

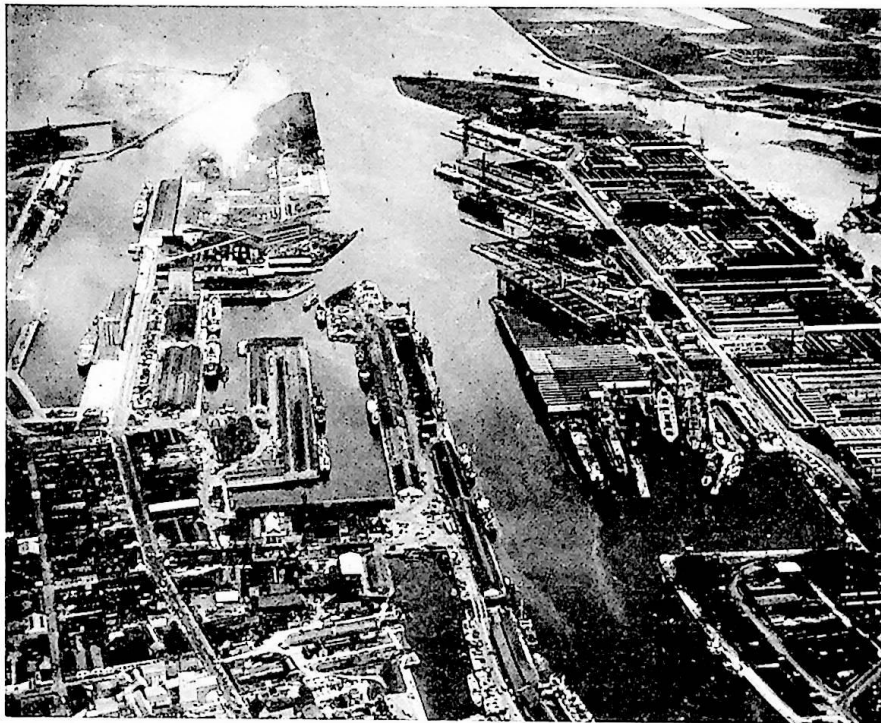
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The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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THE PORT OF BELFAST

AN AERIAL VIEW of the port of Belfast which lies at the head of a 12 mile long lough. Three wide straight channels penetrate deeply into the city. The tidal range is only $9\frac{1}{2}$ feet at spring tides so that dock gates are unnecessary.

Pilotage is compulsory within the District which extends from Queen's Bridge to an imaginary line from Thompson's Point, County Antrim to Grey Point in County Down. The quays and wharves of the port comprise a total length of eight miles.

A new five year programme of development was started last year and is estimated to cost £5 millions.—Aerial Films photo.

HEAD OFFICE OF THE ASSOCIATION:

SHANNON COURT • CORN STREET • BRISTOL

C. D. GRIFFITHS, O.B.E., D.F.C., — General Secretary and Solicitor
to whom all communications are to be addressed

United Kingdom Pilots' Association



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Executive Committee :

Date elected:

- 1959 J. H. INNES (Clyde), Clyde Pilot Office, 16, Robertson Street, Glasgow, C.2.
- 1959 L. R. SLADE (Cardiff), 111, Windsor Road, Penarth.
- 1960 D. GRAINGER (Humber), 39, Link Road, Cottingham, E. Yorks.
- 1960 S. GREEN (Barrow), The Moorings, 45 East Mount, Barrow-in-Furness.
- 1960 W. C. DUNCAN (Cinque Ports), 23, Waterloo Mansions, Dover.
- 1960 G. W. GIBBINS, 1 Featherstone Street, Roker, Sunderland.
- 1961 F. V. JAMES (Southampton), Sunrise, Lakewood Road, Chandlers Ford, Hants.
- 1961 R. B. PAGE (Channel), Channel Pilots' Office, Royal Terrace Pier, Gravesend.
- 1961 R. D. BALMAIN (London, River), 24, Pine Avenue, Gravesend.

Finance Committee :

THE TWO VICE-PRESIDENTS AND L. R. SLADE

General Secretary and Solicitor :

C. D. GRIFFITHS, O.B.E., D.F.C., Shannon Court, Corn Street, Bristol 1.

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J. B. WATLING, F.C.A. (MESSRS. WATLING AND PARTNERS, Bristol).

Editor of "The Pilot" :

ALFRED CURTHOYS, 79, Gloucester Road, S.W.7 (FRemantle 0500).

CONFERENCE 1962

INFORMATION has already been circulated to the local secretaries regarding this year's Conference, and this opening note is by way of a reminder.

The dates are **Wednesday, 31st October and Thursday, 1st November.**

The usual pre-Conference meeting of the Executive Committee will be held on Tuesday, 30th October but probably not at the usual time. Information on this point will be issued later and will depend on the extent of the business to be considered.

The three senior members of the Executive Committee who are due to retire in accordance with the rules are Messrs. J. H. Innes (Clyde), L. R. Slade (Cardiff) and, by ballot, W. C. Duncan (Cinque Ports). Each has agreed to submit himself for re-election, and is accordingly eligible without nomination.

Ports wishing to submit further candidates should do so in writing, signed by the candidate and two ordinary members of his branch. The nomination papers must be received at the General Secretary's office in Bristol not later than Tuesday, 18th September.

Resolutions for debate at Conference must also be received by not later than that date, and the Executive Committee hope, in view of the wide publicity given to Conference proceedings, that a number of helpful and constructive proposals will be received, and that interesting debates will result.

The usual Conference Reception will be held on the evening of Wednesday, 31st October at 5.45 p.m. The Honourable Company of Master Mariners has been obliged to impose a restriction on the number attending to a maximum of 150, owing to fire prevention regulations. In these circumstances the Executive regret that they must limit the number of guests for each delegate to one.

There is a special request to local secretaries from *The Pilot* regarding Conference to give Head Office the names of delegates beforehand. The list will be very useful in reporting the proceedings.

SIR ROBERT LETCH

An imposing list of official appointments in the transport world held by Sir Robert Letch exists, chief among them being general manager, British Transport Docks Division and Chairman, Dock Management Board, B.T.C. But, in the pilotage world his name will be perpetuated by the agreement on the question of the level of earnings at the main ports in the United Kingdom.

Discussions on that agreement brought him into close contact with the representatives of the pilots and shipowners and all were impressed by his remarkably fine mentality which had overcome to a wonderful extent the handicap of total blindness with which he had been afflicted since middle life. He did not let it curtail unduly his social activities and he evidently derived no little pleasure from coming to functions in connection with U.K.P.A. Conferences.

Sir Robert whose home was at Chorley Wood, Herts, died in a London hospital on 9th July at the age of 63. A wreath of white and red carnations in the form of a pilot flag was sent from the Association. Mr. H. J. Wynn represented the U.K.P.A. pilots at a memorial service at All Hallows-by-the-Tower on 25th July.

* * *

WELCOME

Since the last issue of *The Pilot* the Executive Committee have met on 27th March and 4th July. There was a full attendance on each occasion and Mr. D. H. Tate presided.

Mr. PAGE was welcomed back at the meeting of the Executive Committee in March. Since the Conference he had suffered bereavement by the death of his wife and he himself had been very seriously under the weather. Mr. Page said that Mr. and Mrs. TATE had done their best to bring him round.

Mr. GREEN who had also suffered indisposition was welcomed by the Chairman.

This was the first meeting attended by Miss S. WESTON who as Secretary to Mr. Griffiths is looking after many of the routine matters of the Association at the Head Office in Bristol. Mr. Tate welcomed her expansively as a new member for the Executive — without voting power, of course!

PILOT LADDERS

At the Executive Meeting in July Mr. DUNCAN produced a Notice to Mariners issued by the Ottawa Authorities which made it a requirement for shipping using certain ports in the Great Lakes to provide an accommodation ladder and a Jacob's ladder for the use of pilots. As this question remained one of great interest to the U.K.P.A. Mr. Griffiths was asked to pursue the matter in whatever way he thought possible with the Ministry of Transport.

The topic "rang a bell" in our memory and set us searching back through volumes of *The Pilot*. In the issue of March 1954 on page 6 was a record of a Harwich pilot having drawn the attention of the London Pilotage Committee to pilot ladder equipment in use in the St. Lawrence River pilotage waters involving the employment of an accommodation ladder along with a Jacob's ladder. The equipment was illustrated by a drawing issued by the St. Lawrence pilotage authorities.

* * *

AN ACT OF GRACE

Mr. F. W. Kirk of Southampton contributes the following note.

It may surprise certain pilots, who think that our Secretary and Solicitor, Mr. Griffiths, is solely concerned with earnings and conditions of work, to learn that his valuable assistance recently resulted in a substantial amount of damages being awarded to a Southampton pilot. This was the outcome of a mishap, due to a faulty pilot ladder, as the pilot was disembarking from a tanker in the vicinity of the Nab Tower.

The pilot concerned experienced considerable pain following the incident and some weeks later it was found necessary for him to enter hospital to undergo a hernia operation. This necessitated being off duty for some three months and after negotiations of over a year's duration with the shipowner, Mr. Griffiths finally succeeded in securing substantial compensation in the pilot's favour.

The case should draw the attention of shipowners and shipmasters to the danger to life and limb if efficient pilot ladders are not maintained. It is also very gratifying to know that although under the rules of our Association Mr. Griffiths is not obliged to act for pilots in personal claims he gladly did so in this case without charge.

NEGOTIATIONS

The Cairman and the General Secretary are likely to be resuming their discussions at the Chamber of Shipping with representatives of the Chamber and the Liverpool Steam Ship Owners Association on the dual subject of a quick method of implementing N.M.B. increases and the construction of ambiguous clauses in the Letch Agreement. Accompanied by Mr. Henderson of the Union they had a meeting last month and there was an informal and full exchange of views on these matters and it was agreed that certain of the joint proposals of the U.K.P.A. and the Union should be redrafted.

At the July Executive meeting there were inquiries as to the possibility of earnings for the purposes of the Letch Agreement being divided into separate categories so that income derived from extra services could be ignored in the computation of earnings. The general view was that these were matters which Mr. Tate and Mr. Griffiths should bear in mind in their negotiations.

* * *

ALL-AFT CONSTRUCTION

Mr. F. V. JAMES attended a meeting of the Safety of Navigation Committee at the Ministry of Transport but came away feeling that nothing tangible had resulted regarding all-aft construction, one of the problems in which he is particularly interested. The Committee, he reported, seemed to be primarily concerned with problems which had no relation to the difficulties and added danger of handling these large vessels in confined waters. In view of the international importance of the subject the General Secretary is making further inquiries with the Ministry.

* * *

INSURANCE OF YOUR BONDS

The Executive Committee were surprised to hear that it was not generally realised that pilots can insure their bonds through the U.K.P.A. and Mr. Griffiths has given us this note on the subject.

Where it appears to an Authority to be generally desired by the pilots, bye-laws may be made to provide for bonds (the penalty of which shall not exceed £100) being given by pilots for the purpose of limiting their liability. Where such a bye-law is in operation, a pilot who has given a bond in conformity therewith limits his liability for neglect or want of skill to the amount of the

penalty in the bond (plus the pilotage dues in respect of the service which gave rise to the claim). For many years the Association, through its local insurance brokers, has arranged for members at each port to be able to insure their bonds at a cost of 7s. 0d. per annum (subject to a reduction for no claim bonus), and this note is being published so that any member who desires to make further enquiries can write to the General Secretary for full particulars.

* * *

MEMORIES OF '39

We have been reviving happy memories of the 1939 Conference at Newcastle with Mr. E. RAMSEY who retired from the Tyne Service last August and now lives at Brixham, Devon. The Tyne delegates went to the Liverpool Conference in 1938 armed with so many invitations for the following year that they were able to override the idea that London should be the next rendezvous.

"The success of the social part of the 1939 Conference" writes Mr. Ramsey, "was as anticipated. We were blessed with an Authority that guaranteed us financially and a good Conference secretary in Mr. John Thomson." We heartily endorse his reference to Mr. Thomson with whom we had contact for many years after the Conference, and Mick Marshall whenever he came to town brought greetings from him.

Mr. Ramsey shares with other members a regret that Conference has not been held out of London since 1939, but realises that the cost of such a programme as they had then would now be very heavy. The last Conference he attended was in 1945. He says he has happy memories of meeting "some of the great men who have taken the U.K.P.A. to what it is to-day." His own record is one of which he and the Association may well be proud. He became a member when he first took out licence in March 1922; 40 years membership must be something approaching a record. Now we count him among our retired pilot readers and that brings us to the next paragraph.

* * *

RETIRED PILOT MEMBERS

The reason for this paragraph is that our list of retired members is deplorably small, yet as recently as June 1958 we drew special attention to the subject in these words.

"We often wonder why more pilots do not preserve their link with the U.K.P.A. when

they retire from active service. Rule 3 of the Association which deals with the constitution makes provision for them to continue as Retired Pilot Members and Rule 5 requires them to pay a yearly subscription of only five shillings.

"The Association is losing something if pilots, some of whom have been members throughout their years in the service, are allowed to fade away on retirement. They know what the Association has done for the men in the service and can be excellent propagandists.

"We suggest that local secretaries should make a point of following up the retired men and see that the membership is continued. They will be put on the mailing list of *The Pilot*."

* * *

HAPPIER HUMBER

"I am in better heart than I have been for years", Mr. GRAINGER told the Executive at the July meeting when he reported on the agreement reached at the Humber Pilotage Inquiry in June with Mr. THOMAS HAWORTH as independent chairman. For the first time the pilots had got the Letch Earnings, Mr. Grainger said "and we are going to get it for 87 pilots". A work index of 175 and an increase in leave days from 70 to 100 were also agreed. He paid a tribute to the way the case had been handled by Mr. Tate and Mr. Griffiths who had had a hard fight behind the scenes. The Humber pilots thanked all who had supported them.

* * *

SALUTE FOR THE PILOT

Mr. JACK HOLT has retired as No. 1 choice pilot for the French Line at Southampton and is succeeded by Mr. GEORGE DAWSON.

The last French Line ship handled by Captain Holt was the *Flandre* and as a farewell gesture Capt. YVES ROBICHON arranged for all his officers to parade on the bridge and salute the pilot as he left.

Now that all French Line activity is based on Southampton, instead of Southampton and Plymouth as before, and regular docking calls are being made by the new liner *France*, Capt. Holt felt that he could not fulfil all commitments to his own satisfaction. So ends an association which began nearly thirty years ago when the *Ile de France* and *Normandie* started using the port.

Mr. Holt is also choice pilot for the Cunard Line.

M.B.E. FOR BELFAST PILOT

IN THE BIRTHDAY HONOURS LIST at the beginning of June the award of the M.B.E. to CAPTAIN ARCHIBALD TRACE, senior pilot Belfast Harbour Commissioners, a very old and loyal member of the U.K.P.A. was announced. On behalf of all members we cordially congratulate him.

We invited Mr. A. G. STARKEY the U.K.P.A. Secretary of Belfast to say a few words about him. He described Mr. Trace as "a man of striking personality and popularity and known as Archie to his numerous friends and colleagues".

Captain Trace was with Holder Bros. and rose to command in that company. He joined the pilotage service in 1929.

Mr. Starkey added "For many years Captain Trace has undertaken pilotage in connection with the trials of vessels constructed in this port including H.M. ships and s.s. *Canberra*."

"On several occasions he had the honour of piloting Royalty during their visits to Northern Ireland, the last occasion being August 1961 when the Queen and the Duke of Edinburgh paid a visit to Belfast in *Britannia*".



CAPT. A. TRACE

TWO FORMER MEMBERS OF THE EXECUTIVE

WE REGRET TO RECORD the death of two former members of the Executive Committee, Messrs. H. G. PEAD of Cardiff and G. S. WARD formerly of Hull.

Mr. Pead had been a trustee of the U.K.P.A. since 1948 and at one time he was a familiar and popular figure at Conference. He was a delegate in 1933; again in 1942 and subsequent years until elected to the Executive in 1948, but in 1952, however, owing to ill health he did not seek re-election. He died suddenly on 19th July this year while on holiday at New Quay, Cardigan-shire.

Mr. Ward died in May at Bridlington where he had lived after ill health had compelled him to retire from active service. He was 62 years of age.

Mr. Ward was elected to the Executive at the Conference in July 1945 – the same year as Mr. Innes – and resigned in 1952 when he became master of the pilot cutter *William Fenton*, formerly H.M.S. *Calway* which took the place of the veteran *W. A. Massey*.

The Humber Pilotage Service's oldest pensioner, Mr. Charles Howell Harrison died about the same time as Mr. Ward. He was aged 96 years and was licensed in 1890.

* * *

The death occurred suddenly in February of Mr. V. R. SPENCER of the Humber Service. He was 46 years of age and had only just returned to duty after a long illness. He left a widow and a 17 years old daughter.

Mr. Spencer became an indentured apprentice pilot in the Humber service in 1931. Completing his apprenticeship in 1937, he went before the mast in the topsail schooner *Katie* of Padstow and then in the Wilson Line steamer *Volo* trading foreign, to get the necessary training and sea experience for his certificate to qualify for his return to the pilotage service. By October 1945 he was chief officer of *Empire Rest* and served in that vessel until he was recalled to the pilot service the following year.

THE LETCH AGREEMENT

General Secretary's Correspondence with Chairman of Shipping and Liverpool Steamship Owners Association.

AT THE MEETING OF THE EXECUTIVE COMMITTEE on 4th July the General Secretary read correspondence which had passed between him and representatives of the shipowners on the question of earnings and the application of the Letch Agreement, with particular reference to National Maritime Board adjustments.

The matter was fully discussed and it was decided that copies of the correspondence should be put into the hands of every member port as it was felt that criticism of the work of the Executive was sometimes based on a lack of understanding of the difficulties with which they had to deal. By publishing the letters in *The Pilot* as we now do they are brought to the notice of every member.

* * *

From the General Secretary of the U.K.P.A. to the General Manager of the Chamber of Shipping of the United Kingdom. 17th April, 1962.

"I am instructed by the Executive Committee of this Association to write to the Chamber of Shipping of the United Kingdom regarding the question of pilots' earnings and the widespread dissatisfaction now existing amongst all sections of pilots at the manner in which the recommendations of the Letch Committee have been implemented since the 1960 N.M.B. adjustment. No doubt those at the Chamber more directly concerned with pilotage affairs will already have some knowledge of the serious misgivings felt amongst pilots from the published reports of the Annual Conference of this Association in November of last year and the more detailed accounts to be found in the January issue of *The Pilot*, copies of which it is understood are in your hands. Since that time the pilots of the majority of large industrial and passenger ports, including the whole of the London District, the Isle of Wight, the Clyde and others, have requested the re-opening of negotiations on this subject as a matter of immediate

urgency. It is known that an identical attitude is taken by the pilots at the major Union ports, and this letter is being written with the complete approval of Mr. Peter Henderson on their behalf.

"In October of last year the Chamber were provided with a copy of the provisional proposals on behalf of both bodies of pilots outlining a simple procedure for the easy application to rates and earnings of N.M.B. adjustments, and containing their suggestions for the interpretation of certain doubtful clauses which had given rise to difficulties in the past. It is felt that an early meeting to discuss this document might now be held with advantage to all concerned.

"The primary purpose of this letter is, however, to seek a change of attitude by the shipowners towards the application to pilots' earnings of those parts of N.M.B. adjustments which have, for convenience of reference, come to be known as 'fringe benefits'. We are of course aware of the ruling given by Sir Robert Letch in October 1960 that 'within the narrow limits' of the question put to him fringe benefits were not in mind during the Committee's deliberations, but the pilots' organisations contend that having fixed an acceptable level of net earnings the undeniable intention in everyone's mind was that thereafter they should maintain parity in total remuneration and emoluments with Navigating Officers in the Merchant Service. In the course of subsequent negotiations between owners and seafarers it has been the practice of the owners' representatives, by way of emphasizing the total increases offered in actual remuneration, to express the combined benefits as a comprehensive percentage figure. Stated in that way, the 1960 adjustment amounted to an increase of rather more than 20 per cent, and the agreement of June 1961 of 15 per cent. The pilots claim that had due regard been paid to the undertaking given in Clause 9 of the Letch Agreement not to take action at variance with the spirit of the recommendations, they ought to have received both in 1960 and in 1961 the full benefit of the adjustments and been granted an equivalent

increase in their agreed level of earnings. They consider that the construction placed by the shipowners upon Clause 6(1) of the Agreement is too narrow, and whilst possibly in accordance with the letter is unquestionably contrary to the spirit and intention behind the Committee's recommendations.

"They accordingly seek agreement to an alteration in current levels of earnings and a consequential adjustment in rates to make good past deficiencies, together with an understanding that henceforth they will receive without opposition a percentage adjustment in earnings comparable with the total value of any alterations in pay and emoluments applicable in the Merchant Service. It is, of course, not overlooked that the Minister's decision is awaited on one question concerning the 1961 N.M.B. Agreement, but it will be appreciated that the point there is a different one and even if decided in the pilots' favour will not cover the matters raised in this letter.

"I am to add that should the representatives of the shipowners feel unable to alter their present view, consideration will be given either to making an immediate application under Section 18 or seeking a general review of the Letch Committee's recommendations.

"A copy of this letter has been sent to the Liverpool Steamship Owners' Association."

* * *

From Mr. L. J. H. Horner, General Manager of the Chamber of Shipping to Mr. C. D. Griffiths, 29th May, 1962.

"The most careful consideration has been given by the Chamber of Shipping to your letter of 17th April, which it is observed was written with the approval of Mr. Peter Henderson on behalf of the Transport and General Workers' Union.

"The Chamber notes with regret your statement that there is widespread dissatisfaction among all sections of pilots at the manner in which the recommendations of the Letch Committee have been implemented since the 1960 N.M.B. adjustment and it cannot avoid the conclusion that this feeling of dissatisfaction may have been prompted, at any rate in part, by a wrong appreciation of the factors by which the Letch Commit-

tee were guided in making their recommendations and of the intention behind those recommendations.

"That misapprehension among the pilots is evident from your letter. In the third paragraph you state, with reference to the Letch Committee, that the pilots' organisations contend that 'having fixed an acceptable level of net earnings the undeniable intention in everyone's mind was that thereafter they (the pilots) should maintain parity in total remuneration and emoluments with Navigating Officers in the Merchant Service'. Shipowners strongly disassociate themselves with this contention for the following reasons.

"In the first place, it cannot be disputed that the parties to the Letch Report, in arriving at the recommended levels of net earnings, recognised that pilots enjoy benefits not customarily taken into account in assessing their earnings and there could therefore be no question of equating the earnings of pilots and navigating officers, who also enjoy benefits for reasons which do not apply to pilots. The relevance of the N.M.B. scales of pay for Navigating Officers is that alterations of that scale, in the way of general increase or decrease, was adopted as providing an appropriate indicator to an adjustment of the net earnings of pilots as recommended by the Letch Committee. Second, it is wholly incorrect to suggest that the parties to the Letch Report intended that the earnings of pilots should be linked with the 'total remuneration and emoluments' of Navigating Officers. Had that been the intention, the use of the expression 'a general increase or decrease in the National Maritime Board scales of pay for Navigating Officers' would have been inappropriate.

Lastly, shipowners take exception to the statement, which is repeated at the end of the fourth paragraph of your letter, that by taking the stand they have in connection with what have come to be termed 'fringe benefits' they have departed from the intention of the parties to the Letch Report. This suggests that shipowners are attempting to exclude from the ambit of the recommendations of the Letch Committee factors which all concerned had in mind. On the contrary, shipowners find it difficult to avoid the conclusion that pilots, possibly for no other reason than through a misconception, are trying to read into the report something

which was never within the contemplation of the parties to it.

"It would appear from your letter that the principal objectives sought by the pilots are two-fold, namely:—

- (i) Adjustments of the current Letch recommended earnings so that the pilots should receive the equivalent of the 'fringe benefit' element of the 1960 N.M.B. Agreement and the 5 per cent. addition which, under the 1961 N.M.B. Agreement, took its place; and
- (ii) any future cash benefits accruing to Navigating Officers, in whatever form and for whatever purpose, to be applied to pilots.

"Shipowners regret that they are unable to accept either of these propositions. Insofar as any future adjustments of the N.M.B. scales of pay for Navigating Officers consist of straight increases, shipowners will, as in the past, readily assent to the provisions of paragraph 6(i) of the Letch Report being applied to pilots' earnings as speedily as possible. But shipowners cannot accept the suggestion that particular benefits which specifically recognise the special conditions of service of, or work performed by, sea-going personnel should be brought within the scope of the Letch Report and the Chamber does not consider that any useful purpose would be served in re-opening discussions on matters which have been the subject of reference to Sir Robert Letch on one occasion and to the Minister of Transport on the other.

"Having made clear the position of the Chamber in relation to the broad issues raised in your letter, I am instructed to refer to the second paragraph in which you suggest an early meeting to discuss the proposals submitted on behalf of pilots last October with the object of facilitating the application of N.M.B. adjustments under the Letch Report to pilotage rates and earnings, with suggestions for the interpretation of certain doubtful clauses in the Report. It will be recalled that consideration of these proposals was deferred by mutual agreement but, in the light of the suggestion you now put forward, the Chamber will be glad to discuss them with the pilots' organisations and perhaps you will indicate when it will be convenient for a meeting to take place. It would be the hope of the Chamber that, given the ready co-operation of Pilotage

Authorities, adjustments in procedure could be made which might expedite considerably the operation of pilotage rate adjustments in accordance with the recommendations of the Letch Report.

"I am sending a copy of this letter to the Liverpool Steam Ship Owners' Association and am enclosing an extra copy in case you wish to send it to Mr. Henderson."

* * *

From Mr. Martin Hill, Secretary, Liverpool Steam Ship Owners' Association, to Mr. Griffiths, 31st May, 1962.

"Your letter of the 17th April last, addressed to the Chamber of Shipping and to this Association by way of the copy sent to me, has received consideration by the Association's Pilotage Committee and by the Association in general meeting.

"The proposition contained in it is that it should be agreed that henceforth and to a retrospective extent to 'make good past deficiencies', the pilots will receive a percentage adjustment in earnings comparable with the total value of any alterations in pay and emoluments applicable in the Merchant Service.

"In support of that proposition it is stated in express terms that:—

- (a) such was the intention of the Letch Committee's recommendations;
- (b) the shipowners in taking the stand they have taken on the construction of clause 6(1) of the Letch Agreement have acted out of accord with that known intention;
- (c) in so doing they have failed to observe the undertaking given by way of clause 9 of the Agreement not to act out of accord with the spirit of the Agreement.

"Had your letter been limited to an expression of view on your part in relation to the Letch Committee's recommendations, no exception would have been taken, however misconceived that point of view might be. When, however, it is coupled with what is tantamount to an accusation of failure on the part of the Association, as a signatory of the Letch report, to pay due regard to an undertaking given by it therein, strong resentment is taken and it is expected that such strictures will be withdrawn.

"The Association is fully satisfied in its own mind that the action which it has taken

on this issue of 'fringe benefits' has been in accord both with the spirit and with the letter of the recommendations and that the view taken by your Association of the intention of the recommendations in this regard is wholly erroneous. It follows that the opinion expressed by Sir Robert Letch and the recent decision of the Ministry of Transport are, in the Association's opinion right both by reference to interpretation of the agreement and to intention. It was never the intention that clause 6(1) should be interpreted as having reference to the navigating officer's 'pay packet' howsoever derived, which is in essence the substance of your present proposition.

"That proposition is accordingly one which this Association is not prepared to entertain."

* * *

*From Mr. Griffiths to Mr. Martin Hill
16th July, 1962.*

"It was felt necessary to refer your letter of 31st May, (which was briefly acknowledged on 4th June) to the Executive Committee of this Association before sending a detailed reply. This has now been done.

"Before dealing with the merits of the pilots' case, I am asked to say that my Committee is surprised that your Association should have read into my letter an allegation of deliberate bad faith on their part. I am to assure you that nothing was further from their minds, nor is it appreciated how such a misunderstanding could have arisen. Indeed, the Chamber of Shipping of the United Kingdom, who would doubtless be equally resentful of any such suggestion, have clearly not been left with the same impression. I should hardly have thought it necessary, in a letter to you, to say that there can surely be few more fruitful sources for perfectly honest differences of opinion than the construction of a written document, even when carefully prepared by experienced draughtsmen, which the Letch Agreement was not. It remains the wish of the pilots' representatives to preserve good relations with shipowners and to continue their dealings in a spirit of mutual confidence and respect, however controversial the negotiations may be, and it would be regrettable if this were to be made more difficult because sincerely held views could not be freely ex-

pressed without the risk of causing offence. We cannot, however, seek to preserve good relations at the expense of those we represent, and nothing will deter us from pressing with all the vigour at our command claims which the pilots have made and to which we think they are justly entitled.

"With regard to the claim itself, this is set out in my earlier letter and is correctly understood by you, subject to one modification. It was not, as I understand it, intended, by seeking an immediate adjustment in rates, 'to make good past deficiencies' thereby to attempt to recover past losses in earnings, although these have been substantial. In view of the passage of time there are serious practical difficulties in attempting this. What is required is that rates should be forthwith increased by the percentage figure by which pilots' earnings have fallen behind the real earnings of Navigating Officers - namely approximately 25 per cent - and that thereafter the calculation of the amount by which rates and earnings are to be adjusted in pursuance of Clause 6(1) of the Letch Agreement should have regard to all cash benefits resulting from an N.M.B. award.

"The view which we take is that at the time of the negotiations under the late Sir Robert Letch, and later when we came to embody our deliberations in a written document, none of us foresaw precisely the course of events. The pilots fully understood that both sides intended that any cash adjustments in the remuneration of Navigating Officers, provided they were of general application and formally covered by N.M.B. agreement or award, would automatically apply to them. Clause 9, committing the parties not to act contrary to the letter or the spirit of the Agreement, clearly implies that too rigid or narrow a construction at some future date of the written word alone would be out of accord with the real intention of the signatories. It is understood that both the Chamber of Shipping of the United Kingdom and the Liverpool Steam Ship Owners' Association cannot accept the view expressed above, and my earlier letter was no more than an appeal for that attitude to be revised. The pilots' organisations will seek the holding of the earliest possible discussions with a view of resolving our differences on this question. Put quite broadly, all they require is an assurance that their

claim will be admitted now and they will not in future lose part of the cash benefits of N.M.B. increases merely by reason of the way in which the award or agreement happens to be expressed. It is surely our duty to look at the real effect of such awards upon Navigating Officers' pay, and to apply it in total to the earnings of pilots.

"We are of opinion that up to now the view taken by the shipowners has been wrong, and we hope it will be re-considered. If not, it would appear that the time is not long distant before pilots in the majority of Districts throughout the Kingdom will be left with no alternative other than to seek a substantial reduction in working hours, with a consequential increase in numbers, overtime payment for weekend and Bank Holiday work, and special bonuses for jobs of particular difficulty and danger such as

the night berthing of tankers and matters of that kind.

"This Association has received the clearest mandate to ensure that the position of pilots, both from the standpoint of remuneration and conditions of work, is restored to that of the appropriate Merchant Service officer, and it would seem that this result can be achieved either by calling for a general review of the Letch Agreement or by the holding of an early meeting with representatives of the shipowners in the hope of reaching a settlement of their claim within the framework of the Letch Committee's recommendations.

"I am sending a copy of this letter to the Chamber of Shipping of the United Kingdom, and shall be glad to learn whether the proposition of opening early discussions is acceptable."

FROM SEA TO A NEW CURRICULUM

WE HAVE HAD some cheerful letters from a former member of the Executive Committee, Mr. NORMAN A. LINE who has retired after 36 years as a Trinity House pilot. "Quite a long time" he says and confesses that he is now serving his apprenticeship in washing and drying the dishes and other activities associated with the state of retirement. He finds the curriculum is the same with other veteran friends now retired.

It is difficult to realise that he was elected to the Executive as long ago as the Conference in July 1946 - the year in which Admiral Lord Mountevans became President and he retired from the Committee at the Conference in June 1949. It was at that Conference that Sir Peter Macdonald was elected President.

Mr. Line was born in Chislehurst in Kent and served his apprenticeship in the barque *Dee* of which he became second mate when only 20 years of age. In due course he obtained his square rigged master's certificate.

During the first World War he served as a lieutenant R.N.R. in the Royal Navy and subsequently was with the Cunard Line until 1926 when he joined the pilotage service. In his 36 years in the service he piloted some 2,000 ships varying from Dutch schoots to super tankers of 36 feet draught.

Captain Line took an active interest in the affairs of Trinity House pilots and his many activities included the designing of the gold red and silver Trinity House tie and blazer badge. He was also a keen sportsman; kept wicket for Dover team before the last war, and he was once offered a trial with Brighton and Hove Albion.



CAPT. N. A. LINE

THE USE OF RADAR

Ministry of Transport's Helpful Notes on Getting the Best from the Equipment

THE MINISTRY OF TRANSPORT have agreed to the publication in *The Pilot* of their Notice No. M 463 regarding the use of radar. Every Pilotage Authority has been supplied with copies of this notice and pilots requiring one for their own use should apply to their Authority who will, if necessary be able to obtain a sufficient quantity for distribution.

NOTICE TO SHIPOWNERS, MASTERS AND SEAMEN

(1) Collisions have been caused far too frequently by failure to make proper use of radar; by altering course on insufficient information and by maintaining too high a speed particularly when a close quarters situation is developing or is likely to develop. It cannot be emphasised too strongly that navigation in restricted visibility is difficult and great care is needed even though all the information which can be obtained from radar observation is available. Where continuous radar watchkeeping and plotting cannot be maintained even greater caution must be exercised.

Ministry of Transport Notice No. M.445 sets out certain Recommendations on the use of Radar which the 1960 Safety of Life at Sea Conference agreed should be issued as an Annex to the International Collision Regulations. It was thought right to bring this Annex to the attention of mariners without delay, for, besides giving some internationally agreed recommendations on the use of radar as an aid to avoiding collisions at sea, the Annex also clarified the interpretation of Rule 16 in the radar context. The present Notice consists of some notes which it is hoped will help mariners to obtain the utmost benefit from their radar equipment.

(2) Clear Weather Practice

Whether or not radar training courses have been taken it is important that shipmasters and others using radar should gain and maintain experience in radar observation and appreciation by practice at sea in clear weather. If these conditions radar observations can be checked visually and misinterpretation of the radar display or false appreciation of the situation should not be potentially dangerous. Only by making and

keeping themselves familiar with the process of systematic radar observation, and with the relationship between the radar information and the actual situation, will officers be able to deal rapidly and competently with the problems which will confront them in restricted visibility.

(3) Interpretation

- (a) It is essential for the observer to be aware of the current quality of performance of the radar set (which can be most easily ascertained by a performance monitor) and to take account of the possibility that small vessels, small icebergs and similar floating objects may escape detection.
- (b) Echoes may be obscured by sea or rain clutter. Adjustment of controls to suit the circumstances will help, but will not completely remove this possibility.
- (c) Masts and other obstructions may cause shadow sectors on the display. Ministry of Transport Notice No. M.411 on the fitting of radar sets makes provision for the measurement and recording of such sectors.

(4) Plotting

To estimate the degree of risk of collision with another vessel it is necessary to forecast her nearest approach distance. Choice of appropriate avoiding action is facilitated by knowledge of the other vessel's course and speed, and one of the simplest methods of estimating these factors is by plotting. This involves knowledge of own ship's course and distance run during the plotting interval.

(5) Appreciation

- (a) A single observation of the range and bearing of an echo can give no indication of the course and speed of a vessel in relation to one's own. To estimate this a succession of observations at known time intervals must be made.
- (b) Estimation of the other ship's course and speed is only valid up to the time of the last observation and the situation must be kept constantly

under review, for the other vessel, which may or may not be on radar watch, may alter her course or speed. Such alteration in course or speed will take time to become apparent to a radar observer.

- (c) It should not be assumed that because the relative bearing is changing there is no risk of collision. Alteration of course by own ship will alter the relative bearing. A changing compass bearing is more to be relied upon. [See footnote*.] However, this has to be judged in relation to range, and even with a changing compass bearing a close quarters situation with risk of collision may develop.

(6) Operation

- (a) If weather conditions by day or night are such that visibility may deteriorate, the radar should be running, or on "standby". (This latter permits operation in less than one minute, whilst it normally takes up to five minutes to operate from switching on.) At night, in areas where fogbanks or small craft or unlighted obstructions such as icebergs are likely to be encountered, the radar set should be left permanently running. This is particularly important when there is any danger of occasional fogbanks, so that other vessels can be detected before entering the fogbank.
- (b) The life of components, and hence the reliability of the radar set, will be far less affected by continuous running than by frequent switching on and off, so that in periods of uncertain visibility it is better to leave the radar either in full operation or on standby.

(7) Radar Watchkeeping

In restricted visibility it is always best to have the radar set running and the display observed, the frequency of observation depending upon the prevailing circumstances, such as the speed of one's own ship and the type of craft or other floating object likely to be encountered.

(8) Radar Training

It is essential for a radar observer to have sufficient knowledge and ability to recognise when the radar set he is using is unsatisfac-

tory, giving poor performance or inaccurate information. This knowledge and ability can only be obtained by a full and proper training; experience alone or inadequate training can be dangerous and lead to collision or stranding through failure to detect the presence of other vessels or through misinterpretation of the radar picture.

Radar training courses have been established at a number of centres in the United Kingdom.

The Radar Observer Course is open to shipmasters, deck officers and intending deck officers of the Merchant Navy and those concerned with navigation in the Fishing Fleet. This course enables the mariner to obtain training in the operation and use of marine radar.

The Radar Simulator Course, open to shipmasters and senior deck officers, enables those officers to practise ship manoeuvring and collision avoidance on radar information. Considerable experience of realistic radar observation, interpretation and collision avoidance manoeuvres can be obtained during the five days of this course.

Information about these courses is included in Ministry of Transport Notice No. M.404 and can be obtained together with a list of colleges at which the courses are held, from any Mercantile Marine Office.

* See the Regulations for Preventing Collisions at Sea, printed as Annex B to the International Convention on Safety of Life at Sea, 1960. In the preliminary of Part D—Steering and Sailing Rules—in the Regulations, paragraph (2) reads:—

"2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist."

NEWS OF "B.C.W."

Not long ago we heard from our old friend BERNARD WEBB who was 87 on the 18th March and reported "enjoy pretty good health and when weather permits do my own gardening". In his time there was no one more active in the Association than B.C.W. and he ably steered the ship through any Conference breezes which came along when he was in the chair. He still takes a lively interest in us and who knows he may turn up at Conference again some day. "Barney" can be sure of a rousing welcome if he does.

STANDARD LANGUAGE FOR RADAR ADVICE

The following letter, dated 8th May was received by the GENERAL SECRETARY from Capt. F. J. WYLIE, R.N.(Retd.), a director of Radio Advisory Service, 12-20 Camomile Street, London, E.C.3.

"We have heard of two cases (1957 and 1962) in which a ship entering the waters of a foreign country was receiving radar advice in the language of that country which the Captain did not understand. The ship was being handled by a pilot of that country but, although he understood the language, he misinterpreted the advice and the ship collided with another.

"It has been suggested to us that this difficulty would not arise if there was a standard language for radar advice e.g. English. Advantage would only arise from this, of course, if the master understood English but he would probably do so more often than not.

"It raises the interesting problem of whether a Captain should allow his ship to be handled by a pilot acting on spoken advice which the Captain cannot understand except through the pilot who may misinterpret it.

"I wonder whether you have come across any difficulties in this connection where, for example, the radar advice is in English and the pilot is English but the master does not understand that language. I am likely to have to discuss this point during a meeting abroad in a month's time and I would be most grateful if you could give me any information before then."

The Pilot's Point of View

Mr. GRIFFITHS communicated with the London and Southampton pilots and received from Mr. K. HUTCHINGS, secretary of the Southampton Pilot Service a reply very much to the point and worthy of inclusion in *The Pilot*. He wrote:

"Without doubt language difficulties do occur between masters and pilots on occasion, and not only when dealing with radar advice. In Northern European waters at least, I suppose the *lingua franca* is English.

"After all if a pilot cannot understand information passed in his mother tongue there is little likelihood that the master will fare any better.

"The time factor is vital when manoeuvring in close waters when there is none to spare to debate the possible meaning of any information, which if it cannot be transmitted and received in crystal clarity is better not made at all.

"A pilot is constantly acting on indications of all kinds, of which radar advice may be only one, which may well be incomprehensible to the master, due to the former's intimate knowledge of local conditions which are, of necessity, a closed book to the latter.

"The master has little option but to allow his ship to be handled by the pilot. Experience shows that interrogation by the master of the pilot regarding his intentions and manoeuvres is apt to impair his judgment and distract his attention and could create a situation that might lead to disaster.

"Shore proffered radar advice was all very well in the early days when ship borne radar sets were few and far between, but with the ever increasing incidence of sets afloat, coupled with the improved standard of apparatus, operation and interpretation aboard ships the need, never very great, for elaborate radar equipment sometimes erected and maintained on shore at considerable expense to the industry is steadily declining.

"Paradoxically enough in the early days referred to above, when there were fewer ship borne radars recourse might well have been made to shore stations had suitable radio communication been available. On the other hand, now that such facility in the form of V.H.F. radio is commonplace the need for advice from the shore is not so pressing owing to the almost universal fitting of radars in ships of all classes."

"STEADY AS SHE GOES"

Trinity House spotted on the letter heading of the Pilot Guild of India this injunction, "Steer her as you would your life, full ahead of course if you please, but, forget not, steady as she goes she is all yours and sincerely yours".

Nobody has been able to recognise where the quotation was taken from.

Can a pilot give the answer?

PILOTS AT CRICKET

MONDAY, 30th APRIL, 1962. What a long time ago! It was the night of the annual dinner of the United Pilots' Cricket Club at the Masonic Hall, Gravesend. At the time there seemed to be an early issue of *The Pilot* in prospect, but two days later something happened to me which turned out to be the first of a series of delays with the result that the magazine comes to you in August instead of May but we are now able to include the record of the team's good work during the past three months. Quite a lot has happened in pilotage circles during that period and some of it is recorded on other pages.

As a guest of the cricket club I have very pleasant memories of the Gravesend function at which Captain C. E. Barnard, the Deputy Master Trinity House, and President of the U.P.C.C. took the chair. It was good to meet again the former Deputy Master Sir Gerald Curteis, K.C.V.O., R.N.(Retd.); the Rector of Gravesend and Rural Dean Canon J. Selwyn Gummer; the Ruler, Captain H. A. Fraser, M.B.E., Deputy President of the Club, and many pilot friends. Trinity House was represented among the guests by Captain Drake, Elder Brother, and Mr. S. Rawlings Smith, Assistant Secretary; the Port of London Authority by the Queen's Harbour Master, Commander G. V. Parmiter and the Harbour Master, Lower Reaches, Captain Flynn; H.M.S. *Worcester* by the Captain Superintendent, Captain Argles and the Headmaster, Mr. L. R. Robertson; the Borough of Gravesend by the Deputy Mayor, Councillor J. E. Bacon; cricket by Mr. D. Bruce, the son of a pilot and President of the Club Cricket Conference, and Mr. B. Black, Treasurer of the Gravesend Cricket Club. Also at the top table was Mr. Peter Kirk, M.P.

The toast of the evening - The United Pilots' Cricket Club - was proposed by Mr. Black who said that Harry Lunn personified the spirit in which the pilots played their cricket. Harry, the Club captain and twin brother of S. W. the Hon Secretary reported that the state of the club gave every satisfaction and he also spoke of the club's new flag, the gift of the Elder Brethren. It has the original club colours - blue background and red and white stripes.

"Choice" pilot for the proceedings, as in the past, was "Steamboat Bill" Sutherland, Channel pilot. A.C.

Result of matches to date:

U.P.C.C. 148 (M. Taylor 43; R. Rowlinson 22 not out; M. Mitchell 21; J. Dailey 3 for 23.)
Thames Navigation Service P.L.A. 88 (Schunker 65. S. Coe 7 for 7).
Channel Pilots 183 for 7 (S. Coe 83 not out; D. Hunter 3 for 65).
River Pilots 145 for 9. (W. Owen 53; H. Lunn 25; S. Lunn 23).
Harvel 204 (J. Young 60; R. Clarke 70; S. Lunn 5 for 35).
U.P.C.C. 114 for 8 (H. Lunn 29).
Meopham 125 (L. Wheeler 59. S. Lunn 4 for 33; D. Sparling 4 for 26).
U.P.C.C. 126 for 8 (H. Lunn 34).
Harkley 141 for 7 (E. Cherry 21; B. Alexander 74. S. Lunn 3 for 40).
U.P.C.C. 130 (T. Smith 27; W. Owen 20; H. Lunn 23. Lush 4 for 20).
U.P.C.C. 241 for 5 (H. Lunn 98; M. Taylor 36; W. Owen 46; R. Rowlinson 39 not out).
H.M.S. *Worcester* 155 for 8 (S. Coe 2 for 22; R. Rowlinson 2 for 29).
U.P.C.C. 131 (A. Edwards 40; S. Coe 20; P. Warner 4 for 21).
Royal Mail 134 for 3 (P. Warner 73 not out).
G.P.O. 150 (E. Wright 23; C. Maxted 53; M. Taylor 6 for 51).
U.P.C.C. 139 (A. Edwards 20, R. Rowlinson 20).
Higham & Mock Beggar 40 (S. Lunn 4 for 4; D. Hunter 4 for 11).
U.P.C.C. 40 for 5 (T. Smith 21 not out).
U.P.C.C. 128 for 4 (H. Lunn 28; P. Edwards 22; J. Jordan 37; Duckworth 3 for 30).
H.M. Customs 129 for 1 (Rackham 44 not out; B. Preston 50 not out).
U.P.C.C. 211 for 8 (T. Smith 36; H. Lunn 69 not out; Faulkner 3 for 39).
Trinity House 78 (Lewis 25; S. Coe 5 for 14).
U.P.C.C. 144 (H. Lunn 20; R. Rowlinson 31; M. Taylor 62; Royle 4 for 48).
H.M.S. *Worcester* 139 (B. Hopkins 36 not out; Peterkin 37; D. Sparling 4 for 34; S. Coe 4 for 49).
I.P.M. 82 (V. Marrable 29; S. Lunn 7 for 38).
U.P.C.C. 84 for 4 (A. Edwards 48 not out).
U.P.C.C. 155 (J. Matthews 20; R. Rowlinson 31; M. Mitchell 34; Robinson 5 for 28).
Medway Police 139 (S. Lunn 8 for 38).
U.P.C.C. 203 for 4 (T. Smith 71 not out; M. Taylor 59).
Gravesend Police C Division 56 (D. Sparling 3 for 20; S. Coe 4 for 7).

A TALL THIN CHAP NOW

Mr. A. A. HOLLAND one of the trustees, was quite touched by the cordiality of a letter he received from Mr. Griffiths during his illness. He tells us he is on a diet for reducing weight because it was discovered that he was slightly diabetic.

In a characteristic strain he wrote, "I have already lost a stone and a half and still going down. I am nearly teetotal having one half pint of beer a day only".

He hopes to be at the Conference so look out for a tall thin chap in a new suit intended to show off his figure to perfection. He says he is saving up for it because he cannot get it under the Health Service!

LOCAL SECRETARIES



Aberdeen ...	... W. A. Gervaise ...	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan ...	... A. Caldwell ...	8 Yarborough Place, Ardrossan.
Barrow-in-Furness ...	... I. R. Hoffmann ...	119 Rampside, Barrow-in-Furness.
Barry ...	... J. Bennett ...	Brent Knoll, Port Road East, Barry, Glam.
Belfast ...	... A. G. Starkey ...	6 Rosetta Avenue, Ormeau Road, Belfast.
Boston, Lincs. ..	... A. V. Howard ...	25 Main Ridge, Boston, Lincs.
Bridgwater ...	... P. D. Thomson ...	16 Esplanade, Burnham-on-Sea, Somerset.
Brixham ...	... R. R. Gatzias ...	24 Lower Street, Dartmouth.
Cardiff ...	... C. D. Morgan ...	54 St. Angela Road, Heath, Cardiff.
Clyde :-		
Glasgow ...	... J. H. Innes ...	Clyde Pilot Office, 16 Robertson St., Glasgow, C.2.
Gourock ...	... G. C. Howison ...	13 Barnhill Road, Gourock, Renfrewshire.
Dartmouth ...	... R. R. Gatzias ...	24 Lower Street, Dartmouth.
Exeter ...	... P. R. Bradford ...	48 Camperdown Terrace, Exmouth, Devon.
Falmouth :		
Sea ...	... E. Carlyon ...	Pilot Boat Association, 14 Arwenak St., Falmouth.
River ...	... J. Timmins ...	1 Ponsharden Cottage, Ponsharden, Falmouth.
Fowey ...	... W. L. Dunn ...	53 West Street, Polruan, Fowey.
Gloucester ...	... L. C. Taylor ...	Pilotage Office, Sharpness, Glos.
Goole ...	... W. H. Perry ...	82 Village Road, Garden Village, Hull.
Grangemouth ...	... A. McArthur ...	Pilot Office, The Docks, Grangemouth.
Hartlepool ...	... T. Stevenson ...	7 Heugh Chare, Hartlepool.
Hull ...	... D. Grainger ...	Humber Pilots' Society, 50 Queen Street, Hull.
Ipswich ...	... W. Steele ...	45 Dereham Avenue, Ipswich.
Isle of Wight (Inw'd) ...	... D. Kernick ...	25 Union Street, Ryde.
London :-		
Cinque Ports ...	... C. Eastwood ...	Trinity House Pilot Office, 15 Marine Ct., Dover.
Channel ...	... K. Y. Clow ...	72 Cambria Crescent, Gravesend.
River ...	... E. J. Hobbs ...	River Pilots' Office, Royal Terrace Pier, Gravesend
Medway ...	... C. A. Rhodes ...	19 Glenwood Drive, Minster, Sheppey.
North Channel ...	... K. C. Davis ...	9 Queen's Road, Dovercourt.
Londonderry ...	... C. M. O'Donnell ...	3 Oakfield Drive, Londonderry.
Middlesbrough ...	... W. E. Guy ...	25 Wheatley Close, Acklam, Middlesbrough.
Milford Haven ...	... H. W. Phillips ...	42 Pembroke Road, Haverfordwest, Pems.
Newhaven ...	... W. Cross ...	62 Hill Crest, Newhaven, Sussex.
Par ...	... F. Dunn ...	Trinity House Pilots, Doonside, Par, Cornwall.
Plymouth ...	... E. Rogers ...	Pilot Office, 2 The Barbican, Plymouth.
Poole ...	... A. W. James ...	15 Harbour Hill Crescent, Poole, Dorset.
Portsmouth ...	... F. H. Collins ...	Trinity House Pilots, Square Tower, Portsmouth.
Port Talbot ..	... E. Hare ...	8 Bath Street, Port Talbot.
Preston ...	... H. Halsall ...	Pilotage Office, The Docks, Preston, Lancs.
St. Ives ...	... R. D. Paynter ...	Tre-Pol-Pen, St. Ives, Cornwall.
Shoreham ...	... R. Carruthers ...	Cordillera, Croft Avenue, Southwick, Sussex.
Southampton ...	... K. J. Hutchings ...	Pilot Office, 18 Queen's Terrace, Southampton.
South Shields ...	... R. Marshall ...	Pilot Office, South Shields.
Sunderland ...	... G. H. Donkin ...	8 Melvyn Gardens, Sunderland.
Taw & Torridge ...	... V. W. Harris ...	Fernlea, Pitt Hill, Appledore, N. Devon.
Teignmouth ...	... J. E. Broom ...	5 Strand, Teignmouth, Devon.
Trent ...	... G. D. Elliott ...	23 Springhead Avenue, Willerby Road, Hull.
Workington ...	... M. Ditchburn ...	68 Loop Road North, Whitehaven, Cumberland.
(Whitehaven and Maryport)		
Wisbech ..	... E. M. C. Dale ...	90 Edinburgh Drive, Wisbech.
Yarmouth ...	... C. Bewley ...	35 Sussex Road, Gorleston-on-Sea, Yarmouth.