



THE PILOT

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Association

PILOTS' NATIONAL PENSION FUND

The efforts of successive Executive Committees of the UKPA over many years to set up a Pilots' National Pension Fund have now culminated in an agreement with the Chamber of Shipping that the full cost of the scheme should be met from revenue from pilotage rates before the net earnings of pilots are calculated.

The Working Committee, set up by the Board of Trade, met on 16th July, 1969 to consider the details of the National Scheme, and have agreed the following document which is set out in full.

Following several meetings between representatives of Pilotage Authorities and the Pilots' Organisations to discuss the possibility of improving pilots' pension arrangements by the creation of a National Scheme, the Board of Trade invited the Government Actuary to examine existing pension arrangements for pilots against the suggested National Scheme.

The results of the Government Actuary's investigations were duly published in the form of a Report which clearly indicated that the proposed National Scheme offered decided advantages in the long-term provision of pensions.

The establishing of a National Scheme raised taxation difficulties, but the Superannuation Office of the Inland Revenue proved particularly helpful and the Controller of Taxes suggested that this problem would be overcome if existing funds merged into one of the larger amongst their number. The fund so created, even under a changed name, would continue to be approved under Section 379 of the Income Tax Act 1952, and such a fund could be made available to pilots on whose behalf no pension arrangements previously existed, subject to the conditions described later.

It was generally felt that the terms and conditions under which a National Scheme might be established should be pursued to a point of detail which would permit an assessment of its effectiveness.

In July 1967 the Board of Trade convened a meeting of representatives of Pilotage Authorities, Pilots' Organisations and the Chamber of Shipping. At this meeting, Trinity House reaffirmed the offer made to the United Kingdom Pilots' Association that the Trinity House Fund should be the "host" fund into which other funds might be combined. Trinity House in so doing, accepted that the new Fund would be a National Fund and therefore came under the control of a new National Pension Fund organisation. The Chamber of Shipping for their part made it clear that they wished to reserve their position relative to any decisions which might be reached during the preliminary investigations, but expressed their willingness to assist.

It was agreed that the meeting—

"... accepted the offer of Trinity House to promote draft bye-laws for the establishment, in conjunction with other Pilotage Authorities, of a National Pilots' Benefit Fund and for this purpose recommended the appointment of a Working Committee..."

The Working Committee, composed of representatives of Pilotage Authorities, Pilots' Organisations and the Chamber of Shipping, with Actuaries present to advise on technical matters, met on several occasions and it was

UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W.8

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Executive Committee

Elected:

1968	G. W. GIBBINS (Sunderland), Flat 82, Floor 17, Solar House, Sunderland	Sunderland 5280
1966	T. W. FLEMING (Clyde, Gourrock), 5 Ashton Road, Gourrock	Gourrock 32106
1966	K. GRANT (Southampton), 172 Bassett Green Road, Southampton	Southampton 69291
1966	F. BERRY (Humber), 22 County Road North, Hull, Yorkshire	Hull 41984
1967	R. D. BALMAIN (London River), 24 Pine Avenue, Gravesend	Gravesend 4796
1967	P. A. LEVACK (Gravesend, Channel), 29 Hillingdon Road, Gravesend	Gravesend 5254
1967	J. A. EDMONDSON (Cinque Ports), The Grange, Shepherdswell, Nr. Dover, Kent	Shepherdswell 231
1968	E. N. CHAMBERS (Preston), 32 Finsbury Avenue, Lytham St. Annes, Lancs.	Lytham 5120
1968	G. A. COATES (Teesside), 9 Stokesley Road, Marton, Middlesbrough	Middlesbrough 35236

Finance Committee—The two Vice-Presidents

General Secretary and Legal Adviser—E. EDEN, MA, 20 Peel Street, London, W.8 (01-727 3755/9156)

Auditor—T. G. HARDING (Messrs. James, Edwards, Dangerfield and Co.) London

Editor of "The Pilot"—Ivor B. N. EVANS, 20 Peel Street, London, W.8. 01-727 3755

decided that the following provisions should be incorporated in the National Scheme.

A. PILOTS ALREADY IN SERVICE WHO JOIN THE NATIONAL SCHEME

(i) Pensionable age

It was agreed that normal retirement on pension should be permitted at any time between the ages of 60 and 65. However, it was recognised that there might be cases where the terms of an existing licence allowed retirement at a later age; on the other hand where the terms of an existing licence required retirement at age 60 retirement later than 60 would not be allowed.

(ii) Pensionable earnings

The earnings upon which pensions and other superannuation benefits would be computed would be the annual average of the best consecutive three calendar years during the last ten calendar

years of service. For this purpose the "earnings" used would be the "net earning" as defined by the Board of Trade and published in the summary of Pilotage Returns.

(iii) Reckonable service

Reckonable service for determining the quantum of benefits would be service rendered as a pilot whilst a member of the National Pension Scheme for Pilots before age 65. To such service would be added any further years credited as a result of the transfer to the Trustees of the National Scheme of the assets of any pension agreement, to which a pilot may have belonged prior to such transfer (see paragraph (ix) below).

(iv) Pensions to pilots retiring on account of age

A pilot retiring between the ages of 60 and 65 would receive a pension at the rate of one-sixtieth of pensionable earnings for each complete year of reckon-

able service prior to age 60 together with a pension of two-sixtieths of pensionable earnings for each complete year of reckonable service as a pilot between the ages of 60 and 65 (with proportion for completed months). In no case would the total pension exceed forty-sixtieths of pensionable earnings, except where the terms of a pilot's existing licence permits working beyond age 65, in which circumstances the pension calculated as though retirement had occurred at age 65 would be suitably adjusted by an actuarial "up-lift" and this could possibly result in a total pension in excess of forty-sixtieths of pensionable earnings.

(v) Ill-health pensions

A pilot with five or more years of pilotage service, whether as a member of the National Scheme or otherwise, who retires on grounds of ill-health before attaining age 60 would receive a pension of 1/60th of pensionable earnings for each complete year of reckonable service plus a further pension equal to 1/120th of pensionable earnings for each further year of service which the pilot would have rendered had he stayed in the service until age 60 (with proportion for completed months). A similar pension would be payable on retirement on grounds of ill-health of a pilot who had not completed five years service but who was retiring by reason of injury sustained whilst on duty provided that injury was not caused or contributed by his own serious misconduct or culpable negligence.

(vi) Pensions to widows

On the death in service of a married pilot before attaining age 60 his widow would receive a pension equal in amount to 2/3rds of the pension that would have been granted to her deceased husband had he retired on grounds of ill-health (not caused by reason of injury sustained whilst on duty) on the day of his death. The pension payable under this provision would not however exceed one-half the pension which would have been paid to the member had he stayed in service until age 60 without a change in pensionable earnings. On the death of a pilot after age 60 but before retiring his widow would receive a pension equal to one-half the pension that would have been paid to her deceased husband had

he retired on the day of his death, while if a pensioner who joined the National Scheme as a pilot dies leaving a widow to whom he was married at the date of his retirement she would receive a pension equal in amount to one-half of her deceased husband's pension. All pensions payable to widows would cease on death or earlier re-marriage and in any case where a widow was more than 10 years younger than her husband the widow's pension calculated as above would be reduced by an amount recommended by the Actuary.

It has further been agreed that:

- (a) any widow's pension as described above would be subject to a minimum of £156 per annum.
- (b) an unmarried (or widowed) pilot should be able to nominate prior to his retirement a dependant to receive a pension equal in amount to the widow's pension calculated as above.

(vii) Benefits for children and orphans

Widows' pensions would be augmented by the following amounts for each child under the age of 16 and in respect of children under the age of 18 who were receiving full-time education. The scale agreed was as follows:—

Age last birthday of child	Amount of additional pension
0 - 7	£52 per annum
8 - 15	£104 per annum
16 and over	£156 per annum

Alternatively the widow's pension would be increased by 25 per cent for each eligible child if the resulting total increase in the pension is greater than that produced by the foregoing scale. Where there is no widow, or after her death the children's benefits would be paid to the legal guardian.

(viii) Withdrawal from the pilotage service

In any case of withdrawal from the pilotage service a refund of contributions without interest would be allowed on the basis of a national contribution rate of 10 per cent of net earnings during the period of service as a member of the National Scheme together with any benefit which arose out of any assets

transferred into the National Fund. However no benefit could be paid to a pilot who voluntarily relinquishes his licence before completing five years service except to the extent to which he was entitled to a refund of contributions transferred from pension arrangement to which he may have belonged prior to his joining the National Scheme.

As an alternative to a refund, those pilots who leave the Pilotage Service having completed five years service would be granted a deferred pension commencing at age 60 calculated by reference to 1/60th of his pensionable earnings for each year of reckonable service. Such deferred pensions would carry allied widows' and orphans' benefits. A pension would not however be granted to a pilot who was leaving the service because his licence had been revoked for disciplinary reasons.

(ix) **Benefits for service as a pilot prior to the establishment of the National Scheme**

A pilot entering the National Scheme and bringing no assets from an existing pension arrangement would receive no credit in respect of any service rendered as a pilot prior to joining the National Scheme (except for satisfying any qualifying periods as indicated below).

Those pilots who already participate in a pilotage pension arrangement would, if their Pilotage Authority decided to participate in the National Scheme, be credited with some part of any assets existing at the date of transfer to the National Scheme. Once this division of the existing Scheme had been made by the local Pilotage Authority each active pilot would be credited with an appropriate period of additional service to rank for benefit in the National Scheme. The calculation of those periods would be made on a basis determined by the Actuaries to the National Scheme and any added years certified by them would rank equally with future service for the purposes of benefits in the National Scheme. It is expected that in the majority of cases the "added years" determined in this way will differ from actual service rendered as a pilot but for the purposes of satisfying any qualifying periods specified in the Rules of the National Scheme, actual service as a pilot would be used.

Each retired pilot and widow would also be allocated a share of their existing

Fund and would be paid a pension from the National Fund of an amount to be determined by the Actuaries. During the discussions it has been recognised that there will be some cases of hardship where, for example, too much has been paid by way of benefits to retired pilots leaving an insufficient Fund to provide benefits for those pilots who have not yet retired.

It will, of course, be necessary to follow a similar procedure in the case of the Trinity House Pilots Fund—the "host" fund—in order to ensure equity of treatment.

It was agreed that, when the existing Funds had been allocated to the various members, any cases where it was obvious that extreme hardship could arise, should be brought to the notice of the shipowners in order that they may consider whether to make additional resources available to mitigate such hardship.

In addition there would be arrangements whereby pilots could purchase added "sixtieths" provided their overall prospective pension entitlement at age 65 was not thereby increased above 40/60ths of pensionable earnings. It is intended that such "added years" would be financed on a basis which was unlikely to call for a subsidy from the remainder of the members.

B. PILOTS WHO JOIN THE NATIONAL SCHEME ON ENTRY TO THE PILOTAGE SERVICE

(i) **Pensionable age**

It was agreed that normal retirement on pension should take place at age 60.

(ii) **Pensionable earnings**

The earnings upon which pensions and other superannuation benefits would be computed would be the annual average of the best consecutive three years during the last ten calendar years of service. For this purpose the "earnings" used would be the "net earnings" as defined by the Board of Trade as net earnings and published in the summary of Pilotage Returns.

(iii) **Reckonable service**

Reckonable service would be service rendered as a pilot whilst a member of the National Pension Scheme prior to age 60. To such service would be added

any further years credited as a result of the transfer to the Trustees of the National Scheme of the assets of any pension arrangement to which the pilot may have belonged prior to such transfer. There would also be arrangements whereby pilots could make additional contributions to purchase "added years" on a basis which would as far as possible ensure that no subsidy was required from the other members.

(iv) **Pensions to pilots retiring on account of age**

A Pilot who retires at age 60 would receive a pension at the rate of 1/60th of pensionable earnings for each complete year of reckonable service prior to age 60 (with proportion for completed months). No increase will be made to this pension, other than that which would arise from a late retirement factor, if retirement is delayed beyond age 60.

(v) **Ill-health pensions**

A pilot with five or more years of pilotage service, as a member of the National Scheme, who retires on grounds of ill-health before attaining age 60 would receive a pension of 1/60th pensionable earnings for each complete year of reckonable service plus a further pension equal to 1/120th of pensionable earnings for each further year of service which the pilot would have rendered had he stayed in the service until age 60 (with proportion for completed months). A similar pension would be payable on retirement on grounds of ill-health of a pilot who had not completed five years service but who was retiring by reason of injury sustained whilst on duty provided that injury was not caused or contributed by his own serious misconduct or culpable negligence.

(vi) **Pensions to widows**

On the death in service of a married pilot before attaining age 60 his widow would receive a pension equal in amount to 2/3rds of the pension that would have been granted to her deceased husband had he retired on grounds of ill-health (not caused by reason of injury sustained whilst on duty) on the day of his death. The pension payable under this provision would not however exceed one-half the pension which would have been paid to the member had he stayed in service until age 60 without a change in

pensionable earnings. On the death of a pilot after age 60 but before retiring his widow would receive a pension equal to one-half the pension that would have been paid to her deceased husband had he retired on the day of his death, while if a pensioner dies leaving a widow to whom he was married at the date of his retirement she would receive a pension equal in amount to one-half of her deceased husband's pension. All pensions payable to widows would cease on death or earlier re-marriage and in any case where a widow was more than 10 years younger than her husband the widow's pension calculated as above would be reduced by an amount recommended by the Actuary. Similar provisions were agreed regarding the minimum amount of pension and nominated dependants as those adopted for existing pilots. (See Section A, para. (vi)).

(vii) **Benefits for children and orphans**

Widows' pensions would be augmented by the following amounts for each child under the age of 16 and in respect of children under the age of 18 who were receiving full-time education. The scale agreed was as follows:—

<i>Age last birthday of child</i>	<i>Amount of additional pension</i>
0 – 7	£52 per annum
8 – 15	£104 per annum
16 and over	£156 per annum

Alternatively the widow's pension would be increased by 25 per cent for each eligible child if the resulting total increase in the pension is greater than that produced by the foregoing scale. Where there is no widow, or after her death, the children's benefits would be paid to the legal guardian.

(viii) **Withdrawal from the pilotage service**

In any case of withdrawal from the pilotage service a refund of contributions without interest would be allowed on the basis of a national contribution rate of 10 per cent of net earnings during the period of service as a member of the National Scheme together with any benefit which arose out of any assets transferred into the National Fund. However no benefit could be paid to a pilot who voluntarily relinquishes his licence before completing five years service except to the extent to which he

was entitled to a refund of contributions paid to any pension arrangement to which he may have belonged prior to joining the National Scheme.

As an alternative to a refund those pilots who leave the pilotage service having completed five years service would be granted a deferred pension commencing at age 60 calculated by reference to 1/60th of his pensionable earnings for each year of reckonable service. Such deferred pensions would carry allied widows' and orphans' benefits. A pension would not however be granted to a pilot who was leaving the service because his licence has been revoked for disciplinary reasons.

C. CONTRIBUTIONS TO THE NATIONAL SCHEME FROM PILOTAGE DUES

(i) Rate of Contribution

The initial rate of contribution necessary to provide the benefits indicated will be 14½% of the gross pilotage dues plus a further ½% of the gross pilotage dues required to meet the cost of administering the National Scheme.

(It is anticipated that the rate of contribution can be reduced from 14½% to 11% when the membership of the Scheme is composed entirely of pilots who entered into service after the National Scheme was established, but no revision of the rate should be undertaken except upon actuarial advice.)

(ii) Source of Contribution

Bye-laws should be promoted which provide that the contribution shall be a deduction from the gross pilotage dues. Consequential adjustments in pilotage rates will be made to ensure that there will be no reduction in the current net earnings of pilots.

D. THE PROMOTION OF BYE-LAWS

(i) The "Host" Fund

In conformity with the undertaking to act as Host Fund, the Corporation of Trinity House are now asked to promote Bye-laws for the inauguration of the National Scheme.

These Bye-laws will, inter alia:—

- (a) Name (The Pilots' National Pension

Fund) and formally provide for the establishment of the Fund on the date of confirmation of the Bye-laws.

- (b) Determine the right of membership for all Pilots licensed under the provisions of the Pilotage Act, 1913.

- (c) Provide for a Board of Management.

- (d) Determine that the constitution of the Board of Management shall be:—

Two representatives elected by the Chamber of Shipping.

Two representatives of Pilotage Authorities one of which is elected by Trinity House and the other by Pilotage Authorities other than Trinity House.

Two representatives elected by Pilots.

A Chairman to be elected from amongst their number.

- (e) Determine that the normal period of time during which members of the Board of Management can hold office shall be three years.

- (f) Provide for the appointment of trustees of the Fund. (The Board of Management).

- (g) Provide that the benefits payable from the Fund shall be in accordance with the Rules of the Fund.

- (h) Provide for the establishment of a Pensions Consultative Council with representatives of the Chamber of Shipping, Pilotage Authorities, Pilots and Pensioners).

- (i) Authorise the investment of the Fund.

- (j) Determine the nature of the moneys held in the Fund.

- (k) Provide for actuarial valuation at intervals of not more than three years.

(ii) Transferring Authorities

Pilotage Authorities transferring to the National Fund are now asked to amend, revoke or promote Bye-laws in order to allow:—

- (a) The determination of existing local pension arrangements and the transference of funds to the National Fund.

- (b) The provision of contributions to the National Fund.

E. TRANSFER TO THE NATIONAL FUND

(i) Determination of intent

Any decision regarding the transfer to the National Fund of an existing fund and the method of allocation of its assets between individual pilots and pensioners must be arrived at locally. Any decision to transfer an existing fund to the National Fund must relate to the whole of the local Fund.

(ii) Existing Pensioners and Dependents

In the event of a Pilotage Authority transferring an existing fund to the National Fund, then the National Fund must assume responsibility for the benefits of existing pensioners and dependants as determined at the time of transfer.

(iii) New entrants into service

New entrants into service should be required to join the pension fund or scheme currently operative in the District.

(iv) Notice of intent

Pilotage Authorities who expect to transfer to the National Fund at its inception should advise the Secretary of the Working Committee before 1st October, 1969. This will not prejudice the position of those who wish to join at a later date.

(v) The intentions of Pilots in respect of Transfer

The Pilots' Organisations have agreed to ascertain the opinions of Pilots in each District not later than 30 Sept., 1969. These will be in addition to any enquiries Pilotage Authorities may make.

F. ADMINISTRATION

The Pilots' National Pension Fund would be centrally administered by an independent organisation which could operate from the Trinity House, London. Arrangements could be made for the payment of pensions from local sources.

G. TARGET DATE

The target date for introducing the National Scheme is January 1st, 1970.

H. NOTES

(i) Retiring age of Pilots

The Chamber of Shipping have recently expressed the view that facilities should

be made available which will not only allow pilots to retire on pension at age 60 but will in fact encourage them to do so. It is recognised that the terms under which existing licences are granted allow pilots to work on until 65 in the majority of cases, and in certain cases even beyond that age. This prevents any attempt to compel retirement at age 60 for those pilots already in service, but it is expected that compulsory retirement at age 60 for new entrants into service will be suggested.

(ii) Existing Pension Schemes

The Chamber are quite emphatic that they would oppose any attempt to raise contributions of local schemes in an attempt to make these more attractive as such a proposal would undermine the National Scheme.

(iii) Actuary to National Scheme

Messrs. R. Watson and Sons should be appointed as Actuaries for the National Scheme.

(iv) Purchase of "Added Year" (see Paragraph B(iii))

It is hoped that under this heading provision can be made for the transferability of benefits from the M.N.O.P.F. and of any pension assets of Apprentice Pilots.

FROM THE EDITOR—

This is the first issue of THE PILOT under my editorship and I take the opportunity of sending my good wishes to all pilots present and past and all other recipients of THE PILOT. I hope to continue the good work of the first Editor of THE PILOT, the late Mr. Alfred Curthoys who has set a high standard, and that I may maintain this standard. I am encouraged by and very thankful for the many expressions of goodwill I have received since I took over from Mr. F. Pitt Clark. It is also a very great pleasure meeting pilots.

This issue, No. 155, is being published some months since the last. The changeover has caused unavoidable delays in publication, but it is our intention to publish THE PILOT quarterly hereafter. The next issues in 1969 will appear in October and December.

I would like THE PILOT to be as topical as possible. But I cannot do so without 'copy'. This means more personal news from members about the professional jobs they do, more reports about the activities of the Sections, and more general news about pilots and pilotage in all districts. So please never hesitate to send your contributions.

The Measurement of Ships

by D. H. TATE M.B.E., *Honorary Vice-President*

The measurement of ships by some generally accepted system is necessary to ensure that an equitable base is established for the following purposes—

1. The charging of fees in respect of services rendered to the ship.
2. As a means of identification.
3. For the compilation of statistical information.
4. To meet the requirements of national and international regulations.

The current system of measurement is based upon cubic capacity derived from *Moorsom's* principles—introduced over a century ago—and calculated in registered tons of cubic feet. These principles require that the internal cubic capacity is assessed in order to determine the gross tonnage, from which the net tonnage is obtained by deducting the capacity of any space not assigned to the carriage of passengers or goods.

At the time these principles were established, ships were simple in design and the method of deduction ensured a net tonnage which was actually related to the capacity of the cargo holds; this of course being particularly the case with sailing ships. In these circumstances it was reasonable to compare ships, for any purpose, according to their net tonnage. During the intervening years these principles have been the subject of wide differences in interpretation which have manifested themselves in quite considerable variations in the gross and net tonnages of a given vessel according to the system which has been applied. The variations have assumed such proportions and are now so numerous that the system has come to be regarded as being completely obsolete.

The shortcomings of the *Moorsom* principles must have become apparent quite quickly, and the failure to establish a generally accepted system based upon these principles, prompted the Constantinople Rules, which, as early as

1873, endeavoured to introduce international tonnage regulations. Delegates from most maritime nations assembled in Constantinople and agreed tonnage regulations intended for international acceptance. The present Suez Canal Regulations are based on these Constantinople Rules, but apart from that, they have only been applied in Egypt and in certain harbours on the Lower Danube. Again in 1902 this matter formed the subject of the International Shipping Conference at Copenhagen, where it was urged "that the time is now ripe . . . for a practical and efficient reform of the present obsolete tonnage system". This effort met with no greater success than those of previous occasions.

The first item on the Agenda of the Inter-Governmental Maritime Consultative Organisation (IMCO) nearly 12 years ago, was the tonnage question. This was referred to the IMCO Committee on Tonnage Measurement and has been a matter of continuous consideration by that Committee since June 1959. It must however be stated that a great deal of the time of the Committee has been devoted to that particular aspect of tonnage measurement associated with "tonnage openings". A temporary solution to this problem has been affected by the introduction of the tonnage mark scheme, a recommendation adopted by the IMCO Assembly in October 1963 by Resolution A.48(III).

The effect of the many and varied interpretations of the principles of the current tonnage system has ensured that there is a reduction in the charge for pilotage relative to the "size" of most ships. In the case of certain ships this is well illustrated by the fact that $L \times B \times D$ today is some 60% higher than for a ship of 40 years ago with the same gross tonnage. The question is, of course, to determine "size" in such a way that will allow, in as far as the needs of pilots are concerned, pilotage dues to be charged equitably and at the same time ensure that pilots are remunerated in proportion to their professional skills and efforts.

The IMCO Committee on Tonnage Measurement has suggested certain basic conditions which any new system should fulfil before it could be considered internationally acceptable. These conditions are as follows—

- (i) It should not influence design and in particular it should not encourage constructional features which detract from safety or efficiency;
- (ii) It should avoid dependence upon details of construction;
- (iii) It should permit the determination of tonnages in the early design stage of the ship and provide, insofar as this is possible, for the use of plans for physical measurement;
- (iv) It should be as direct and simple as possible, consistent with the purpose to be served;
- (v) It should not adversely affect the economics of the shipping industry;
- (vi) It should embody a concept avoiding needless and objectionable features relative to exemptions in superstructure;
- (vii) In the case of cargo and passenger vessels, *net tonnage* by whatever method ascertained should reflect the space connected with the carriage of goods and passengers which, subject to the considerations outlined above, provides a reasonable and consistent index of the vessel's revenue-earning capacity;
- (viii) In the case of vessels which carry neither passengers nor cargo, *net tonnage* should provide an index of the vessel's functional capability;
- (ix) *Gross tonnage*, by whatever method ascertained, should be a measure of the vessel's total volume which, subject to the considerations outlined above, provides a reasonable and consistent index of the vessel's size.

The Committee subsequently decided that a new system should be required to give a gross and net tonnage not deviating from those under existing systems. This latter, and difficult condition has been severely criticised by the delegations from the United Kingdom, Sweden and France and no doubt did a great deal in inspiring the proposal which originated from this source.

It has also been proposed, and the proposal appears to have quite a measure of support, that to avoid "adversely affecting the economics of the shipping industry" and to prevent undue disturbance of international and national regulations, and in particular those which are concerned with safety, any new system of

tonnage measurement should only apply in the case of new ships coming into service after the date on which the new system is accepted, or to existing ships if the owner so desires, or when such ships have undergone extensive alterations.

Despite the unequivocal nature of the conditions which the IMCO Committee would attach to the acceptance of a new tonnage system, and the all too obvious desire to woo the shipping industry in the interests of achieving some progress towards the solution of a matter which for too long has defied all efforts to this end, experience gained from the tonnage mark scheme has brought about a fuller realisation that there are two sides to any such arrangement—the payer and the receiver—and unless the needs of both are taken into consideration it will be difficult to avoid a failure similar to that which prevailed in respect of the implementation of IMCO Resolution A.48(III)—the tonnage mark scheme.

Whatever merits the tonnage mark scheme possessed within the scope of its original intentions, its immediate effect was to reduce, on average, the tonnage values of many existing ships. In addition many ships at which the recommendations were not aimed, have nevertheless been able to use it to reduce their tonnage overnight without the necessity of having to undertake structural modifications. Whilst IMCO endeavoured to avoid involvement in any financial consequences of the tonnage mark scheme, there is no doubt but that it was believed that due charging authorities would assess the dues on the appropriate tonnage according to whether the tonnage mark was submerged or not. However, the World Harbour Congress meeting in Tokyo during 1967, arrived at quite different conclusions with the result that, in the largest European Ports and particularly those in Denmark, West Germany, The Netherlands, Belgium and France, harbour dues and pilotage were consistently charged on the higher tonnage irrespective of the loaded condition of the ship. Even though certain of these authorities have had second thoughts on this matter, it must be concluded, if one accepts the view of those qualified to express an opinion that the implementation of the tonnage mark scheme has been a complete failure.

The IMCO Tonnage Committee was required—by its terms of reference—to present a tonnage system for consideration by the General Assembly of IMCO at a Conference to be held in London during 1969. This did not prove to be possible as there did not appear to be any way to reconcile the various proposals in respect of a new tonnage system which had been submitted. The number of proposals was such that together with amendments, a situation was created which bordered on confusion.

World's Shipping 1968

			Number of Ships	Gross Tons	%age of World Tonnage
1	Liberia	...	1,613	25,719,642	13.2
2	Great Britain	...	4,020	21,920,980	11.3
3	United States of America	...	3,232	19,668,421	10.1
4	Norway	...	2,881	19,667,441	10.1
5	Japan	...	6,877	19,586,902	10.1
6	U.S.S.R.	...	4,206	12,061,833	6.2
7	Greece	...	1,634	7,415,984	3.8
8	Italy	...	1,490	6,623,643	3.4
9	West Germany	...	2,732	6,527,946	3.4
10	France	...	1,494	5,796,350	3.0
11	Netherlands	...	1,721	5,267,681	2.7
12	Panama	...	792	5,096,956	2.6
13	Sweden	...	1,074	4,865,365	2.5
14	Denmark	...	1,140	3,204,040	1.7
15	Spain	...	2,046	2,820,784	1.5
16	Canada	...	1,296	2,402,983	1.2
17	India	...	383	1,945,037	1.0
18	Poland	...	446	1,341,665	0.7
19	Brazil	...	398	1,294,190	0.7
20	Yugoslavia	...	337	1,266,592	0.7
21	Argentina	...	315	1,196,817	0.6
22	Finland	...	339	1,127,896	0.6
23	Belgium	...	218	932,900	0.5
24	Philippines	...	278	854,256	0.4
25	Australia	...	314	818,247	0.4
26	East Germany	...	361	806,074	0.4
27	Portugal	...	348	771,643	0.4
28	Hong Kong	...	135	766,213	0.4
29	China (People's Republic of)	...	239	765,545	0.4
30	China (Taiwan)	...	187	762,515	0.4
31	Israel	...	111	722,951	0.4
32	Indonesia	...	479	711,500	0.4
33	Cyprus	...	109	652,588	0.3
34	Turkey	...	298	648,171	0.3
35	Bulgaria	...	112	584,102	0.3
36	Pakistan	...	170	540,551	0.3
37	Korea (South)	...	232	473,991	0.2
38	South Africa	...	244	470,078	0.2
39	Lebanon	...	122	443,881	0.2
40	Mexico	...	114	403,573	0.2
	Remainder of World	...	2,916	5,446,267	2.8
	Total	...	47,444	194,152,378	100.0%

It was against this background that the IMCO Conference on Tonnage Measurement of Ships, 1969, met in London on the 27th of May.

The Conference was attended by representatives of 48 maritime countries as well as observers attending on behalf of varied interests which included those of the Panama and Suez

Canal Authorities. Decisions are by majority vote, each country having equal voting rights. Any decision reached is required to be ratified by the respective Governments concerned. In addition to the vote there is another factor which influences decisions at such a Conference and this arises from the fact that unless the support of the larger maritime countries is

gained there is the possibility that a decision may be reached at delegate level but fails to be implemented by the governments of the countries owning a large proportion of the world's total tonnage. In short there is little point in a matter being voted into existence unless subsequent implementation is assured.

The absence of a system of tonnage measurement for consideration by the Conference required that assembly to assume the difficult task of abstracting from the proposals which had been submitted, that which could be re-assembled, and generally accepted, as a tonnage measurement system.

Applying the yardstick of the basic principles and conditions established by the IMCO Tonnage Committee and already referred to, as the necessary pre-requisite to any tonnage system and accepting that "... the establishment of a universal system of tonnage measurement ... should constitute an important contribution to maritime transport ..." the Conference was able to agree, on June 23rd, an International Convention on Tonnage Measurement of Ships.

There are of course those parts of the Convention which are essentially technical in nature but the sections which might be expected to have the most interest for Pilots is contained for the most part in the Regulations 3 and 4 and the provision for the introduction of the Convention.

REGULATION 3

Gross tonnage

The gross tonnage (*GT*) of a ship shall be determined by the following formula:

$$GT = K_1 V$$

where: *V* = Total volume of all enclosed spaces of the ship in cubic metres,

$$K_1 = 0.2 + 0.02 \log_{10} V \text{ (or as tabulated in Appendix 2).}$$

The determination of gross tonnage by the above formula is quite acceptable as it produces a tonnage which is a "reasonable and consistent index of a vessel's size".

The factor *K*₁, determined by a computer exercise using a number of representative ships for the purpose, performs the function of reducing the metric cubic capacity to reasonable proportions for use as a tonnage and at the same time produces a tonnage as near as possible to existing tonnages. The Conference had already recognised that in the case of certain ships, notable amongst these being the car ferries and the shelter deck ships, little could be achieved in this direction.

One "side effect" of the use of the factor *K*₁

is that the tonnages produced slightly favour the small ship at the expense of the larger. This is not a matter of much importance as it can be met by due charging authorities "stepping" the rate of charge relative to the tonnage range, should this be found to be necessary.

REGULATION 4

Net tonnage

1 The net tonnage (*NT*) of a ship shall be determined by the following formula:

$$NT = K_2 V_c \left(\frac{4d}{3D} \right)^2 + K_3 \left(N_1 + \frac{N_2}{10} \right),$$

in which formula:

(a) the factor $\left(\frac{4d}{3D} \right)^2$ shall not be taken as greater than unity;

(b) the term $K_2 V_c \left(\frac{4d}{3D} \right)^2$ shall not be taken as less than 0.25 *GT*; and

(c) *NT* shall not be taken as less than 0.30 *GT*, and in which:

*V*_c = total volume of cargo spaces in cubic metres,

*K*₂ = 0.2 + 0.02 log₁₀ *V*_c (or as tabulated in Appendix 2),

*K*₃ = 1.25 $\frac{GT + 10,000}{10,000}$,

D = moulded depth amidships in metres as defined in Regulation 2(2),

d = moulded draught amidships in metres as defined in paragraph (2) of this Regulation,

*N*₁ = number of passengers in cabins with not more than 8 berths,

*N*₂ = number of other passengers,

*N*₁ + *N*₂ = total number of passengers the ship is permitted to carry as indicated in the ship's passenger certificate; when *N*₁ + *N*₂ is less than 13, *N*₁ and *N*₂ shall be taken as zero,

GT = gross tonnage of the ship is determined in accordance with the provisions of Regulation 3.

2 The moulded draught (*d*) referred to in paragraph (1) of this Regulation shall be one of the following draughts:

(a) for ships to which the International Con-

vention on Load Lines in force applies, the draught corresponding to the Summer Load Line (other than timber load lines) assigned in accordance with that Convention;

- (b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with the International Convention for the Safety of Life at Sea in force or other international agreement where applicable;
- (c) for ships to which the International Convention on Load Lines does not apply but which have been assigned a load line in compliance with national requirements, the draught corresponding to the summer load line so assigned;
- (d) for ships to which no load line has been assigned but the draught of which is restricted in compliance with national requirements, the maximum permitted draught;
- (e) for other ships, 75 per cent of the moulded depth amidships as defined in Regulation 2(2).

The net tonnage resulting from the Convention is not satisfactory having the disadvantage of inconsistency. Variations in the net tonnage are possible of achievement by an adjustment of the freeboard and the draft, a measure open to ships under the Loadline Regulations. This variation is reflected in the net tonnage by the factorial use of "d" and "D". Although variations of the net tonnage are limited by the Convention to yearly reductions (but unlimited increases) of this tonnage, the effect is such that it would adversely effect dues charged on this basis. In addition the unlimited ballast exemption inherent in the formula will have detrimental results as far as pilotage charges are concerned when such charges are based upon such a tonnage and are applied in the case of bulk carriers.

The shortcomings of net tonnage as it is produced by this formula are such as to suggest that as the base for due charging this tonnage will eventually fall into disuse.

Coming into force

The new system of tonnage measurement is to come into force 2 years after the date upon which not less than 25 Governments, the combined merchant fleets of which constitute not less than 65% of the world's merchant tonnage, have ratified the acceptance of the Convention. The Convention will only apply to new ships built after the Convention comes into force, existing ships will not be affected by the Convention unless the owner so desire it, or the ship undergoes alterations of a substantial character,

or until after 12 years from the coming into force of the Convention.

In actual practice this means that at least 7 years, by a conservative estimate, will pass before the Convention is applied to new ships and something like 20 years in the case of existing ships. This is a situation which seemed to satisfy the shipowners' representatives at the Conference, but in fact reduces the practical value of the Convention.

The shortcomings of the tonnage mark scheme have already been mentioned and have made certain that it would fail because of the tonnage variation it allowed, irrespective of whatever merits it possessed as a safety measure. This is a situation which was recognised by the Conference, such recognition being due to the fact that the scheme is ignored by so many due charging authorities. The exclusion of the scheme from the new tonnage system supports this contention and suggests that despite the decision of the Conference to maintain tonnage status quo in respect of existing ships, the tonnage mark scheme could be dropped as far as pilotage charges are concerned without any undue disturbance of the shipping industry.

During the course of its 1968 Conference, the United Kingdom Pilots' Association decided to seek the introduction of a parameter for the purposes of pilotage charges based upon the physical dimensions of a ship. The European Maritime Pilots' Association followed with a similar decision which was conveyed to the Secretariat of IMCO in anticipation of the Tonnage Conference. The European Pilots intimated that they would be prepared to accept a volumetric concept of determining tonnage, provided that any such new tonnage system applied in the case of all ships and "came into force" reasonably quickly, or these Pilots too, would seek an alternative parameter based upon a ship's physical dimensions.

Whether the "coming into force" arrangements as provided for in the Convention, can be accepted as being 'reasonably quick' is a matter to be decided, or even if a new parameter could be established in the face of the IMCO recommendation. This recommendation suggests that the new tonnage Convention should be accepted as providing the parameters necessary for all purposes which parameters should, in consequence, be required to be used for these purposes, is also a matter which Pilots must decide. Such a decision might well be influenced by an acceptance of the facts and a more liberal attitude on the part of the Board of Trade in respect of the application of the tonnage mark scheme to existing ships.

Despite that fact that as already mentioned the tonnage mark scheme made it obvious that there are two interests to be considered when arranging matters connected with the payment

European Maritime Pilots Association

Seventh Annual General Meeting

The Seventh Annual General Meeting opened in Rouen, May 20th at 0900 and an address of welcome was read by the Association's President, M. Marcantetti. The E.M.P.A. at the moment is representative of eight European countries namely Belgium, France, Great Britain, Germany, Holland, Italy, Spain and Sweden. Apart from observers from Denmark and Japan, it is anticipated that the membership of E.M.P.A. will be strengthened by the inclusion of other European countries in the foreseeable future.

Delegates spent some considerable time discussing the difficulties being experienced by Swedish Pilots. The Meeting was unanimously agreed that the Swedish Authority with whom the Pilots are at the moment in dispute, have assumed a thoroughly unreasonable and intractable attitude towards the Pilots.

The delegates were unanimous in their opinion that E.M.P.A. should support the Swedish Pilots and at the same time indicate disapproval of the use of unqualified personnel, who, as clearly indicated, could seriously affect the safety of both life and property.

The suggestion that sanctions should be applied to all Swedish ships in the ports of Europe and other proposals for even more positive action received the full support of the delegates.

However, members of the Executive Committee were of the opinion that the Association should postpone the implementation of such

measures until other approaches to the problem had been explored.

It appeared to the meeting that the attitude adopted by the Swedish Authority in this particular case was in direct opposition to the spirit of principles embodied in the Convention of Human Rights of the Council of Europe to which Sweden subscribes. In consequence it was agreed that this matter should be brought to the notice of the Council of Europe Secretariat in Strasbourg.

It was further agreed that this abandonment of principles should be brought to the notice of the Swedish Prime Minister and, in addition, that delegates should bring this dispute before their parent organizations in order to gain authority for further action in the future should the Swedish dispute not be resolved.

The E.M.P.A. regulations governing pilot ladders are already being appreciated in maritime circles and the notice to Mariners as published by the Corporation of Trinity House has been adopted for use in member countries.

With regard to the handling of very large tankers and bulk carriers, it is the recommendation of the E.M.P.A. that the trials of these ships should be essayed in comparatively shallow water in order to obtain a fairly clear picture of the steering and stopping abilities of these mammoth vessels when in pilotage waters. Such ships should be handled by more than one pilot.

The findings of the various subcommittees were submitted to the Conference and other matters of importance were brought to the notice of the assembly.

The E.M.P.A. continues to keep a watchful eye on the important question of tonnage measurement and hopes for a reasonable solution to this problem from the I.M.C.O. Meeting to be held in London.

RESOLUTION

The Executive Committee of E.M.P.A. after hearing delegates from all Member Countries at their 7th Annual General Meeting at Rouen on May 20 and 21, 1969 concluded that:

"It should be made compulsory for ships of exceptional dimensions to employ more than one pilot. The additional number of pilots being decided by the navigational conditions in the Port and its approaches."

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of dues, the IMCO Conference developed into a dialogue between the representatives of governments and those of the shipowners, despite token recognition of the part to be played in maritime transport by the ports and the warnings which emanated from the Melbourne Conference of Port Authorities and which was repeated by a representative of the Rotterdam Harbour Authority. This is to be regretted and is a matter which will not lead to the ready acceptance of the Convention in this field of shipping activity, but this, although it may be poor consolation for Pilots who expected much from the Conference, is as nothing to the fact that an international agreement on a universal system of tonnage measurement was achieved.

The Late Mr. Alfred Curthoys

Salt and printer's ink were happily mingled in the arteries and veins of Alfred Curthoys, editor of "The Pilot" for 45 years (1921-1966), who died in February in London at 84.

He completed over 50 years association with the United Kingdom Pilots' Association, during which he only missed two conferences—in 1914 and 1936—until illness forced his retirement from editorship of the paper.

Bristol-born and bred, he had from early years a passion for the sea and served in the Merchant Navy in minesweepers in the 1914-18 war. His father was headmaster of the Merchant Venturers' Technical College in Bristol, and it was on the "Bristol Mercury" that Alfred Curthoys started the other side of his "venturing", not as a merchant but as a journalist. He got his basic training cycling cheerfully to cover everything from weddings to council meetings and sport of all kinds.

He helped to start the "Bristol Echo", which later merged into the "Bristol Evening Times". He then worked for some time on the "Western Daily Press". While he was a reporter on this paper, he went to cover a conference of the United Kingdom Pilots' Association, whose headquarters were in Bristol.

The Association asked him to supply them with a full conference report, and from then on he attended their conferences year by year as founder and editor of "The Pilot".

So he happily combined the twin tides of his being—saltwater and black ink. He was chief sub-editor of the "Bristol Evening News" when he moved to London with his wife, who shared his stalwart Bristol spirit. There he joined the "Daily Sketch" and rose to a pinnacle of his profession by becoming within seven years editor of the paper.

From 1928 to 1936 he was editor, set a high tone and standards and met many of the celebrities of his day. But he never became swollen with power or self-importance and kept his natural modesty all his life.

He was a pioneer of picture journalism. During his editorship telephotography started, and the first pictures were sent over telephone wires, from the Braemar Gathering and its Games in Scotland.

A veteran newspaper friend of mine, Cecil Catling, who is critical of most editors and all Authority, worked under Curthoys on the "Sketch". Catling tells me that on his first day he entered the reporters' room and asked a colleague, "When is the editor going to come in

waving a paper and shouting 'what bloody fool has done this?'". The fellow reporter told Catling, "That's not the way Curthoys works". Catling tells me he was "the kindest and most considerate editor he ever worked for".

But Alfred Curthoys was from topknot to fingertips a seasoned professional and indicated in his own way when written material was not up to standard. He became before the 1939 war one of the first Press Officers, for the worldwide travel firm Thomas Cook and Sons. At war's outbreak he was 54 and served with the Ministry of Information and with the National Savings movement under Lord Mackintosh.

Curthoys had started his own Kingsway Editorial Services which edited a number of journals. In 1947 he was invited to edit Cook's Staff Magazine, which he did till 1959, continuing as advisory editor for another five years.

John Snow, the present Staff Magazine editor, whom Curthoys trained, told me "He could not have been more helpful, patient or prodigal with his advice and time. He was not a man of whom one needed to be afraid." Yet when Snow had written an article he himself thought was good but which was in fact sub-standard, Curthoys' mild comment "Yes, that's harmless" had all the force of a stern rebuke, coming, Snow says, from a "kindly, humorous, gentle man". And John Snow puts those two words together to describe this "real journalist" as a "gentleman".

Among the various publications Curthoys edited was an illustrated magazine, "London John", modelled on the "Daily Sketch". He brought this out for 20 years, till March 1968, for John Mowlem and Co, who built the Vickers tower on Thames side at Millbank in London.

In 1933, during his "Daily Sketch" editorship, Curthoys was made a Fellow of the Institute of Journalists, the body which fights for professional standards and responsible journalism, based on sound ethics. He represented the Institute's London District on the Council for many years. At last year's annual conference of the Institute at Brighton he was honoured as an "elder statesman" by being made an Honorary Vice-President of the Institute.

He leaves a widow, two married daughters and two sons, Denis, Bristol "Evening Post" artist, and Alan, formerly of "Evening Post", now with "Television Times".

Mr. C. A. Rhodes, then Treasurer, represented the U.K.P.A. at the funeral of Mr. Curthoys.

Retirements

Mr. J. H. INNES

Mr. J. H. Innes retired at the end of March, though not due to do so till next year, owing to arthritis in his shoulder. He went to sea in 1921 and served his apprenticeship in the Donaldson Line, and later served in the Bank Line ships. He passed for Extra Master (at the age of 23) in 1928, and was in command in J. & C. Harrisons when he was appointed a pilot in 1937. During the war he was Special Pilot for ships using the overside discharging berths in the Clyde Anchorages, and after the war became Special Pilot for Scott's shipbuilding yard (G. Greenock) and for the United States Lines. He was transferred to Glasgow in 1952 and became Special Pilot for the Saguenay Line and for Barclay & Curle's shipyard.

He served for many years on the Staff committees and while at Gourrock was a member of the Authority for some years. He was a member of the Executive Committee of the U.K.P.A. for 20 years, and in 1965 was awarded the O.B.E. for his service to pilotage. He was a member of the Honourable Company of Master Mariners and was instrumental in arranging for meetings of the Executive Committee and the Annual Conference being held in H.Q.S. Wellington.

He and his wife are going to the Virgin Islands for a holiday in the sun prior to visiting their son and grandchildren in the United States.

Mr. J. H. BLACKWOOD

J. H. Blackwood retired on 23 February on reaching the age limit. He became indentured to the Donaldson Line in 1921 and served in ships of that company until his appointment to the pilotage service in 1938. He joined the RNR as a Probationary Midshipman in 1922, was called up at the time of the Munich crisis, but (being a Clyde Pilot) was placed on the Retired List at the end of that year. He was appointed a Special Pilot to Vickers Armstrongs (Shipbuilders) in 1946 and five years later became their senior pilot and Trials Master. In 1947 he became Special Inward pilot for the Shaw Savill Line, was transferred to Glasgow in 1956 and some years later became their Outward pilot.

He served on the Staff Committees at Gourrock and Glasgow, and while at Gourrock was for a few years a member of the Authority. He is an Associate Member of the RINA and has served on the Court of the Honourable Company of Master Mariners since 1963. He is also a member of the Council of Gordonstoun School. (A body of interested people with

rather undefined advisory functions,—not to be confused with the Board of Directors).

Mr. R. L. STEWART

Mr. R. L. Stewart, the senior Clyde pilot, retired at the end of January, some months to go before reaching the age limit. He had been off work since August with a very painful and troublesome back and though now greatly recovered has to go carefully.

Bertie Stewart went to sea in 1920 and served his apprenticeship in the City Line. He was Master with H. Hogarth & Sons at the time of his appointment to the pilotage service in 1935. While at Gourrock he was Special Pilot for the New Zealand Shipping Co. He was transferred to Glasgow in 1946, and subsequently became Special Pilot for the Anchor Line and for the well known shipyard of Denny of Dumbarton.

CAPTAIN G. P. McCRAITH

Captain Gerald Patrick McCraith, a Senior Member of the Board of Trinity House, the Lighthouse and Pilotage Authority retired on 31st March, 1969.

Captain McCraith, an Elder Brother since 1952, was Senior Warden of the Corporation and Chairman of the Lighthouse Committee, the Committee for Examination and Pilotage, London District Pilotage Committee and the Corporate Committee. He was also a Nautical Assessor to the Royal Courts of Justice, Member of Milford Haven Conservancy Board, Member of Harwich Conservancy Board, Member of the Honorary Company of Master Mariners, Member of the Council of the King George V Fund for Sailors, Trustee of the John Cornwall VC Fund, Trustee of the Tower Hill Trust, Chairman of the British Trawler Reinsurance Association Tribunal, Member of the Council of the London Chamber of Commerce, Associate Member of the Royal Institution of Naval Architects, Member of the Thomas Gray Memorial Committee (Royal Society of Arts), Member of the Gale Warning Board.

Born in London in 1904, he first went to sea in the Merchant Service in 1919 as an apprentice to the Aberdeen White Star Line. In 1926 he joined the Shaw Savill Company with whom he served until his election as an Elder Brother. He obtained his Master's Certificate in 1930 and held command of his first ship, the *Samrich* an American Liberty Ship, in 1944. His sea service covered 33 years, serving in 23 ships of which he held command of ten.

Captain McCraith who is a keen yachtsman, is married and lives at Leigh-on-Sea, Essex.

Local Secretaries

Aberdeen	H. Mackilligan ...	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan	A. Caldwell ...	8 Yarborough Place, Ardrossan, Ayrshire
Barrow-in-Furness ...	R. Moore ...	Windswept, 35 Roa Island, Barrow-in-Furness
Barry	J. Bennett ...	Brent Knoll, 92 Port Road East, Barry, Glam.
Belfast	A. Brines ...	9 Brookesborough Avenue, Carrickfergus, Co. Antrim, N. Ireland
Boston	M. W. Harrison ...	1 Margaret Drive, Boston, Lincs.
Bridgwater	C. Muller ...	2 Cypress Drive, Puriton, Bridgwater, Somerset
Brixham	F. W. Taylor ...	49 Wishings Road, Brixham, Devon
Cardiff	C. D. Morgan ...	54 St. Angela Road, Heath, Cardiff, Glam.
Clyde:		
Glasgow	T. W. Fleming ...	5 Ashton Road, Gourock, Renfrewshire
Gourock	J. M. Farmer ...	239 Eldon Street, Greenock, Renfrewshire
Colchester	P. Hills ...	26 Regent Road, Brightlingsea, Essex.
Coleraine	W. Dalzell ...	Harbour Office, Coleraine, Co. Derry, N. Ireland
Exeter	H. J. Bradford ...	22 Camperdown Terrace, Exmouth, Devon
Falmouth:		
Sea	R. T. Williams ...	14 Arwenack Street, Falmouth, Cornwall
River	J. Timmins ...	1 Ponsharden Cottage, Ponsharden, Falmouth, Cornwall
Fowey	W. L. Dunn ...	53 West Street, Polruan, Fowey, Cornwall
Gloucester	C. A. C. Milsom ...	Bemerton, Old Brookend, Berkeley, Glos.
Goole	W. H. Perry ...	82 Village Road, Garden Village, Hull, Yorks.
Grangemouth	G. Calder ...	Pilot Office, The Docks, Grangemouth, Stirlings're
Hartlepool	B. G. Spaldin ...	24 Kesteven Road, Fens Estate, West Hartlepool
Hull	H. Forrester ...	139 Woodland Drive, Anlaby, E. Yorks.
Ipswich	A. Wilson ...	53 Clapgate, Ipswich, Suffolk
Isle of Wight... ..	J. D. B. Wylie ...	Pilot House, Totland, Isle of Wight
Lancaster	H. Gardner ...	Greystones, 128 Morecambe Road, Lancaster
Leith	L. M. Smith ...	64 Trinity Road, Edinburgh, 5
London:		
Cinque Ports	R. S. Percy ...	Trinity House Pilot Office, 15 Marine Court, Dover, Kent
Gravesend Channel	K. Y. Clow ...	21 Crown Green, Shorne, Gravesend, Kent
River	R. H. Sidley ...	Kinabalu, Oast Way, Hartley, Dartford, Kent.
Medway	T. G. Hannaford ...	175 Wards Hill Road, Minster, Sheppey, Kent
North Channel ...	K. C. Davis ...	9 Queen's Road, Dovercourt, Essex
Londonderry	C. M. O'Donnell ...	3 Oakfield Drive, Londonderry, N. Ireland
Lowestoft	J. E. Johnson ...	Westing Down, 44 Gunton Church Lane, Lowestoft, Suffolk
Middlesbrough	W. E. Guy ...	25 Wheatley Close, Acklam, Middlesbrough
Milford Haven	B. R. Woodruff ...	Greenisle, South Hook Road, Gellyswick, Milford Haven, Pems.
Neath	A. Boshier ...	8 Thorney Road, Bagaln, Port Talbot, Glam.
Par	R. F. Dunn ...	Hillmere, 7 Polmear Road, Par, Cornwall
Plymouth	E. Rogers ...	Pilot Office, 2 The Barbican, Plymouth, Devon
Poole	E. S. Haines ...	Pilot Office, Town Quay, Poole, Dorset
Portsmouth	F. H. Collins ...	Trinity, 57 Kent Road, Southsea, PO5 3EL
Port Talbot	E. L. Hare ...	8 Bath Street, Port Talbot, Glam.
Preston	H. Halsall ...	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	J. C. Perkin ...	Pen-Enys, Gwel-au-Wheal, St. Ives, Cornwall
Shoreham	T. N. H. Dalton ...	5 Willow Close, Lancing, Sussex
Southampton	K. E. Powell ...	Pilot Office, Union Castle House, Canute Road, Southampton, SO1 1AG.
South Shields	T. A. Purvis ...	2 Parkside Avenue, Tynemouth, Northumberland
Sunderland	J. Patterson ...	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham
Taw and Torridge ...	V. W. Harris ...	22 Market Street, Appledore, N. Devon
Teignmouth	A. C. Broom ...	8 Foresters' Terrace, Teignmouth, Devon.
Trent	W. L. Smedley ...	10 Skelton Avenue, Bricknell Avenue, Hull, Yorks.
Wisbech	T. Harris ...	3 Baxter Close, Wisbech, Cambs.
Workington	M. Ditchburn ...	68 Loop Road North, Whitehaven, Cumberland
Yarmouth	G. M. Logie ...	71 Marine Parade, Gorleston-on-Sea, Norfolk