Pilotage Authorities. Certain ports with predominantly coastal trade presented an especial problem and a few others where substantial changes in traffic were in process of occurring had perforce to be omitted. So, too, had all ports with less than six pilots, largely due to the special considerations applying to the small ports. Those who had been left out need feel no anxiety as their interests would be fully protected.

There was a long discussion by the Executive Committee on the "provisional

suggestions," but it was of a confidential nature and unsuitable for publication at this stage.

The latest figures which have been discussed have been circulated to all member ports under confidential cover. Replies have been received from some of them and those from others are awaited. Further than that there is nothing more we can say at present except that the next meeting with the ship-owners had been arranged for March 28th. Mr. Tate and Mr. Griffiths were meeting the Union's representatives on the previous day.

At the March meeting the Executive Committee also heard a detailed report from the sub-committee (Messrs. Page and Green), appointed to go into the matter of closer liaison between the two organisations. After careful consideration had been given to the views of practically every member of the Executive, it was decided that the suggestions which the Union representatives had in mind were not acceptable. The Executive, however, confirmed the desirability and great importance of maintaining the closest possible association between all pilots and the need for a common direction and control of their affairs and interests under one body. In the result the following resolution was unanimously adopted:

That this Executive authorises its sub-committee to invite the Transport Union representatives to explore the possibility of amalgamation and forming an independent Pilots' Union.

Increase for Portsmouth

The Minister's decision on the Trinity House application for an increase in rates for the Portsmouth District confirmed the by-laws in the form submitted without modification. They were estimated to produce £1,100 net per annum.

No Spreaders on the Ladder

Mr. Janes gave the Executive at the March meeting details of one experience fraught with danger which he had when leaving a Panamanian ship in a rough sea. The light did not properly illuminate the ladder and there were no spreaders.

It was agreed that the Association would take the matter up with the ship's agents.

CONFERENCE, 1957

THE 70th Conference of the United Kingdom Pilots' Association will be held on board *H.Q.S. Wellington* on October 2nd and 3rd.

The Executive Committee will meet there on the afternoon of October 1st.

HUMBER CUTTERS

THE Executive Committee at their meeting in March heard with grave concern a statement by Mr. Grainger about the administration of the cutter service on the Humber and the condition of the cutter launches. The pilots, he said, were most disturbed at the deterioration of the cutter service since the transfer of the cutter ownership.

Mr. Griffiths said that the Committee must be appalled at the conditions which Mr. Grainger described. One question arising from it was the safety of life at sea and another was the inefficient service being rendered to the shipowner in which the pilots were vitally interested. He recommended the Humber pilots to put on record in writing to their Authority, with a copy to the cutter company, an accurate account of incidents with dates and particulars and to give them warning that if any loss of life or personal injuries resulted they would be held responsible. Such a statement would not only be a valuable record in itself but would display the interest which all pilots had in the maintenance of an efficient service, an essential part of which was well run cutters.

Mr. Marshall said the Humber pilots were just ignored and it would be better if the document were sent to the Board by Mr. Griffiths; if it came from the Association it would carry more weight.

This met with general approval as did a suggestion by Mr. Page that copies should also be sent to the Ministry of Transport and the Chamber of Shipping.

Membership

When Mr. Wynn reported on the financial position at the March meeting of the Executive Committee he was asked how many members the Association had. He gave the total as 819 and said that there had been a slight increase in the year.

NATIONAL INSURANCE & INDUSTRIAL INJURIES ACTS

The Position of Pilots

FROM time to time in the past the Secretary has received inquiries from members regarding their liability to pay contributions under the above Acts and as to the benefits to which they may be entitled. He has taken the matter up and below we quote a letter dated March 20th, 1957, from the Secretary of the Ministry of Pensions and National Insurance which, we hope, will clarify the position to everyone's satisfaction.

"As you know, pilots are treated as self-employed persons for the purpose of the National Insurance Acts and pay National Insurance contributions at the Class 2 rate. In addition, they are given coverage under the Industrial Injuries Act, by paying, on a separate card, the full contribution for industrial injuries.

"It has recently come to our notice that several pilots have not been paying contributions in respect of industrial injuries because, they say, they were unaware of their liability to do so. This suggests to us that there may be others who are not aware of their liability in this connection, and that

it may be expedient, in their own interests, to draw their attention to the matter.

"I understand that, in the early days of the National Insurance Scheme, your Association was good enough to inform your members of their position. We wonder whether it would now be possible for you to remind them of their liability under the Industrial Injuries Act: and to explain to people who become new members of your Association (if you do not already do so) their position under both the National Insurance Act and the Industrial Injuries Act. Perhaps you would be good enough to let me know what you think of this suggestion.

"You will appreciate that we are anxious to remind as many pilots as possible of their position. If your Association caters for all types of pilots in every part of the country and you can accept the suggestion made above, our object will be achieved. It would help us considerably, however, if you could inform us of any type of pilot or of any part of the country for which your Association does not cater."

"Stabilised Earnings the Main Consideration"

IN reply to the General Secretary's request of January 16th for up-to-date information on various points at the ports, Mr. W. Steele, the Ipswich secretary, gave the considered opinion of the pilots in his district in the following letter.

"At this port 75% of ships piloted are non-compulsory, as the compulsory tonnage limit is 1,500 G.R.T., except ships entering from outside home trade limits. Therefore, there is no guarantee of earnings, particularly as a good proportion of vessels trading here are small Dutch coasters who do not necessarily utilise the pilotage service.

"It would appear from the General Secretary's letter that the basis of negotiation will be on aggregate net tonnage, but we should like to bring to your notice a trend which must be common to other ports, that is, that modern coasting vessels both British and foreign are now diesel-engined and of a totally different type from the older type of steam coaster which used to trade to the port. For example, a steam coaster carrying a cargo of

800 tons had a G.R.T. 700, N.R.T. 350, loaded draft 15 ft., light draft 12 ft. 6 ins. This type is now being replaced by diesel coasters, mostly Dutch with the same carrying capacity but, G.R.T. 499, N.R.T. 250-270, loaded draft 11 ft. 6 ins., light draft 8 ft. The big differences in both tonnage and draft make a considerable lowering of pilotage returns, for the same amount of work performed. The same trend is being experienced with larger vessels, so we consider that a new system of assessing rates should be proposed.

"Incidentally, the pilotage rates at this port have not altered since 1925, except for a period during 1939-46 when they were temporarily raised. We have contemplated making an application for an increase in rates for some time, but have delayed the application pending your negotiations, which unfortunately have been so protracted.

"I have taken this opportunity to let you know how we feel about the present position and that a scheme really to stabilise earnings is the main consideration."

56,000 TON TANKER

Inward and Outward Services share the Honours for Expert Handling

IT is gratifying to be able to publish the following tribute to the work of two pilots in handling a very large tanker. The letter was addressed to the Secretary to the sub-Commissioners of Trinity House Pilotage Authority, Southampton.

DEAR SIR,

s.s. "SINCLAIR PETROLORE"

As you know, the above vessel of about 56,000 tons deadweight, carrying 52,000 tons of Middle East crude oil, was successfully berthed at Fawley on the 24th December, and we wish to record our appreciation of the assistance rendered by your Authority in handling this ship.

So far as we are aware, this is the largest tanker ever to visit a U.K. terminal, and the cargo is of very great national importance during the present emergency. Will you please express to Pilots P. I. Bevan and G. T. W. Mason, our thanks and admiration for the expert way in which the vessel was brought up to and berthed at Fawley.

Yours faithfully,

(Sgd.) P. R. FAIRBAIRN,

Assistant Marine Manager,

ESSO PETROLEUM CO. LTD.

Soldier and Sailor

A well-known Grangemouth and Firth of Forth pilot Mr. T. NISBET retired on December 6th after 28 years' service. Mr. Nisbet began his career sailing before the mast in the ships of Messrs. Mackie, Koth & Co. of Leith. When war broke out in 1914 he joined the Seaforth Highlanders and served in France for four and a half years, and won the Military Medal.

On the cessation of hostilities, Mr. Nisbet resumed his sea-going career, finally joining the firm of Messrs. Frank C. Strick & Co. Ltd., with whom he remained for about five years, after which he joined the staff of the Grangemouth pilots. During his time with Messrs. Strick he gained his master's certificate. It can be truly said, therefore, that Mr. Nisbet is both soldier and sailor, a notable achievement.

INCOME TAX

Pilots' Allowances a Matter of Local Arrangement

WHAT is the recognised income tax allowance to pilots for expenses associated with their profession?

The inquiry was made on behalf of the Tees at the March Executive meeting and it drew a remarkable variety of answers.

It appears to be left to each port to make their own arrangements because local conditions have to be taken into account. In some cases there is a 10 per cent allowance, in others it is based on the number of ships.

Then the question of allowance for cars came into the argument. In the case of the Tees the Tax Commissioners are so far adamant in their refusal, although a pilot can be called out from his home and he cannot do his job without using his car, as he may have to travel anything up to 15 miles to inaccessible places where no public transport is available. The Secretary's opinion is that they had a very good case on this point.

In this district, Mr. Tate said, they had no central pilot station and their offices were in practice their homes. On that Mr. Page commented "You are self-employed and you have to use your house as your place of business."

That, however, is not recognised at Gravesend where, Mr. Wynn said "their place of work" is the pilot station. Travelling expenses from home to station are not allowed but from station to ship and back from ship to station they are allowed.

Similarly, on the Tyne, the pilot station or the watch house is the place of business, Mr. Marshall told the Committee.

Mr. Green, whose port (Barrow) has an allowance for cars, it having been proved to the income tax man that it is an absolute impossibility to do the work without cars, warned the Committee of the danger that if the home were treated as the place of business it might be assessed as business premises.

Mr. Griffiths said that it was obviously a matter of local arrangement, the emphasis being on seeing that any claim made was supported by the local Pilotage Authority.

Some copies of "The Pilot" for December, 1956, containing a report of last Conference, are available. Apply to Editor at 79, Gloucester Road, S.W.7.

Mr. A. A. HOLLAND RETIRES

A cheery personality we have met at conferences has gone into retirement. He is Mr. ARTHUR ALEXANDER HOLLAND, Channel pilot, and unhappily his retirement has been expedited by a knee weakened by arthritis.

A family association with pilotage has been broken after 80 years. Arthur's father was a River pilot but his own two sons have sought other spheres and with success, both having gained the B.Sc. degree.

Mr. Holland was born at Gravesend and became a Worcester cadet. At the age of 16 he joined the Royal Naval Reserve and served throughout the first world war as a midshipman. Afterwards he was engaged by the Ministry of Shipping in bringing home former German ships that had been interned in the Dutch East Indies.

He gained his master's certificate in 1923.

The Gravesend Reporter gave this account of a memorable feat of seamanship by Mr. Holland in 1925 when he was master of the coaster Carron.

"Soon after leaving the Firth of Forth, the ship ran into a terrific storm. The Carron was not fitted with radio and it was not thought she could live through the murderous seas. In fact she was officially reported as missing at Lloyds.

"For 56 hours the ship and her crew battled against the elements. One of the things to be washed overboard was her meat safe and the crew had to exist on potatoes. Eventually the ship was sighted by the Hazeborough Lightship.

"For his efforts in saving the Carron, Capt. Holland was presented with a cheque by the underwriters, and from the company he received a letter complimenting him on his 'skillful seamanship in an unenviable battle for such a long period.'"

For 12 months he served under sail in the barquentine Raymond around the English coast, and in 1930 was granted his pilot's licence.

How will he spend his leisure hours of retirement? Gardening, golf and "wood butchery"—his own description of his efforts in carpentry—will occupy quite a bit of them.

At a general meeting of the Channel pilots on February 11th, Mr. J. A. Sparrow, senior pilot, on their behalf presented Mr. Holland with a gold cigarette case suitably inscribed.

Senior Pilot at St. Ives

MR. RICHARD NISSIS, senior pilot at St. Ives since 1944, retired from the Trinity House Pilotage Service on New Year's Day after nearly 32 years as a pilot.

Dick Ninnis, now 65, belongs to a very old St. Ives family. His father, William Ninnis, was a fisherman, and at the age of 14 he too went to sea—as a cook—in a St. Ives fishing lugger.

In 1912, like many young Cornishmen at this time, Dick decided to try his luck in the U.S.A., and until the first world war worked in a factory making rubber tyres. Then, being in the Royal Naval Reserve, he came home in 1914 and served in minesweepers until 1918. Later he joined the Merchant Navy, and in 1925, was appointed a Trinity pilot at St. Ives.

Mr. Ninnis says his life at sea was not particularly eventful. "I was lucky; I was never torpedoed or shipwrecked."

Obituary

Commander B. L. Parker, R.N.R., D.S.O.

THE Boston, Lincs. service has lost a popular member by the death of Commander B. L. Parker. He first went to sea in 1908, in sail, and joined the Royal Naval Reserve in the first World War. While serving as a lieutenant in the Dover Patrol he won the D.S.C. After the war he served with the Blue Funnel Line until he became a Boston pilot in 1935. In 1941 he saw service again in the R.N.R., when he was in charge of rescue tugs and attained the rank of Commander. Mr. Parker who was 63 years of age died of heart failure while crossing the marshes on the way to the pilot station.

Cornish Pilot's Death

We regret to record that Mr. STEPHEN PHILLIPS, a retired pilot of St. Ives, Cornwall, died recently. He was 82 years of age and retired from the service in 1944 after serving nearly 40 years as a Trinity House pilot. Up to the time of his retirement he was a member of the U.K.P.A.

Since recovering from a serious illness three years ago, Mr. Phillips had been in fairly good health and was out for his usual afternoon stroll on the day before his death which was due to heart failure.

SAILING SHIPS WERE HIS GREAT LOVE

MANY London pilots, and probably some further afield, knew the late Frank C. Bowen personally and others were familiar with his writings on things to do with the sea. We heard with regret of his death at Gravesend following an accident. He was 63 years of age and for some years past ill-health had necessitated curtailment of his activities.

Mr. Bowen served in the First World War with the Royal Naval Brigade in the Dardanelles campaign, where he was shell-shocked and invalidated from further active operations. He then became a temporary captain in the Royal Marines and for the remainder of the war served in the famous Room 40 at the Admiralty.

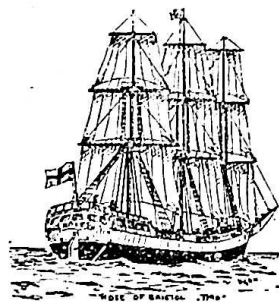
His books included the histories of several shipping companies, and he also wrote "Ships for All," "Merchant Ships of the World," "Sea Slang," "The Ships we See," "The King's Navy," "His Majesty's Coastguard,"

"Mail and Passenger Steamers," "A Century of Atlantic Travel," and others. His great love was sailing ships and he never tired of writing about them. Among his works were "The Golden Age of Sail," "From Carrack to Clipper," "Sailing Ships of London River," and more recently, two books about the old Navy—"Wooden Walls in Action" and "Men of the Wooden Walls."

Superintendent at Dover

The Elder Brethren of Trinity House have appointed Lieutenant-Commander R. H. Milward, R.N. (Retd.) as Superintendent of Pilots, Dover, to succeed Captain J. N. Gibson

Lieutenant-Commander Milward is at present Harbour Master at Chichester and is expected to take up his new appointment at Dover on April 8th.



THE PILOT

Local Secretaries :

Aberdeen	.....	W. A. Gervaise	.....	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan	.....	R. N. Knox	.....	Pilot Office, The Harbour, Ardrossan
Barrow-in-Furness	.....	S. Green	.....	63, Furness Park Road, Barrow-in-Furness
Barry	.....	F. W. Llanfear	.....	6, Clement Place, Barry, Glam.
Belfast	.....	G. D. Clelland	.....	Twelve Trees, Galway Park, Dundonald, Co. Down
Berwick-upon-Tweed	.....	T. N. Richardson	.....	Pier House, Berwick-upon-Tweed
Boston, Lincs.	.....	A. V. Howard	.....	25, Main Ridge, Boston, Lincs.
Brixham	.....	E. J. Mardon	.....	Ridley, Berry Head Road, Brixham
Cardiff	.....	S. L. Duggan	.....	Polwithen, Pen-y-Bryn Road, Cyncoed, Cardiff
Clyde (Gourock)	.....	D. M. Main	.....	Ashtower, 22, Victoria Road, Gourock
Cinque Ports	.....	Robert S. Percy	.....	60, Leybourne Road, Dover
Dartmouth	.....	R. R. Gatzias	.....	24, Lower Street, Dartmouth
Falmouth	.....	E. Carlyon	.....	Pilot Boat Association, 14, Arwenak Street, Falmouth
Fowey	.....	M. Hingeston-Randolph	.....	Lamorna, Fore Street, Polruan-by-Fowey, Cornwall
Glasgow	.....	J. H. Innes	.....	16, Belhaven Terrace, Glasgow, W.2
Gloucester	.....	L. C. Taylor	.....	Pilotage Office, Sharpness, Glos.
Goole	.....	W. H. Perry	.....	48, Silverdale Road, Hull
Grangemouth	.....	A. McArthur	.....	Pilot Office, The Docks, Grangemouth
Gravesend (Sea)	.....	G. L. Baker	.....	38, Whitehill Lane, Gravesend
Hartlepool	.....	T. Pounder	.....	16, Gladstone Street, Hartlepool.
Harwich	.....	K. C. Davis	.....	9, Queen's Road, Dovercourt
Hull	.....	D. Grainger	.....	Humber Pilots' Society, 50, Queen Street, Hull
Ipswich	.....	W. Steele	.....	45, Dereham Avenue, Ipswich
Isle of Wight (Inw'd)	.....	J. Radford	.....	25, Union Street, Ryde
King's Lynn	.....	N. D. Smith	.....	141, Wotton Road, King's Lynn
Leith	.....	G. Duncan	.....	1, Bangholm Villas, Edinburgh
London (River)	.....	J. H. Fife	.....	Saga, 28, Northridge Road, Gravesend
Londonderry	.....	C. M. O'Donnell	.....	3, Oakfield Drive, Londonderry.
Middlesbrough	.....	W. E. Guy	.....	27, Barker Road, Linthorpe, Middlesbrough
Newhaven	.....	W. Cross	.....	62, Hill Crest, Newhaven, Sussex
Penzance	.....	A. de Rauffignac	.....	Pilots' Lookout, South Pier, Newlyn
Plymouth	.....	E. Rogers	.....	Pilot Office, 2, The Barbican, Plymouth
Poole	.....	A. W. James	.....	15, Harbour Hill Crescent, Poole, Dorset
Portsmouth	.....	W. F. N. Quinton	.....	Trinity House Pilots, Victoria Pier, Portsmouth
Port Talbot	.....	E. Hare	.....	8, Bath Street, Port Talbot.
Preston	.....	H. Halsall	.....	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	.....	R. J. Martin	.....	Trewyn, Higher Ayr, St. Ives
Sheerness	.....	G. H. Taylor	.....	56, Minster Road, Sheerness
Shoreham	.....	A. J. Blaker	.....	26, Glebe Close, Southwick, Sussex.
Southampton	.....	K. J. Hutchings	.....	Pilot Office, 18, Queen's Terrace, Southampton
South Shields	.....	R. Marshall	.....	Pilot Office, South Shields
Sunderland	.....	S. Hall	.....	Pilot Office, Old North Pier, Harbour Entrance, Sunderland
Trent	.....	R. Acaster	.....	30, Cranbrook Avenue, Cottingham Road, Hull
Workington (Whitehaven and Maryport)	.....	J. R. Tennant	.....	Brooklyn, Crow Park, Whitehaven, Cumberland
Wisbech	E. M. C. Dale	90, Edinburgh Drive, Wisbech
Yarmouth	C. Bewley	35, Sussex Road, Gorleston-on-Sea, Yarmouth

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