

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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In Memoriam

Michael Joyce

Head Office of the Association :

No. 13, SMALL STREET, BRISTOL.

Sir JOHN H. INSKIP, K.B.E., Solicitor and General Secretary

to whom all communications are to be addressed.

WAR-TIME ACTIVITIES OF THE ASSOCIATION

Sir John H. Inskip's Report

It has been found that the difficulties standing in the way of calling an Executive meeting are still insuperable. The impossibility of getting a representative attendance owing to a variety of reasons are such as to necessitate a further postponement of a meeting, but as soon as it is found that members can get away from their ports a meeting will be arranged.

In the meantime, the matters which I have to deal with are different from the ordinary peace time problems and in the great majority of cases require such urgent and immediate attention and decision that many of them could not in any case await the attention of a quarterly Executive meeting. There are, of course, matters from time to time which could await an Executive meeting, but as to these, and indeed in other cases too, I do my best to keep in the closest touch with Mr. Webb, and, of course, with the port concerned. This throws an extra burden of responsibility on my shoulders, but I hope that it will be found that the interests of the ports have not suffered by the difficulties of this war-time procedure.

In these circumstances, my report will again be fuller than usual and the fact that I have not received any complaints or even enquiries arising out of my earlier reports encourages me to believe that they fully meet the purpose for which they are prepared, and that is not only to inform the ports as to the activities of the Association, but to enlighten the members on various matters of general interest and importance.

1. Compensation for War Injuries and Detention.

I have found it necessary to raise a point with the Ministry of Pensions in connection with the Pensions (Navy Army, Air Force and Mercantile Marine) Act, 1939. It would appear from Section 4 of the Act that a pilot is brought under the scheme only if at the time when the injury was sustained the vessel which he was piloting was in the act of entering or leaving a port. I have called the attention of the Ministry to this point and pressed upon them that if this interpretation of the Act is correct it requires immediate alteration. It may well be that a pilot may sustain an injury from enemy action whilst engaged in the performance of his duties on a vessel which is neither entering nor leav-

ing a port and there is no reason so far as I can see why there should be this limitation of the right of a pilot to benefit under this scheme. What I have asked for is that any doubt should be removed by putting a pilot in exactly the same position as a Master, who by Section 3 of the Act is entitled to benefit under any scheme if injury is sustained while he is "in the service of a British ship."

2. Temporary pilots.

At one port where bye-laws were being framed for the making of temporary pilots, there was a proposal to admit these pilots to participate in the Pilot's Benefit Fund. Objections to this well intentioned proposal were pointed out to the pilots and it was eventually decided not to admit them. I cannot say with certainty whether a similar proposal has been entertained at any other port, but this is the only case which has come to my notice.

3. Dundee.

It is satisfactory to be able to report that the bye-laws which the Dundee Pilotage Authority have submitted for confirmation have been agreed by the pilots and it is hoped that there will be no opposition to them. Certain points which the pilots had raised have been left for decision after the war by agreement between the parties and with the Ministry of Shipping.

The proposed new schedule of rates is not intended to give the pilots any increased remuneration, and therefore they have reserved the right to apply for an increase if in the light of the operation of the new schedule of rates it is found that their remuneration is inadequate.

4. London — River Thames Pilots.

The long consideration which has been given to this difficult problem has at length resulted in an increase of 55 per cent being added to the rates of pilotage applicable to the River Thames pilots. This with the previous increase of 20 per cent will make a total increase of 75 per cent over the basic rates. The matter has been dealt with by Order made by the Elder Brethren of Trinity House under the powers conferred on them by the Trinity House Pilotage Districts Emergency Order 1939, and by this means the increase came into operation on the 17th February.

5. King's Lynn.

In my last report I stated that the exact position of matters at this port was uncertain. In the meantime, there has been further correspondence arising out of the decision of the Pilotage Authority to recommend a temporary increase of 50 per cent in the rates. The pilots were in agreement with this decision, and the necessary bye-law has now been confirmed by the Ministry of Shipping.

6. Blyth.

Since my last report, the bye-laws providing for the institution of a landing rate for outward bound vessels have been advertised. The pilots are in agreement with the bye-laws which were advertised in November. I have not yet heard that they have been confirmed by the Ministry of Shipping.

7. Dartmouth.

Matters are still in a more or less unsettled state at this port, but they are having attention by Trinity House, and in the meantime questions have arisen both with regard to the mooring and unmooring of vessels, and also with regard to other matters.

8. Sunderland.

The new bye-laws mentioned in my last report came into operation on December 26th, 1940. They provide for an increase of 68 per cent on the basic pilotage rate as against the previous increase of 40 per cent, also for a landing rate payable by vessels piloted out of the harbour.

9. Humber.

It has been necessary to give further consideration to the question of pilotage rates on the Humber, which, as mentioned in my last report were then in course of receiving an increase of 33½ per cent. This increase was to operate until the end of the year, but in view of the further deterioration there has been a further increase of 13 per cent bringing the total increase over the basic rate to 60 per cent, of which 14½ per cent was a pre-war increase.

I have also had some correspondence with the pilots in reference to the deplorable state of affairs with regard to the cutter company owing to the falling revenue. The pilots have been considering the advisability of withdrawing the cutter from commission. It will be remembered that the cutters are owned by The Humber Pilots' Steam Cutter Company Ltd., all the shares in which are held by the pilots.

10. St. Ives.

I have been in correspondence with the pilots who have suggested that this

Association might try to get the Admiralty to speed up payment of pilotage Accounts. Small ports with expenses to meet in order to keep the service going are greatly embarrassed if their accounts are not paid with reasonable promptness.

11. Gloucester.

The pilots have received a temporary increase of 75 per cent which came into operation on the 10th. February 1941.

12. Middlesborough.

Since my last report the rates to be charged for de-gaussing work have received confirmation by the Ministry of Shipping and are now in operation.

The pilots here have had some difficulty with regard to charges for work done outside the district and at the moment I am in communication with a firm of shipowners who are resisting payment of what appears to be a perfectly proper charge. As this appears to be in the nature of a test case, it may be that the pilots will be compelled to take the matter to court unless the charge is paid.

13. Insurance of Pilot Boats against War Risks.

The facilities previously granted for this insurance under the Government scheme are to be continued until the 31st January, 1942.

14. Aberdeen.

I am at present in communication with the Aberdeen Pilotage Authority, the Ministry of Shipping and the Naval Officer in Charge, Aberdeen, in reference to a proposal by the last named to reduce the pilotage dues for trawlers and for vessels which have, or had before the war, a master or mate possessing a pilotage certificate.

It is only possible for the Naval Officer to vary pilotage rates if at the same time he is making any change in the pilotage stages, and the question has arisen whether the Order which he proposes to make comes within the terms of the Pilotage Stages and Rates (Variation) Order 1939. Up to the present there have been no stages in the Aberdeen pilotage district, but only one rate for the whole district and the present proposal is to draw a line at the entrance to the harbour or thereabouts which will be the inward limit of the compulsory district for the above mentioned vessels. It is claimed that this is a variation of the stages of the district within the meaning of the Admiralty Order so as to empower the Naval Officer in Charge to reduce the dues payable by the two classes of vessels in question to 65 per cent of the basic schedule of rates. This is a big reduction, the effect of which cannot quite be foreseen. The Aberdeen

pilots are admittedly earning more than pre-war by reason of the extension of compulsory pilotage to all classes of vessels, but I am not at the moment considering the matter from that point of view, but only the legal aspect of the way in which it is proposed to effect this reduction.

There are various points which arise to be cleared up, and one of them is the affect this proposal will have upon other vessels which would have been compulsory in any case, even under pre-war conditions. So far as can be judged from the letter which the Naval Officer in Charge has written to the Pilotage Authority, it would appear that he is proposing to define a stage in which compulsory pilotage is to be enforced in the Aberdeen pilotage district. This must be outside his powers because Aberdeen was a compulsory district before the war and he has no power to alter this. It is necessary for pilots to look carefully into any alteration which is made by a Naval Officer in Charge in exercise of his powers which are strictly limited.

15. Liverpool.

The Mersey Docks and Harbour Board is making application for bye-laws providing for an increase in the main compulsory inward and outward pilotage dues and in certain dock charges to meet the cost of the payment of War Risk money to the Liverpool pilots, together with an increase in the main Pilot Boat Rates. The bye-laws have been duly advertised and objections have been lodged by the Chamber of Shipping and the Liverpool Steamship Owners' Association.

It is understood that the Pilotage Authority is making this claim solely on the grounds of the serious risks incurred by the Liverpool pilots under war conditions and in order to place them in the same position as members of the Merchant Navy with regard to War Risk money. The question of earnings has not been considered in connection with this proposal.

The progress of this application will be carefully watched by this Association, as it will be by pilots generally, and at the first opportunity the various ports will be informed as to it.

16. Rate Increases.

I have been and am now in communication with various ports with a view to rate increases, and in some cases applications are now pending.

17. Ships in Convoy.

There have been some discussions with regard to the pilotage of ships in convoy and an Order in Council has just been made adding a new regulation to the

(continued at foot of next column)

"B.C.'s." NEW POST

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Mr. Bernard C. Webb has resigned from the Clyde Pilotage Authority. He remains an active pilot and has left Glasgow to take charge of a pilotage service in the outer part of the district.

In communicating this interesting item to "The Pilot" Mr. A. A. Love mentioned that Mr. Webb had been a representative of the pilots on the Authority for an unbroken period of 17 years.

"Seventeen years," he wrote "is a long time and I have no doubt constitutes a record. That 'B.C.' was returned by the Glasgow pilots year after year speaks itself."

At the annual meeting of the Authority the Chairman paid a very warm tribute to the work Mr. Webb had done and he was a guest at the luncheon followed.

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Defence General Regulations 1939 whereby the Naval Authority may, after consulting the Pilotage Authority concerned, direct that while the convoy is navigating in compulsory waters, it shall be led by a vessel under the pilotage of a licensed pilot of the district. In such case no other vessel in the convoy shall be allowed to take a pilot, but they shall be deemed for the purposes of the Pilotage Act to be under the pilotage of the pilot on the leading vessel. This means that pilotage will be paid by all the ships in the convoy with the exception of any ships which are exempt from compulsory pilotage.

It remains to be seen whether this regulation will operate satisfactorily, and those Ports where the necessary direction is made by the Naval Authority will have to watch carefully the affect of this new Order.

18. Goole.

The temporary increase of 33½ per cent has after further discussion been confirmed subject to review in the light of figures to be furnished in July next.

The above report deals with every matter which seems to me worth recording in "The Pilot." There are, of course, many other matters which have been passing through my hands, but these are more of local than general interest and such as in normal times I would be mentioning in my Annual Report to Conference. If any port or individual member wishes to ask me any question which arises out of the report, I shall be pleased to supply all the information I can.

In Memoriam

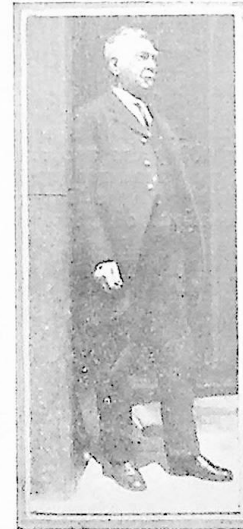
MICHAEL JOYCE

Born 4th Sept. 1851. Died 9th Dec. 1940.

"If I never pilot a ship on the Shannon again I will go down to my grave a pilot, heart and soul."

My first Conference with the pilots was at Liverpool in 1911. The words quoted above were spoken by the President, Mr. Michael Joyce at the Conference dinner. He had been elected to the office only in the previous year owing to the death of Commander Cawley.

Memories of the Liverpool meeting nearly thirty years ago have become misty, but there stands out two or three clear-cut figures. Joseph Browne and



MICHAEL JOYCE, a typical study. This snap was taken at the door of Anderton's Hotel, Fleet Street, London during the 1930 Conference which was opened by the Prince of Wales. Anderton's for so long the meeting place of the pilots, closed some years ago.

Richard Joyce and his grandfather John Joyce, were pilots before him. A few years later he staggered under a great blow when he lost his pilot son. Joseph but the iron constitution was not weakened and it also threw off the stress and strain of the difficult years ahead.

There came to him the ordeal in the sea when the Irish mail boat "Leinster" was torpedoed in the last war but it took no permanent toll and we enjoyed a year. Indeed, he was well past the

four score years before the hand of time seemed to lie at all heavily upon him and although at Liverpool again in 1938, the change was more marked, he and his old friend Joseph Browne addressed the Conference on the opening day.

Michael was reminiscent that day, recalling his entry into the Association in 1885, a year after its birth. "It seems only like yesterday" he said. "When I began to take and active interest in its work and saw what could be done by it I threw myself heart and soul into it. I have never regretted for one moment any action I took." Those who had worked with him through the intervening years knew how sincere those words were.

That was his last Conference. A few months later Joseph Browne had passed on and Michael Joyce felt it so keenly that he could not face the Newcastle Conference without his good companion. He was of course re-elected an honorary Vice-President, an honour first conferred when he resigned the Presidency, and each succeeding year.

His ready tongue and native wit were great assets to him. He could always be counted on for a speech at short notice and he had the gift of saying just the right thing. The pages of the Official Proceedings of Conference and their more comprehensive offspring "The Pilot" are freely decorated with the sayings and reminiscences of Michael Joyce. Here for example, is an account of the old days told by him at the London Conference dinner in 1937, incidentally one of the neatest after dinner speeches I heard him make.

"I was a young pilot when this Association was formed. I do not want to go into the conditions of pilots in the years before then but some good men and true in this land came together in a small band of whom there is only one here to-night, Joseph Browne, my old friend and colleague, and in the city of Bristol there was started the United Kingdom Pilot's Association. The following year they sent Capt. David Tamlin to Ireland to organise the Irish pilots. He visited a number of ports in my country and we received him with open arms. We organised in my own old city of Limerick and I became the first secretary of the pilots there, holding that position until 1900. Unfortunately in 1899 I was elected an alderman; more unfortunately still I was elected a Member of Parliament in 1900. It would have been far and away better for me financially and otherwise if I had remained a pilot and stayed at home with my wife.

Michael delighted in the fact that he was known in the House of Commons

as "the pilot." That happened after his maiden speech in the House, at the close of a long night sitting. Here is his own account of the occasion, and again I am quoting from his speech at Liverpool in 1911.

"The particular subject had been thrashed out again and again, but I thought I could talk a language they would not be able to understand. I got on my feet and commenced to address the House in nautical language. To the Speaker I said 'I look upon you as the grand pilot of this Assembly.' He smiled and enjoyed it. I then made soundings and I took bearings and everybody laughed good humouredly, and I laughed at them. I spoke for half an hour and when I sat down one of my colleagues 'Your covered yourself with glory.'"

Curiously in his last dinner speech, that in 1937, he mentioned the incident again and recalled that he was given the floor by the speaker although Mr. Keir Hardie was also standing. On another occasion he gave this mature verdict: "I found the House of Commons a very human place after all. No man need be ashamed of himself whether University man or plain John Citizen; if he is an honest man he is a favourite with all parties."

For 18 years he represented his native city at Westminster and in 1905 and 1906 he was Mayor of Limerick, public duties compelling him to decline a third year in that office. His activities in the local life of the city were manifold and at his passing the Corporation paid great tributes to him, the Mayor speaking of him as "a noble-hearted figure, a great Limerick man, but an even greater Irishman."

The news of his death did not reach the head office in time to arrange for the Association to be represented at the funeral which was made the occasion of a great public tribute to Mr. Joyce, but as soon as he heard the news Sir John Inskip wrote to Mrs. Joyce (whose father was a pilot) conveying to her and the family the sympathy of every member of the Association.

THE EDITOR.

Mr. GARNHAM ROPER. The death occurred last November of Mr. Garnham Roper, C.B., who will be remembered by the older pilots when he was at the Board of Trade. He was assistant secretary to the Department and commission from 1919 to 1922 and during those years he presided over many of the very important Pilotage inquiries under the Pilotage Act. Always most fair and patient, he was held in high esteem by the pilots. He retained a close interest in the pilots and their Association, and was a welcome guest at their London Conference dinners after his retirement.

TRINITY HOUSE

Destroyed in the German Fire Raid on London

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Trinity House, home of the Trinity Brethren was destroyed by fire on the night of Sunday December 29th, 1940.

The fraternity has been intimately associated with the pilots and pilotage through several centuries, indeed it is the oldest and most influential of all Pilotage Authority, and all members join in our expression of sympathy with the Master and Brethren in their tragic loss. The house stood on Tower Hill, overshadowed by the great new Port of London Authority building. A building occupied by the financial department still stands.

Founded by Sir Thomas Spert, Trinity House was granted a Royal Charter by Henry VIII. For a time its powers were almost unlimited in the manning and equipment of all vessels flying the English flag. The Duke of Connaught is Master of the Corporation of Trinity House, and Lord Baldwin is one of the Elder Brethren. The House, built in 1795, was designed by Samuel Wyatt.

Two valuable geographical globes used for navigating 300 or 400 years ago and other priceless maritime treasures were destroyed and very little of the library with its unique collection of records, was saved.

The secretary's old red brick house adjoining the main building in the east wing was saved and is being used as temporary headquarters.

PORTS' WAR EFFORTS

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To obtain greater co-operation of that part of the national war effort that is centred on ports in the United Kingdom, the Minister of Transport has appointed Mr. J. Gibson Jarvie and Mr. Robert Letch to be Regional Port Directors for the North Western Region and the Clyde Region respectively.

"I HAVE A TOUGH JOB"

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The Minister of Shipping in a broadcast to North America said:

"I have a tough job. I am for ever trying to cut down delays. But much delay is unavoidable. When I remember that we have never gone short of food and that our fighting forces have never been held up for lack of shipping, then I think with gratitude and admiration of our seamen, and of the seamen of our Allies, who in the face of risk and hardship unflinchingly cross and recross the ocean with their precious cargoes."

THE TOLL OF WAR TIME

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Pilots who have lost their Lives by
Enemy Action or Accident

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The list of pilots who have lost their lives in wartime, either through enemy action or accident has been added to since the last issue of "The Pilot." The Secretary has been notified of the following:—

Mr. J. W. K. STONE, Humber: By enemy action. Mr. Stone was an outstanding personality among the pilots and was with us at Newcastle and the Conferences. Although so well known he always introduced himself before taking part in a discussion. "Stone, Humber," presenting a solemn countenance while making the announcement in strident tones. He will be greatly missed. He was with us at Newcastle in 1939 and at the last meeting of the Executive in London he attended with Mr. Chesterfield to discuss matters relating to the Humber.

Few details are available, his ship and all on board vanishing after an explosion. He leaves a widow and two young children.

Mr. W. H. HOPKINS, Cinque Ports: In December 1940 through enemy action. "Billy" Hopkins who was 67 years of age was the senior of the Cinque Ports pilots. He was held in great esteem by his shipmates and was always ready with sound advice on pilotage matters, a subject in which he took a keen interest.

Going to sea in 1888 he served his apprenticeship in sail, in a vessel commanded by his Father, and later sailed out of Whitstable, his home town, in the brig "Dagnar" and "Tartar." Leaving sail he entered the employ of the "General Steam Navigation Company" where he remained until licenced by Trinity House in January 1904. During the last war he was appropriated pilot for Union Castle Line and since then has been choice for Shaw, Savill and Albion. Mr. Hopkins leaves a widow and grown up family.

Mr. FRED GAPPER, Newport: Monday, January, 1941 as a result of enemy action in the Bristol Channel. He was Chairman of the Newport Cutter Company and Captain of his Section. He leaves a widow and family.

Mr. W. R. BRUCE, Gravesend (River) joined the service through the usual channels — sail and steam — in 1914, and for many years was Choice Pilot

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The Last Column

R.N.L.I. In fifteen months of the war, lifeboats of the Royal National Lifeboat Institution rescued 2,754 lives—more than in the last seven years of peace.

THE SEAMEN'S CHURCH, LIVERPOOL. During one of the raids on Liverpool, the parish church of the port, St. Nicholas, situated at the Pierhead was damaged. It is known as the Seamen's Church.

CHAIRMAN OF THE TYNE COMMISSION Sir Arthur M. Sutherland has been re-elected Chairman Improvement Commission for the sixth consecutive year. He is the oldest Commissioner having been elected in 1911. Sir Arthur presided at the dinner given to delegates and pilot visitors by the Commission at the Newcastle Conference in 1939.

THE SHIP OF THE FUTURE will be more and more streamlined, and in the distant future we may well see special units with glass employed structurally to an extent never before imagined, for in all classes of tonnage there will be a borrowing of ideas from aircraft design. Mr. A. C. Hardy in a paper read before the Institution of Engineers and Shipbuilders in Scotland.

NAUTICAL TABLES WANTED. A large number of volumes of nautical tables are required for navigational purposes in H.M. Ships and in view of the paper shortage it is suggested by the Admiralty that unwanted copies of Inmans, Burton's and Norie's Nautical Tables might be sent to the Hydrographer, Admiralty, London, by whom they will be distributed to ships requiring them.

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with Messrs. Bullard & King and Messrs. Donaldson. Mr. Bruce was a delegate from his district to the Newcastle Conference in 1939. He leaves a widow and two sons.

Mr. E. SALT, Fowey. In December when returning to his private landing towing boat after giving his motor pilot boat a run he apparently fell overboard. He was picked up not far from the boat and although he could not have been in the water many minutes he was dead. He was well known among pilots.

Mr. HUGH MACMICHAEL, Firth of Forth. He lost his life in an accident on the 2nd of January at the harbour of Methil when returning to the pilot vessel in the dark.

THE PRESIDENT :

Lord APSLEY, D.S.O., M.C., M.P., 18, Buckingham Gate, London, S.W.1

VICE-PRESIDENTS:

Mr. BERNARD C. WEBB, 52, Turnberry Road, Partickhill, Glasgow

Mr. G. N. RICHARDSON, 853, Anlaby Road, Hull

EXECUTIVE COMMITTEE:

Mr. J. J. JONES, 41, The Parade, Cardiff.

Mr. H. A. SMITH, "Harlech," The Avenue, Gravesend.

Mr. J. H. A. SMITH, Pilot Office, 32, Queen's Terrace, Southampton

Mr. C. F. YOUNG, 42, St. John's Road, Eastham, Cheshire

Mr. J. STANLEY AYRE, 42, Trajan Avenue, South Shields

Mr. M. M. MARSHALL, 26, Trajan Street, South Shields.

Mr. J. A. SPARROW, 20, Old Road, East, Gravesend.

Mr. A. H. WILCOX, 13, Parkhill Road, Prenton, Birkenhead.

Mr. H. B. EAGLE, "Feld View," Wilton Road, Southampton.

LOCAL SECRETARIES:

ABERDEEN	J. M. Wyness ... ..	...2, Belvidero Crescent, Aberdeen.
ARDROSSAN	J. A. Cunningham ... ..	...The Harbour, Ardrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor ... ..	...164, Blake Street.
BARRY	C. Carpenter ... ..	...Pilotage Office.
BELFAST	A. Trace ... ..	...20 Glanleam Drive, Glandore Avenue, Belfast.
BLYTH	F. Henderson ... ..	..."Fairview," Ridley Avenue, Blyth.
BO'NESS	D. McAlister ... ..	..."Asgog," Grahmsdyke Road, Bo'ness.
BOSTON, LINC'S.	G. W. Wilkinson ... ..	..."Torinana," Rochford Crescent, Boston, Lincs.
BRISTOL	S. J. Ray ... ..	..."Hillboro'," Elberton Rd., Westbury Lane, Bristol.
BURNTISLAND	Andrew Gilmour ... ..	...Salinas Villa, Heriot Gardens.
CARDIFF	D. Edgar Morris ... ..	...13, Woodland Place, Penarth, Glam.
CLYDE (GOUROCK)	J. Summers ... ..	...23, Victoria Road, Gourock, Renfrewshire.
CINQUE PORTS	E. T. Day ... ..	...Channel Pilots' Room, Royal Terrace Pier, Gravesend.
DARTMOUTH... ..	R. Gatzias ... ..	...Pilots Watch House, 3, Bayards Cove.
DEE	T. Bennet	7, Railway Terrace, Connah's Quay, Nr. Chester.
DUNDEE	D. Grafton ... ..	...2, Killin Terrace, Law Crescent, Dundee.
FALMOUTH	Duncan Robinson ... ..	...Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD	A. Wright ... ..	...12, Arthur Street, Fleetwood.
FOWEY	James Salt ... ..	...Seaside Cottage, Polruan, Cornwall.
GLASGOW	A. A. Love ... ..	...32, Falkland Street, Glasgow, W.2.
GLOUCESTER	L. C. Taylor ... ..	...Pilotage Office, Sharpness.
GOOLE	H. Cowling ... ..	...117, Brindley Street, Holderness Road, Hull.
GRANGEMOUTH	Robert Flesher ... ..	...The Docks, Grangemouth.
GRAVESEND (River)	Geo. W. Coles ... ..	...14, Harmer Street, Gravesend.
GRAVESEND (Sea)	T. Flinn ... ..	...20, Overcliffe, Gravesend.
HARTLEPOOL	J. T. Nicholson ... ..	...70, Church Street, West Hartlepool.
HARWICH	T. R. R. Letten ... ..	..."Rivington," Fronck's Road, Dovercourt.
HOLYHEAD	William Owen ... ..	...8, Hibernia Row, Holyhead.
HULL	L. Walford ... ..	...35, Glencoe Street, Anlaby Road, Hull.
IPSWICH	G. A. Gardiner ... ..	...15, Ruskin Road.
ISLE OF WIGHT	L. W. Akerman ... ..	..."Craig-y-don," Princes Esplanade, Cowes, I. of W.
KING'S LYNN	J. W. Reed ... ..	...Friars Rest, 5, Whitefriars Road, Kings Lynn.
LEITH	E. C. M. Ross ... ..	...28, Starbank Road, Trinity, Edinburgh.
LIVERPOOL	Arthur H. Evans ... ..	...42, Market Street, Hoylake, Cheshire.
LLANELLY	William Phillips ... ..	...Precelly, Pwll, Llanelly.
LONDONDERRY	John McLaughlin ... ..	...Pilot Station, Innishowen Heads, Co. Donegal.
LOWESTOFT	J. Riches ... ..	...170, Denmark Road, Lowestoft.
MANCHESTER	Arthur H. Evans ... ..	...42, Market Street, Hoylake, Cheshire.
METHIL	J. R. Davidson ... ..	..."Glen Goyal," Macdonald Street.
MIDDLESBROUGH	D. H. Tate ... ..	...44, Cranford Gardens, Acklam, Middlesbrough.
MILFORD HAVEN	R. J. Powrie	31, St. Ann's Road, Hakin, Milford Haven.
NEWHAVEN	E. W. Chidgey ... ..	..."Quantock," Hillcrest, Newhaven, Sussex.
NEWPORT (MON.)	C. J. Page ... ..	...1, Caerau Road, Newport, Mon.
PLYMOUTH	E. Rogers ... ..	...The Exchange, Pilot Office.
POOLE	W. Brown ... ..	..."Elgar," 28, Hermitage Road, Parkstone, Dorset.
PORTSMOUTH	R. R. Russell... ..	...10, Grand Parade, Portsmouth.
PORT TALBOT	G. C. Fairweather ... ..	...157, Tan-y-Groes Street.
PRESTON	H. Halsall ... ..	...Pilotage Office, The Docks, Preston.
St. IVES	W. H. Treloar ... ..	...14, Barnoon Terrace, St. Ives.
SANDWICH	G. Lumbard ... ..	...Chilton Farm Cottage, Pegwell Bay, Ramsgate.
SHEERNESS	P. J. Hannan ... ..	...113, Minster Road, Sheerness.
SHOREHAM	A. J. Blaker ... ..	..."Braeside," Old Rectory Gardens, Southwick,
SOUTHAMPTON	J. H. A. Smith ... ..	...Pilot Office, 32, Queen's Terrace. [Sussex.
SOUTH SHIELDS	R. Marshall ... ..	...12, Green's Place.
SUNDERLAND	R. Wilkinson ... ..	..."Cordova," Park Lea Road, Roker.
SWANSEA	J. G. Byrne ... ..	...Pilot House, West Pier.
TRENT	Robert Acaster ... ..	...30, Cranbrook Avenue, Hull.
WISBECH	J. P. Burton ... ..	...35, Custom House St., Sutton Bridge, Wisbech.
YARMOUTH	C. H. Burton... ..	...4, Elm Grove Road, Gorleston.

SECRETARY AND SOLICITOR:

St. JOHN H. INSKIP, K.B.E., 13, Small Street, Bristol