

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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IN THIS ISSUE

EXECUTIVE COMMITTEE

Meeting in Bristol



POST WAR PILOTAGE

A Question for the Members



ASSOCIATION HEADQUARTERS

Proposal for Separate Office and
Secretary under Consideration



OFFICERS (MERCHANT NAVY) FEDERATION



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

D-day and V-weapons have been important factors in making the interval since the last issue of *The Pilot* so long. Not only was it impossible to hold the Conference planned for July, but members of the Executive could not be brought together in sufficient strength to justify a meeting until November. Then they met in Bristol the home and headquarters of the Association. It was certainly the first time that an Executive elected on the present system had met at that port although in the old days when it was a much larger body there may have been meetings there.

We recall attending a meeting of the Parliamentary Committee at the old headquarters in Queen Square in 1911 or 1912 when for two days the provisions of the measure which is now known as the Pilotage Act were discussed. That old stalwart Michael Joyce, then a member of the House of Commons and in the prime of life, was in the chair, but, alas, the only one who remains in active association with the organisation is the editor of *The Pilot*.

The meeting in Bristol last year was held at the Grand Hotel on November 16th and the only members of the Executive unable to attend were Messrs. Stanley Ayre and F. S. Chesterfield. It is with mixed feelings we hear that Mr. Chesterfield will be leaving the Committee—regret at the loss of his wise counsel but gratification that he has been appointed master of the Humber pilot cutter "J. H. Fisher." His letter of resignation reached the Secretary after the meeting and will come before the next meeting of the Executive.

Mr. Bernard C. Webb, senior vice-president, took the chair at the Bristol meeting and the others present were Messrs. J. H. A. Smith, vice-president, J. J. Jones, Alexander A. Love, M. M. Marshall, C. E. Mock, F. R. E. Goldsmith, G. W. Windass and H. B. Eagle, and Sir John H. Inskip, secretary and solicitor.

The following was the agenda:—

1. Minutes of the last Meeting.
2. Finance—Balance Sheet and Accounts.
3. Report on proposed affiliation.
4. Secretary—Office re-organisation.
5. Matters arising on Secretary's Report.
6. Report on an Inquiry held at Milford Haven on a complaint made by the Admiralty—Application for financial assistance.
7. Report on an Inquiry held at Southampton on a complaint made by the Admiralty—Application for financial assistance.
8. Letter from Secretary of Tees Pilots following confirmation of new bye-law relating to pooling.

9. Pilotage dues in respect of H.M. ships led in.
10. Post-war pilotage.
11. Any other business.

These subjects are dealt with in separate articles in this issue—Officers (Merchant Navy) Federation Ltd., Post-war Pilotage, and Headquarters and Secretaryship of the Association.

MEMBERSHIP

It was reported by the Secretary that the membership showed a slight increase, and they were all "live" members. There were certainly fewer pilots than in the past, and excluding Liverpool and Manchester the proportion of pilots in the Association was higher than it had ever been.

SECRETARY'S REPORT

The following epitome of some of the matters dealt with by the Secretary since the previous Executive meeting was in the hands of the Committee.

1. Correspondence with the Naval Officer-in-Charge and pilots at several ports in reference to orders issued to pilots, the employment of unlicensed men and the pilotage dues payable by His Majesty's ships.

2. Correspondence with various ports in regard to assessment of pilots' earnings for Income Tax and their right to come under the "Pay As You Earn" scheme, including correspondence with the Income Tax authorities who await a further communication following this meeting.

3. Correspondence with all ports in reference to their rates. Examining the figures at those ports whose earnings showed a reasonable chance of obtaining an increase and advising them.

4. Negotiating increases, including London Sea Pilots, River Thames Pilots, Shoreham, Medway, Briton Ferry, also for continuance of the temporary increase at Goole which has been subject to revision every three months.

5. Advising the pilots at many ports with regard to new bye-laws dealing with various matters including alteration of minimum draft for compulsory pilotage, allocation of pilotage dues, pooling and retirement age.

6. Advising pilots who have suffered injury in the course of their duties with regard to their claims for compensation, negotiating settlement of one claim which had been rejected under the war pensions' scheme.

7. Handling a case of two pilots who were summoned to attend a local inquiry into a complaint by the Admiralty of negligence in berthing two vessels in a prohibited area as a result of which damage was done.

8. Handling a case of two pilots who were charged with having wrongfully refused to take a vessel in to a port and following the inquiry their temporary licenses were withdrawn, leaving them to make application in due course for the restoration of the licenses at their home port.

9. Advising one or two ports with regard to their liability under the Workmen's Compensation Act for injury to boatmen engaged in embarking and disembarking pilots.

10. Dealing with several salvage claims and negotiating settlements.

11. Advising ports with regard to the issue of seamen's ration cards, as to which the practice varies at different ports, corresponding with the Ministry of Food as a result of which a meeting of the local committee is pending at one port.

12. Dealing with a claim for lost effects where the pilot concerned had been unable to obtain a settlement.

13. Attendances in London on a variety of matters, including applications for rate increases, amendment of bye-laws, post-war pilotage and meeting with the Officers' (Merchant Navy) Federation.

14. Advising a port with regard to an Admiralty proposal to vary the pilotage rates without obtaining a bye-law and without any alteration of the stages of the district and helping them to resist this proposal.

15. Correspondence on various small matters, including requirement to keep a log issue of alarm clocks, use of a moored vessel as a pilot cutter, restrictions on exercising Deep Sea licence, forfeiting of a share of the pool during attendance at meetings of pilot cutter company, clothing coupons, interpretation of bye-laws fixing rates for certain services.

DISCUSSION ON THE REPORT

Members of the Executive raised various points on the epitome.

Regarding the pilotage dues payable by H.M. ships Mr. Windass mentioned that a lot of difficulty had arisen in the London district where there were two rates, exempt and compulsory. The Admiralty had ruled that they should pay the exempt rate if they took a pilot and Sir John thought that was right because there was no compulsory pilotage for H.M. ships. Mr. Windass added that the Admiralty had now extended it to Norwegians and others, and Mr. Webb pointed out that all transports were in the category of H.M. ships.

"LEADING IN"

Regarding "leading in" Mr. Goldsmith referred to another Admiralty ruling that the pilot should be paid only for the ship in which he was pilot. Sir John asked if Trinity House had accepted the position without protest; but no definite information was forthcoming.

Mr. Windass pressed for the position in the matter of "leading in" to be cleared up. The Pilotage Act said that any ship following another would be liable. H.M. ships were outside the Act which did not bind them in any way if they followed in. Sir John stated that the matter had been engaging his attention and the position was likely to be clarified later.

"PAY AS YOU EARN"

It was decided by the Executive not to take any action in the matter of "Pay as you earn." Sir John explained that some ports wanted to come under the scheme but the income tax authority would not let them. The matter had now reached the stage when it had to be decided whether the Association should take it up; hitherto he had dealt with it for individual ports, not for the Association. Mr. Smith said that pilots were in the same position as doctors and lawyers—they had no employer within the meaning of the law. The Authority was not their employer. The London districts did not want it said Mr. Windass. It was decided that in the circumstances the Association had no mandate from its members.

IN A PROHIBITED AREA

The two pilots concerned in the cases of berthing in a prohibited area were temporarily employed in the district. They dropped anchor well outside the area, but it was a very rough day and the ships dragged well into the prohibited area, fouling some cables. The Admiralty took a serious view of it and reported to Trinity House. Both pilots were on unpaid leave from the navy for pilotage work. They had not kept up their subscriptions to the Association relying on the decision of Conference that any serving pilot was absolved from paying without forfeiting membership. One of them, however, said he thought the subscription had been paid and after the incident sent a cheque for the arrears. The other while not paying to the Association had continued to pay to the Transport and General Workers' Union, but it will be noted that when in trouble he came to this Association.

These points emerged while the Executive were considering an application for a grant towards the defence which was conducted by local solicitors on the instruction of Sir John. The Executive agreed to assist financially in both cases.

PILOTS' DISCRETION

In the matter of the two pilots who exercised their discretion and said it was inadvisable and risky to take a vessel in, the order was given by the Naval Officer-in-Charge. Their temporary licences were coming to an end in two or three weeks in any case, and in fact the pilots were both working at their home station. The Admiralty took a serious view of their refusal to handle the ship and it was unfortunate perhaps, Sir John said, that another pilot took the risk and brought the vessel safely in. The question of pilot's discretion was involved in the case but as the men got off lightly and were only concerned about their home port licences which did not suffer they did not wish to appeal. The Executive agreed to give financial assistance here too.

LIGHTSHIP AS CUTTER

Regarding the "use of a moored ship as a pilot cutter" (item 15) Sir John said the

vessel referred to was a lightship and it did not seem to him that it could be very serviceable as a cutter. The pilots who were being posted on the lightship were being asked to contribute towards its expenses from the Pilot Fund.

On deep sea licences Sir John said that if an Authority was down to the minimum of pilots it was entitled to make a regulation preventing a pilot going out of the district.

This closed the discussion on the epitome.

POOLING DILEMMA

Regarding item 8 on the agenda the Secretary said that at a port where all the pilots were members of the Association, the Authority was seeking to amend the bye-laws relating to pooling so as to bring into the pool all pilotage dues including fees for attendance during speed trials, adjusting compasses and such like. The pilots were divided and he had had letters from both sections. He had replied that he could not intervene in a matter on which the members were divided and told them what he considered to be the legal position. The bye-laws were advertised in due course and the matter came before the Ministry of War Transport. The pilots were asked to vote for or against and a majority were in favour. The Ministry decided to confirm the bye-law asked for by the Authority and a section of the pilots. This had greatly upset the minority who blamed him. But one section of the members had to be disappointed as they were divided. For the aggrieved section to blame him and the Association because the Ministry decided against them was ridiculous.

Mr. Windass: Did you get a letter of approval from the other side?

Sir John: I did not!

NEWPORT INQUIRY

Under "any other business" Mr. Jones mentioned the inquiry at Newport. He said that at the last moment it was agreed by all interests that the pilots should have 20 per cent increase but the Ministry refused to confirm it.

Sir John pointed out that the Ministry could hardly be expected to leave a matter of this kind to the parties themselves for decision. This Association had not been consulted by the pilots on the matter, and were not represented at the inquiry.

INSURANCE BENEFITS

Replying to Mr. Jones who asked what the pilots' position would be under the new insurance proposals involving the revocation of the Workmen's Compensation Act, the Secretary said they would be in the same position as ordinary civilians, and the Association would see that they were not excluded.

POUNDAGE QUESTION

Mr. Goldsmith brought to the notice of the Executive a letter from Mr. Martin Davis regarding the question of poundage on salvage

(continued at foot of next column)

Capt. NORMAN WOOLCOCK Retirement after 36 Years in the London Service

CAPTAIN NORMAN WOOLCOCK one of the outstanding figures in the London service and a staunch supporter of the U.K.P.A. retired last autumn. He spent over 53 years at sea and for nearly 36 of them was a pilot. He was pilots' representative on the London Pilotage Committee for 13 years and since 1920 had been chairman of the Channel Pilots' Committee at Gravesend.

He went to sea as an apprentice in the full-rigged ship *Blair Athole* in 1891, and afterwards served in other well-known sailing ships. On obtaining his master's certificate he joined the Atlantic Transport Line in 1900.

In 1909 he joined the Trinity House Pilot Service and became choice pilot for the A.T. Line in 1913, and the Cunard Line in 1916, which positions he held up to the time of his retirement.

Capt. Woolcock played a valuable part in public life and for many years has been a justice of the peace at Gravesend, but the work nearest his heart is in connection with the Gravesend North Kent Hospital of which he has been chairman for 15 years.

His two sons are pilots, one at Southampton and the other in the London service is on war service as a naval officer.

Capt. Woolcock who is known to pilots throughout the country has their good wishes in his retirement.

DEATH OF Mr. H. J. WYNN

After a long illness Mr. H. J. WYNN died at his home at Gravesend on December 3rd. He was a well-known figure in the pilotage world and took part in many of the conferences of the Association where his dignified bearing and wise counsel won the respect of all.

Mr. Wynn who was 70 years of age was the son of the late W. Wynn, a Lloyd's salvage agent, and worked on the Thames all his life. He was a Compulsory River Thames pilot for about 37 years and was choice man for the Cunard, White Star, the Wilson Line and Chas. Gee & Co., retiring two years ago owing to failing health. He was a prominent Freemason and a Grand Lodge officer.

His two sons are both London River pilots.

awards and asked if a test case had been taken as promised at the 1939 Conference.

The Secretary said that no case had been taken up. He recalled that Trinity House had agreed to participate in a friendly action on the point which concerned only the London pilots under their bye-laws. Trinity House, however, took such a strong view of it that they would probably go for an alteration of the bye-law if the pilots won the court case. Of course the pilots could resist that. At the same time any court case could and would be decided on the London bye-laws.

The Executive left it to Sir John to write to Mr. Davis on the subject.

A QUESTION FOR THE MEMBERS

Would you favourably consider a Central Authority in place of the existing Local Authorities?

POST-WAR pilotage has been discussed informally in London by Sir John Inskip, but the 1943 Conference having voted for "no change" he was not able to put forward any proposals from the Association.

At the November Meeting of the Executive Committee he gave the members an outline of the conversations which had taken place in order that they might initiate discussions at the ports. In the light of the Executive discussion which followed he re-stated the position in a letter to the members of the Committee. As this can be very helpful to the pilots in forming their opinions it is here printed in full and some of the points which arose during the discussion are dealt with later.

"ONE VITAL MATTER"

The Secretary wrote:

"As arranged at the Executive Committee meeting on the 16th instant, I am writing you and the other members of the Committee summarizing the discussion which took place in reference to post-war pilotage.

"The Committee had necessarily to keep in mind the resolution passed at the last Conference, as reported on page 19 of the November (1943) issue of *The Pilot* which precluded them from framing any suggested revision of the Pilotage Act or of the administration of pilotage. Nevertheless, I have had some discussions with the Chamber of Shipping who are quite aware of the above resolution and that I am, therefore, not able to put forward any proposal from or to commit this Association in any way. This necessarily hampers discussion, but it cannot be helped and the hands of the Executive Committee are therefore tied until the next Conference.

"In these circumstances, it was agreed that without departing from the decision of Conference the Executive might perhaps advance matters somewhat if they obtained the opinion of their own ports on one vital matter, namely how those ports would regard the setting-up of a central Pilotage Authority with small sub-committees functioning in various ports or districts, much on the lines of the sub-committees of Trinity House in the various out-port districts. This would mean, of course, one central body dealing with pilotage rates and bye-laws at every port and possessing possibly larger powers than the present Pilotage Authorities have. It will be remembered that in my report to Conference in September, 1943, I suggested something on these lines.

"Of course, a mass of detail will have to be discussed if this idea is proceeded with, but the whole structure of any new scheme of pilotage administration must, so far as we can see at present, be built upon either the existing arrangement of local Pilotage Authorities or on a central Authority.

"It was stressed by the Executive that in asking the pilots to consider this they should do so entirely without prejudice, by which I mean that in expressing an opinion they will not be committing themselves or the Association to anything or authorising the Executive to agree to anything until a Conference can be held. They must also assume that under any re-arrangement their remuneration would be safeguarded. The pilots will naturally ask questions as to what so drastic a change as this would involve but they will be informed as to this later. What the Executive Committee wish at the present is to be guided by the pilots whom they represent as to the likely reaction of pilots generally to the suggestion of a central Authority administering pilotage at their port on the lines stated above.

"As I informed the Executive, the only purpose of these discussions is to see what the chances are of formulating an agreed scheme to submit to the Ministry as soon as possible after the termination of the war or even earlier. If this Association decides to adhere to the position taken up at the last Conference, then it is more than likely that nothing will be done until, at any rate, the Government has got rid of the more pressing post-war legislation. It may be that Conference will decide to let matters drift until then, but in the meantime the Executive Committee feels that as other interested bodies are giving the matter their consideration, this Association cannot very well just fold its hands without expressing an opinion."

EXECUTIVE DISCUSSION

In the discussion Sir John emphasised that he had not received any definite proposals from the Chamber of Shipping. If the Association had any suggestions of their own he would like to know them as soon as possible. "The first point" he said, "is whether you want to remain under the Pilotage Act and existing local Authorities. If you say 'yes' to the *status quo* that is the end of the matter: if 'no', what are your alternatives?"

Mr. Smith: If we decide on the *status quo* the probability is we shall have to fight for that.

Sir John: The Chamber of Shipping may drop the whole thing failing an agreement between the shipowners and the pilots—I do not know.

Mr. Smith said there was the opportunity of making a compromise with the shipowners.

Mr. Love said that the Chamber of Shipping were proceeding with the matter and not accepting the pilots' decisions at that Conference.

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U.K.P.A. HEADQUARTERS
Separate Office and Secretary
under Consideration.
Sir John Inskip gives an
Assurance.

SIR JOHN INSKIP has given the pilots what amounts to an assurance that he will stand by them until their post-war difficulties are over.

"I am not going to hand in my resignation as Secretary and land you in difficulty" he told the Executive Committee at the November meeting when the subject of the secretaryship was under discussion.

It is his view that the time has come for the Association to organise an office of its own and to consider forthwith such matters as where it should be located, what staff and equipment would be required and the expenditure it would involve.

THE FINANCIAL ASPECT

Mr. Webb put the financial aspect first, pointing out that the right man would require a good salary. Mr. Mock spoke of his intention to propose at Conference that the subscription be raised to meet the increased expenditure, but it was felt that no recommendation could be made to Conference until a budget of some sort could be prepared.

The location of the office is an important consideration and although Mr. Mock wanted it in a more central position, the desirability of having it at Bristol, at any rate for a time, was mentioned in order that Sir John could be in close touch during the early stages.

As to the type of man for the position Sir John said it was ideal to have a solicitor as Secretary because the intricacies of the Pilotage Act, Orders and bye-laws, called for the trained legal mind. That was the experience of other seafaring organizations.

SUB-COMMITTEE TO REPORT

Mr. Mock was in favour of advertising for a man who was qualified to take the job and Mr. Goldsmith suggested that it might meet the situation if they engaged a younger man as assistant secretary who could follow in Sir John's footsteps.

Mr. Jones wanted to know whether they had any idea of what the office would cost and Mr. Webb said it would most certainly not be less than 15 or 20 years ago when they went closely into the costs of having an office in London.

The Executive accepted Mr. Webb's suggestion that a sub-committee consisting of Messrs. Goldsmith, Windass and Smith should go thoroughly into the matter and report to the next meeting.

On the proposition of Mr. Smith, Sir John was accorded a vote of thanks and appreciation for the way he put the case before the Executive and the assurance he gave. "He has amplified in a very generous way what he has said before" Mr. Smith added.

A Question for the Members—cont.

Sir John: The Ministry have asked for some agreed proposals. The Chamber are trying to formulate some and I am suggesting you do exactly the same thing.

Mr. Jones thought the decisions of the last Conference were due to a fear of taking a step into the unknown.

REPRESENTATION IN PARLIAMENT

Mr. Love suggested that as the Pilotage Act would be subject to some kind of amendment they should explore the possibility of having someone to represent them in the House of Commons and asked what contacts they had there.

The Chairman said he did not know and added that it was in that direction Lord Apsley was such a great loss to them.

Mr. Marshall asked if Sir John could have a mandate to keep in touch with the Chamber of Shipping and Mr. Goldsmith recalled that that was the instruction of the last Conference

The Chairman went further and thought Sir John should be asked to attend the meetings and speak on their behalf.

Mr. Goldsmith, on the other hand, felt in view of the Conference decision Sir John should continue to be a listener. Conference might be asked to review its decision, but the Executive had no power to do so.

A number of suggestions for meeting the situation were put forward. Mr. Love's idea was for the members to consult the ports and bring recommendations to the next meeting of the Executive while Mr. Smith suggested a special Conference when the proposals were reduced to something concrete.

There was reference to the point that pilots should be paid on a salary basis and Mr. Windass contended that pilotage was piece-work. He could not see any other way of paying pilots. This led Mr. Smith to ask how it was done in Sweden and other countries.

It was left to members of the Executive to bring to the next meeting the views of the ports, and Sir John particularly commended to their consideration this question:

If and when there is any change in pilotage and administration would the pilots favourably consider the setting-up of a central Pilotage Authority in place of the existing local Pilotage Authorities?

MERCHANTMEN AT WAR

The official story of the Merchant Navy: 1939-1944, prepared by the Min. of Infn. for the Ministry of War Transport has been published by the Stationery Office. 1s. 6d.

PILOT AND PAINTER

What is the difference between the Kaiser and the present High Command?

One dropped the pilot, the other let go the painter. Peterborough in the *Telegraph*.

NO WORD FROM THE FEDERATION

Delegates' Impressions of the
Meeting with Mr. Tennant

IN the April issue of *The Pilot* there was a brief reference to the deputation to the Officers (Merchant Navy) Federation Limited to discuss the possibility of the U.K.P.A. becoming associated with the Federation. Captain Coombs was unable to be present and the deputation saw Mr. D. S. Tennant.

The brief report stated that the interview brought to light a situation which the Executive Committee would have to consider most carefully before making any report to Conference. It added that it had been left for Mr. Tennant to define more clearly the attitude of his organization and the terms, if any, upon which they would be prepared to entertain an application from the Association for federation.

At the Executive meeting on November 16th Sir John Inskip reported that no communication whatever had been received from the Federation and so far as he could see the matter was dead. Some weeks before the November meeting Captain Coombs called on him in Bristol and Sir John told him that if Mr. Tennant saw any possibility of proceeding with the proposal he must write as promised and Captain Coombs undertook to deliver the message.

Nothing more had been heard of the matter and the Executive agreed to defer until their next meeting the consideration of any recommendation to Conference. If any developments occur in the meantime the Executive will be notified.

UNION OFFICIAL PRESENT

An account of the interview with Mr. Tennant was given by Sir John and supplemented by Mr. Windass and Mr. Smith the other members of the delegation.

Sir John said it was to have been a private meeting with Mr. Tennant to explore the position and the presence of Mr. Donovan of the Transport and General Workers' Union was quite unexpected. It was evident in a little while what the position was and Mr. Tennant said in effect that the relation of the Federation and Union were such that he was bound to consult Mr. Donovan on a matter of this sort. The deputation understood when the meeting finished—Mr. Donovan having left before the end—that it was left to Mr. Tennant to think the matter over and write to the Association.

Mr. Windass formed the impression that Mr. Tennant and his Association were right under the thumb of Mr. Donovan in this matter. The latter, incidentally, started off with a very unfortunate remark that he had never met a pilot who was any better than he was—a docker.

Mr. Smith confirmed the impression that Mr. Tennant was not in a position to negotiate because Mr. Donovan was supreme. The only explanation Mr. Tennant was able to give was that Mr. Donovan's union had helped and supported them.

CAPTAIN COOMBS

The position of Captain Coombs in the Federation was raised by members of the Executive and it was thought that if he exercised any active control Sir John would have heard from him following the interview already mentioned.

Mr. Mock referred to correspondence he had had with Mr. Tennant. It was obvious he said that the Transport Union had a pilot section and if Mr. Tennant admitted the pilots he would be acting in an unfriendly manner towards the union.

Sir John said he had felt for some time that the union was openly and actively trying to get the pilots into its membership, and obviously if the pilots came into the Federation he could not go on organising that section of the union.

"We can do nothing before Conference" said Mr. Webb. "We can then put before them what we think. My view is that they want to get all the pilots into the Labour movement with only one object. Pilots are compelled to take ships out when called upon but if they belong to the Labour organisation they will be forbidden to work the ships if there is a strike. The authorities would then get somebody else to work them and the pilots would be looking for jobs because their licences would have gone."

A SWANSEA PROPOSAL

The Swansea pilots had asked Mr. Mock to bring forward a resolution:

That the U.K.P.A. registers as a trade union with the object of joining the T.U.C.

The Executive, of course, could not deal with this, but Mr. Mock was told that there was nothing to prevent the resolution coming before Conference.

Mr. Webb suggested that if the Association registered as a trade union it would materially alter the status of the pilots.

It was agreed that the Executive had carried out the instructions of Conference and explored the matter. The idea was, as Mr. Goldsmith pointed out, that some additional strength might come through the Federation, provided interests were not at variance, but the position which faced the Committee was that they were widely at variance.

After further discussion it was decided to leave the consideration of the statement to Conference until the next Executive meeting.

Vice-Presidents :

MR. BERNARD C. WEBB, Broomfield, Lamash, Isle of Arran, Scotland
 MR. J. H. A. SMITH, 26, Leigh Road, Southampton

Executive Committee :

MR. J. J. JONES, 41, The Parade, Cardiff
 MR. J. STANLEY AYRE, 42, Trajan Avenue, South Shields
 MR. M. M. MARSHALL, 26, Trajan Street, South Shields
 MR. ALEXANDER A. LOVE, 32, Falkland Street, Hyndland, Glasgow, W.2
 MR. H. B. EAGLE, "Feild View," Wilton Road, Southampton
 MR. G. W. WINDASS, 66, Whitehall Road, Gravesend, Kent
 MR. F. S. CHESTERFIELD, 102, Etherington Road, Hull
 MR. F. R. E. GOLDSMITH, 36, Pine Avenue, Gravesend
 MR. C. E. MOCK, 10, King's Road, Mumbles, Glamorgan

Local Secretaries :

Aberdeen	.....	J. M. Wyness	.....	2, Belvedere Crescent, Aberdeen
Ardrossan	.....	J. A. Cunningham	.....	The Harbour, Ardrossan, Ayrshire
Barrow-in-Furness	.....	William Taylor	.....	23, West Avenue, Barrow-in-Furness
Barry	.....	C. Carpenter	.....	Pilotage Office, Barry
Belfast	.....	A. G. Starkey	.....	Pilot Office, Clarendon Dock, Belfast
Blyth	.....	W. T. Carr	.....	51, Ridley Avenue, Blyth
Bo'ness	.....	D. McAlister	.....	"Asgog," Grahmsdyke Road, Bo'ness
Boston, Lincs.	.....	H. Fountain	.....	Pilot Office, Custom House Quay, Boston, Lincs.
Bristol	.....	S. J. Ray	.....	"Hillboro'," Elberton Road, Westbury Lane
Burntisland	.....	L. McAlister	.....	The Pilot House, The Docks, Burntisland
Cardiff	.....	D. Edgar Morris	.....	13, Woodland Place, Penarth, Glam.
Clyde (Gourock)	.....	J. H. Innes	.....	"Burnbrae," Victoria Road, Gourock
Cinque Ports	.....	E. T. Day	.....	Channel Pilots' Room, Royal Terrace Pier,
Colchester	.....	H. C. Chamberlain	64, Spring Road, Brightlingsea	[Gravesend
Dartmouth	.....	The Dartmouth Pilots, 3, Bayard's Cove, Dartmouth		
Dee	.....	T. Bennett	.....	7, Railway Terrace, Connah's Quay, Nr. Chester
Dundee	.....	N. Dew	.....	"St. Olaf," 268, Broughty Ferry Road, Dundee
Falmouth	.....	E. Ludlow	.....	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, Glos.
Goole	.....	T. M. Mapplebeck	45, Salisbury Avenue, Goole	
Grangemouth	.....	M. I. H. Smith	.....	The Docks, Grangemouth
Gravesend (River)	.....	J. H. Fife	.....	Clare House, 24, Singlewell Road, Gravesend
Gravesend (Sea)	.....	W. J. Glassborow	76, Central Avenue, Gravesend	
Hartlepool	.....	J. T. Nicholson	.....	70, Church Street, West Hartlepool
Harwich	.....	T. R. R. Letten	.....	"Rivington," Fronck's Road, Dovercourt
Hull	.....	L. Walford	.....	35, Glencoe Street, Anlaby Road, Hull
Ipswich	.....	G. A. Gardiner	.....	15, Ruskin Road, Ipswich
Isle of Wight (Inw'd)	.....	L. W. Akerman	.....	"Craig-y-don," Princes Esplanade, Cowes
Isle of Wight (Out'd)	.....	P. A. Cook	.....	Pilot Office, 18, Queen's Terrace, Southampton
King's Lynn	.....	C. T. Chase	.....	37, Park Avenue, King's Lynn
Leith	.....	J. P. Short	.....	"Braco," 104, Granton Road, Edinburgh, 5
Llanelly	.....	W. Hughes	.....	8, Union Terrace, Llanelly
Londonderry	.....	C. O'Donnell	.....	Pilot Station, Innishowen Head, Co. Donegal
Lowestoft	.....	J. Riches	.....	"Kingston," Walmer Road, South Lowestoft
Maldon	.....	C. C. L. Stebbens	.....	Ivy Coitage, Heybridge, Maldon
Methil	.....	J. R. Davidson	.....	"Glen Goval," Macdonald Street, Methil
Middlesbrough	.....	L. Pickersgill	.....	6, Phillida Terrace, Linthorpe, Middlesbrough
Milford Haven	.....	T. H. Roberts	.....	4, Hill Street, Hakin, Pembrokeshire
Neath	.....	W. J. Jenkins	.....	"Fernleigh," Baglan, Briton Ferry, Neath
Newhaven	.....	E. W. Chidgey	.....	"Quantock," Hillcrest, Newhaven, Sussex
Newport (Mon.)	.....	C. J. Page	.....	1, Caerau Road, Newport, Mon.
Plymouth	.....	E. Rogers	.....	43, Woolster Street, Plymouth
Poole	.....	W. Brown	.....	"Elgar," 28, Hermitage Road, Parkstone
Portsmouth	.....	R. R. Russell	.....	10, Dolphin Court, Craneswater Gardens, S'thsea
Port Talbot	.....	H. A. Gunn	.....	5, Adare Street, Port Talbot
Preston	.....	H. Halsall	.....	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	.....	W. H. Treloar	.....	14, Barnoon Terrace, St. Ives
Sheerness	.....	P. J. Hannan	.....	113, Minster Road, Sheerness
Shoreham	.....	A. J. Blaker	.....	"Braeside," Old Rectory Gardens, Southwick
South Shields	.....	R. Marshall	.....	Pilot Office, South Shields
Sunderland	.....	R. Wilkinson	.....	"Cordova," Park Lea Road, Roker, Sunderland
Swansea	.....	S. J. Hanson	.....	Pilot House, West Pier, Swansea
Trent	.....	Robert Acaster	.....	30, Cranbrook Avenue, Hull
Whitehaven	.....	T. H. Stevenson	.....	Bridge Hse., Netherton, Maryport, Cumberland
Wisbech	.....	J. P. Burton	.....	35, Custom House St., Sutton Bridge, Wisbech
Yarmouth	.....	F. Armstrong	.....	66, Victoria Road, Gorleston-on-Sea, Yarmouth