



The Pilot

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JANUARY

1949

PROGRESS OF NEGOTIATIONS

SINCE the last Conference it has not been possible to maintain the frequency in the issues of *The Pilot* we had hoped. This has been due to exceptional circumstances, particularly that long awaited meeting at the Ministry of Transport, the arrangements for which were announced in the October magazine. The meeting duly took place on the 26th of that month, and our next issue was deferred until the Executive Committee had had an opportunity of reviewing the position. This was done at a meeting at the Bonnington Hotel, London, in December. Usually the Committee succeed in dealing with the business at one day's sitting but this time they met on the afternoon of the 8th and put in a full day on the 9th.

A great deal of the discussion related to the meeting at the Ministry and matters bearing on it. There is no question of keeping members in the dark, but it will be generally realised that a report of the discussion at this stage might prove very inconvenient and lead to misunderstandings all round.

Agreement To Continue Talks

The October meeting was really a preliminary to a round table Conference with the shipowners, and the Executive Committee agreed that the sub-committee (Messrs. Goldsmith, Tate, Mock and Line) with Sir John Inskip should continue the discussions. There was some hesitation about doing so when Mr. Goldsmith mentioned, that one of the shipowner delegates to the first meeting said that no evidence had been produced to support the pilots' case for a 60 per cent increase on 1936/38 earnings and he hoped no more would be heard of it. Mr. Marshall expressed surprise that the remark was not

challenged but the Chairman (Mr. Love) said it was heard by only two and he could not say whether it was just an aside. Sir John Inskip, who did not hear the remark said it was an expression of opinion which anyone was fully entitled to make. After that it was agreed that the sub-committee should meet the representatives of the Chamber of Shipping.

Meeting at the Chamber

That meeting took place at the Chamber of Shipping on January 13th with Sir John Fisher in the chair. Both sides expressed a desire to reach agreement, but it was generally recognised that the discussions would be prolonged and several meetings would be necessary before any definite proposal was likely to be agreed.

The next meeting was fixed for March 15th, so there is good time to prepare for it. Also, in the meantime the Executive Committee of the Association will be meeting and naturally will give the matter most careful consideration.

Everyone is fully alive to the complexity of the problem and the difficulty of finding any scheme which, at any rate at the outset, will not appear to be to the disadvantage of some ports. Our pilotage service has the traditional peculiarity that when a proposal is under discussion, what is meat to one port is so often poison to another, but members may rest assured that the interests of no port, large or small, will be overlooked in the course of these negotiations.

As soon as possible a further report on the progress of the discussions will be made.

Ministry Now Stand Aside

Having brought the parties together the Ministry now leaves them to discuss one another's proposals. Just as the pilots expect to have their proposals discussed by the shipowners, the shipowners naturally expect that theirs will be discussed by the pilots. That point was stressed by Mr. Guttery who represented the Minister of Transport.

The Ministry will not come into the picture again until the negotiations produce an agreed yard-stick to take the place of the existing formula, or come to a deadlock. What pre-conceived idea, if any, the Ministry has as a solution of the problem is, of course, not known.

The policy agreed to by the Executive Committee in December is to proceed with the proposal for a 60 per cent increase on 1936/38 earnings and to examine the shipowners' proposals. In the meantime the Ministry is being asked to furnish any relevant figures.

Valuable Information

The ports made an excellent response to the Secretary's questionnaire and the committee is now armed with a large amount of up-to-date material in tackling the problem of the formula. Sir John reported to the Executive that his inquiry was sent to 52 ports of which only two did not reply; one of them because they thought the Association had the information and at the other there is only one pilot. Sir John was able to give the Executive a comparison of the earnings of the ports in 1947 and what they would get with a 60 per cent increase on the pre-war figures. The list was carefully studied in all its aspects and discussed at length. One factor which was stressed by Mr. Linc was the number of pilots in a service. Where the number was considerably less than before the war each man was working much harder doing more ships and though his earnings might be above the Ministry ceiling, they would be below if the service had its old complement of pilots. Another factor mentioned by him was the distance piloted.

The bearing of the proposal on the small ports engaged earnest consideration. Sir John said that the number of ships they piloted would perhaps come as a surprise to them.

Another aspect discussed was that the pre-war earnings of some ports were too low. In those cases, Mr. Wynn said, the whole schedule of rates must be reconstructed.

"There must be reservations" was the conclusion Mr. Tate drew from the discussion, and this was generally agreed. Sir John's comment was "When you have decided that you will have relieved my mind regarding 20 or more ports."

Conference Dates

The negotiations now in progress will make this year's Conference of even greater interest and importance than usual. The Executive Committee at their December meeting arranged to hold it at the Bonnington Hotel, London, on Wednesday and Thursday, June 29th and 30th. On the 28th there will be the usual eve of Conference meeting of the Executive.

Coming Back?

A tentative approach with a view to rejoining the Association has been made by certain bodies of pilots. Mr. Love to whom the matter had been mentioned gave the Executive Committee meeting on December 8th details of a conversation which took place with a representative of one such body. In order not to prejudice any further talks which may take place Mr. Love's statement and the subsequent discussion are not reported in this issue, but it almost goes without saying that the Executive will do all they can to facilitate the return of any pilots to membership. At another port the pilots are showing an increasing inclination to come back, indeed some have already done so and there is every hope that the rest, or at any rate most of them will do so early in the new year.

THE ASSOCIATION HELPS THE PORTS WITH THEIR PROBLEMS

A perusal of the following epitome will show how the Association is helping many ports in their own particular problems. Since it was put before the Executive Committee at the December meeting, when a desire was expressed that such matters should be as widely known as possible. Sir John has amplified it for *The Pilot*. Some of the subjects were discussed by the Executive and are dealt with elsewhere in this issue.

Wisbech.—Negotiations in connection with the new Pilotage Order and bye-laws are proceeding. In the meantime the pilots are compelled to make application for a percentage increase in their rates to tide them over the interval until the proposed new schedule of rates is in operation.

Londonderry.—Objections have been lodged to the pending application and this Association has submitted its further observations to the Ministry.

Belfast.—A code of new bye-laws has been submitted by the Pilotage Authority, and while the pilots are in agreement with same, they are taking this opportunity of raising certain matters in connection with the working of their service.

Humber.—The pilots have been pressing for additional pilots to relieve them of the heavy strain under which they have been working for some time, and the Pilotage Authority has recently approved the immediate restoration of the pre-war strength to 85 pilots. In the meantime the pilots have submitted a Rates Application.

Preston.—The pilots have just made an application for a 40 per cent increase.

Gloucester.—The pilots are greatly concerned with regard to the future of Sharpness. It is not known what the intentions of the Government are, but their bulk purchasing policy is having the effect of shutting Sharpness right down. Ships which would normally have gone up to Sharpness in charge of some Gloucester pilot are now being brought into Avonmouth for discharge and parcels are then put into lighter and taken up to Sharpness for distribution from there. The cost of this method of handling cargoes destined for Sharpness must be considerable. In the meantime the pilotage service has to be maintained, but the diversion from Sharpness makes it very difficult to find the necessary revenue and an application for an increase, which will have to be substantial, is being made.

Weymouth.—Things have become difficult here following the appointment of another pilot, although there was insufficient revenue to provide a living for one pilot. This is another instance of a port which apparently requires two pilots to maintain an adequate watch and avoid any ship arriving and being held up by the lack of a pilot, but nothing like an adequate living can be obtained. Of course, the appointment of a second pilot should carry with it at least a 100 per cent increase in the Rates.

Colechester.—Here again there is a proposal to appoint a second pilot in order to provide what Trinity House consider an adequate service, but there has not been any adequate increase in the rates which will now have to be granted.

Tees.—The application of the Pilotage Authority fully backed by the pilots and this Association for an increase in their Rates and the removal of a preferential rate up to 900 tons has been rejected by the Ministry following a meeting. This means, presumably, that the Tees pilots are expected to continue under the same conditions and even when additional pilots are licensed the work which they are doing compared with pre-war will justify a renewal of their application in the light of figures which will then be available.

Barrow.—Discussions have been taking place with the Barrow pilots and the Executive Committee has arranged for some one to visit that port to confer with the pilots when they are able to arrange a meeting.

Teignmouth.—The claim of a pilot injured during the course of his duties has been negotiated and settled to his satisfaction.

Goole.—Two cases of stranding are being handled by this Association which will look after the interests of the pilots concerned.

A question has arisen with regard to the granting of a pilotage certificate to a retired captain. On behalf of the pilots this Association has submitted that it is *ultra vires* the Pilotage Act to grant a certificate to a man who is not the bona fide master or mate of a vessel, and the Authority has submitted this contention for the opinion of their solicitors.

Preston.—As a result of the inquiry mentioned in the last issue of *The Pilot*, the pilot concerned was acquitted of the charge made against him on the ground that there should not be any interference with the responsibilities of the pilot as to whether or not the weather was fit to take a ship out.

Salvage.—A salvage claim by a pilot is in course of negotiation at one port.

EXECUTIVE COMMITTEE NOTES

Subjects Discussed at the December Meeting

The Executive Committee met at the Bonnington Hotel, Southampton Row, W.C.1 on December 8th and 9th, 1948. Some of the subjects discussed are dealt with in the editorial notes or under separate headings. The following notes relate to the other matters on the agenda.

Mr. Alex. A. Love presided at the meeting and the others present were: Messrs. F. R. E. Goldsmith, H. B. Eagle, M. M. Marshall, G. S. Ward, J. H. Innes, N. A. Line, H. G. Pead, C. E. Mock, H. J. Wynn, D. H. Tate, Bernard C. Webb, hon. treasurer, and Sir John H. Inskip, secretary and solicitor.

MEMBERSHIP

It was reported that 30 new pilots had joined the Association during the year, and four had rejoined under the 5s. re-entrance scheme.

The Hon. Treasurer: Mr. Webb, after reporting on the financial position of the Association, suggested that the time had come to abolish the office of Hon. Treasurer, which imposed considerable expense on the Association.

Mr. Marshall spoke of the value of Mr. Webb's experience and knowledge to the Executive and urged that he should be induced to remain with them.

Mr. Wynn thought it could be discussed when there was need for economy.

Mr. Webb said that he was thinking only of the Association's finances: it would be a said day for him when he finished.

The Chairman (to Mr. Webb): You are still our Treasurer.

(This suggestion came from Mr. Webb on the 42nd anniversary of his joining the U.K.P.A. During that period he was for 28 years local secretary for the Clyde, 23 years a member of the Executive Committee, 13 years senior Vice-President, and for the past 10 years Honorary Treasurer.)

PRESTON 100 PER CENT

The Secretary reported that following the discussion at the previous meeting of the Executive Committee the position of the Preston pilots had been cleared up and they were now 100 per cent members of the Association.

The case of a Preston pilot who refused to take a ship down the river in foggy weather had been heard and the pilot was exonerated. He was given legal assistance and the Association had paid the full cost amounting to £46.18.8. The Association's action in the matter had had a very good effect among the pilots. Seven new pilots who had recently joined the service paid the entrance fee and joined the Association and two others who had fallen into arrears had brought their subscriptions up-to-date.

THE TEES APPLICATION

There was considerable discussion on the refusal of the Ministry of Transport to confirm a Tees bye-law increasing the rates and abolishing a preferential rate.

Mr. Tate explained the position at some length. Most of their revenue, he said, was derived from gross tonnage but the first 900 tons was exempt from the tonnage charge so that a ship of 900 tons gross paid only on draught. The result was that they were actually piloting from 9 to 12 miles for 12s. 6d. The preferential rate was inherited from the Tyne, who had got rid of theirs. Net earnings on the Tees between the two wars were £420, and the removal of the preferential rate would have had the effect of raising earnings by about 20 per cent. Their application for the removal of the rate was made a year and two months ago. The Tees pilots were exceeding the formula standard but they had been told that the formula was only for general guidance and not a rigid principle. It was their contention that their earnings as assessed for the formula were too low. They were at a loss to see why their application, which had the backing of their Authority had been refused, and there was no indication from the Ministry of the reason. What could they do about it?

Sir John: You are up against the position where in many walks of life there would be a strike. When argument fails there is nothing you can do about it. As the weapon of the strike is not in your armoury I am at a loss to suggest anything you can do. The case could not have been stated better than it was by Mr. Tate.

Mr. Tate: It only wants a match and they will go on strike. These small ships with negligible tonnage are putting on us so much work. The same vessel in Hartlepool pays twice as much for a mile and a half as we do for nine miles, and they pay still more on the Tyne. What really astonishes me is that in a port where we are handling ships up to 25,000 tons gross, £500 a year is considered a good basis to work upon for our earnings. It is laid down that if you exceed the formula you must have a good case. I don't think our case was judged on its merits at all. Do we accept the dictation of the Chamber of Shipping, which is what it amounts to?

Sir John: You are up against some of the privileges you enjoy under the Pilotage Act. For instance, your rates are fixed by the Pilotage Authority and where there is disagreement with pilots or shipowners the Ministry will arbitrate. That is what has been done and there is no right of appeal. Neither is there when the application is granted.

HUMBER'S LATEST CUTTER

Humber pilots now have in commission this sturdy cutter which was formerly H.M.S. *Calway*. When converted for use in the pilot service she was renamed *William Fenton* after the Chairman of the Humber Conservancy Board. She takes the place of the 52 year old *W. A. Mossey* which has been sold to the Bristol pilots. In Design she is similar to the *J. H. Fisher* built in 1931 and will work in conjunction with her. The *William Fenton* has accommodation for 32 pilots and 17 crew in two-berth cabins. Her length is 160 ft., beam 27.5 feet and draft 14 ft. Built at Beverley in 1944 by Cook, Welton and Gemmell and converted by the Humber Graving Dock and Engineering Company, Immingham, she is in Lloyd's highest class.



Mr. Tate said their work had increased by 80 per cent and they had only a 40 per cent increase in their remuneration under the 1936-38 standard. They were doing more work with fewer pilots.

Mr. Line said that if any other body of workers putting in 96 hours a week as the Tees pilots were doing, were treated in the same way it would lead to a strike. Nobody advocated such action but it seemed to be the only way to get results.

Mr. Tate said that the Tees Authority agreed that £950 should be the pilots' remuneration, but it was physically impossible for them to pilot any more ships. There must be more pilots which meant reduction of earnings.

Sir John suggested that the Tees pilots should get the four extra men they wanted, and then having put their working conditions right they should make another whole-hearted attack on the tonnage rate, and seek adjustment of their remuneration.

Mr. Tate said they proposed approaching their local M.P. with a view to getting an explanation from the Ministry.

The Chairman said they were all very

sympathetic with the Tees pilots and suggested that any proposals they wished to make should be brought before the next meeting of the Executive.

THE SECRETARYSHIP

At the September meeting Sir John reported that he had been in touch with a firm of solicitors in London and another in Liverpool regarding a possible successor as secretary and solicitor. He now reported that some progress had been made but the Executive was not yet in a position to make a definite proposal.

Mr. JOE SMITH

On the proposition of Mr. Marshall, seconded by Mr. Mock the Executive agreed to recommend to Conference that Mr. Joe Smith, of South Shields be elected an honorary vice-president.

NEXT MEETING

The Executive arranged their next meeting for March 9th at the Bonnington Hotel at 2 p.m. and March 10th at 10 a.m.

SMALL PORTS TACKLE THEIR PROBLEMS

New Committee Meets in London Discussion With Association Executive

ALTHOUGH it was arranged at short notice, the meeting of the Small Ports Committee on December 9th was attended by Messrs. J. Barron (Wisbech) and C. T. Chase (King's Lynn) who represented the Wash ports, Mr. B. R. Booth (Ipswich), Mr. C. Bewley (Yarmouth) on behalf of Yarmouth and Lowestoft, Mr. H. C. Chamberlain (Colchester) and Mr. P. A. Hawkesworth (Portsmouth) who in addition to his own port represented Newhaven, Shoreham and Poole.

Late in the afternoon when they had finished their discussion the representatives of the small ports were cordially received by the Executive Committee and some of the points which had arisen were brought forward.

Mr. Barron said the small ports had a lot of grievances to air, particularly relating to the administration of those ports and it was time they were brought before the Executive. The bye-laws were one subject, and at Wisbech, for instance, they were just a monstrosity.

Mr. Webb said there were many things the Executive had never been told about and that was why the Small Ports Committee had been formed.

SUB-COMMISSIONERS

Sir John Inskip mentioned that one of the grievances of most of the Trinity House Outports was that the pilots had no representation among the pilotage sub-commissioners. They did not know what went through; it depended very much on the chairman. The sub-commissioners played the pilots off one against the other. If the small ports pooled their experiences on that subject they should be given some voice and not be absolutely muzzled. They were disciplined much more than any other pilots; that was one matter they could tackle among themselves, and if they could get agreement the Executive could take it up for them. At present there had to be six pilots at a port before they could claim representation among the sub-commissioners; the Executive might get that reviewed.

The importance of personal contact was stressed by Mr. Hawkesworth. There were pilots in his district, he said, who were not members of the Association, but if they saw that something was going to be done for them they would come in.

The Chairman gave the assurance that the Executive were anxious to help and asked that proposals should be put up for consideration.

Astonishing figures of pilots' earnings at Wisbech were given by Mr. Barron. The gross pilotage last year was £760, he said. Of that, £460 went in running the service

leaving only £300 to be divided among the pilots. His own net earnings—he was ill for three months and got in only five months work was £31. The shipping did not warrant three pilots, but the Authority appointed them.

Mr. Line: This is another case where a port which does not want pilots gets them; there are others which want them but can't get them.

Mr. Pead: Sharpness has 10 pilots and they won't even let them go to sea. (Replying to the Chairman) They get about £250.

Mr. Barron: Our earnings were about £550, but we can't get the trade back.

Sir John: The only thing is to apply for a percentage increase and that is being done.

Mr. Wynn: A pilot should have sufficient remuneration so that it is not necessary for him to do other work.

Mr. Tate suggested that the small ports might be able to draw up the main points which were common to them all.

Mr. J. H. A. SMITH RETIRES FROM THE SERVICE

To show their respect and esteem for Mr. J. H. A. Smith on his retirement from the Southampton pilot service, a quite informal but very happy gathering was held at the Southampton Pilot Office, when the present senior pilot, Mr. C. H. Watson, on behalf of the service, handed him a souvenir.

Mr. Smith said he had had a long innings and was proud of it, not only as far as pilotage was concerned, for he trusted that he had been able to uphold the traditions of the Isle-of-Wight Pilotage service, and, through the U.K.P.A., to help pilots throughout the United Kingdom. He gave much sound advice to both the younger and older pilots of Southampton, and said that although his piloting days were over, his knowledge and help in any of their knotty problems was always available to them.

It was a parting after many years but it ended on quite a happy note, for the gift was an electric kettle, which poured the water into the tea-pot, made the tea, put on the light, and then called him. This J.H. admitted was useful and appropriate, for already in his retirement, it had become one of his jobs to make the early morning cup of tea. Thus he was bound to remember his old colleagues at an hour when he would not have been thinking of them.

Sir Peter MacDonald, M.P. Forming Parliamentary Committee

Captain Sir Peter MacDonald, M.P., has agreed to invite Members of Parliament to join a Parliamentary Committee on the lines of the one formed by the late Lord Apsley.

Sir Peter, who was born in Nova Scotia, has been Unionist Member for the Isle of Wight since 1924 and has shown considerable interest in pilotage

matters. From 1928 to 1930 he was Parliamentary Private Secretary to the President of the Board of Trade. He served in both wars and was knighted in 1945.

He was invited to meet the Executive Committee when they were in London for the meeting in December and joined them at luncheon.

TRINITY HOUSE

London Pilots' Presentations to

Mr. A. Dickson Blake

Mr. A. Dickson Blake, principal of the Pilotage Department of Trinity House retired in November of last year after 42 years service with the Corporation, and is succeeded by Mr. S. Rawlings Smith.

Joining the department as a junior in 1906, Mr. Blake was appointed first assistant clerk (now called deputy principal) on New Year's Day, 1912, and principal in May, 1936.

Lloyd's List recalled that Mr. Blake had a great deal to do with the Pilotage Act of 1913, and that, among other offices he held, was that of clerk to the London Pilotage Committee. He served under five deputy-masters of the Trinity House—the late Captain Sir George Vyvyan, the late Captain Sir Acton Blake, the late Admiral Sir Robert Mansell, Captain Sir Arthur Morrell (who recently retired), and Captain G. Curteis, the present deputy-master.

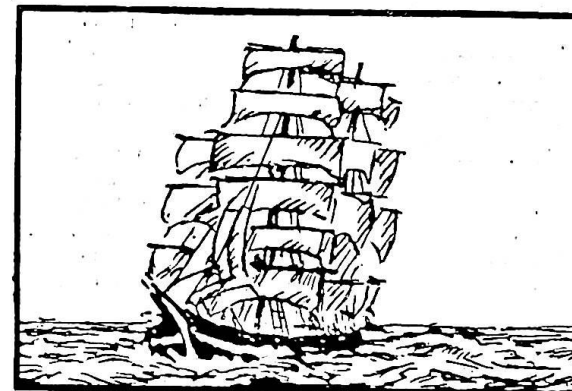
On his retirement several presentations were made to Mr. Blake. The headquarters staff gave him a gold wristlet watch, and in

making the presentation the Secretary, Mr. R. H. G. Thomson expressed the regret felt by all at parting with such an able and popular colleague.

On behalf of their respective bodies, Channel Pilot F. R. E. Goldsmith; North Channel Pilot H. Robinson and Compulsory River Thames Pilot G. A. Dean presented a silver salver; a table lighter and a silver tankard, respectively, and all expressed high appreciation of Mr. Blake's courteous and friendly relations with the various classes of pilots and their regret at his departure.

Mr. Blake in replying, thanked the pilots for their loyal co-operation, particularly during two world wars.

Mr. Rawlings Smith entered the Pilotage Department in July, 1923, and succeeded Mr. Blake as deputy principal in 1936. During the war he was Trinity House liaison officer with the Admiralty and the Ministry of War Transport and held an R.N.V.R. commission. In 1945 he was appointed clerk to the Pilotage Sub-Committee which dealt with post-war pilotage problems. His other interests have included local government and for nine years he was a member of the Orpington Urban District Council.



THE PILOT

Local Secretaries :

| | | | | |
|-----------------------|-------|-------------------|-------|--|
| Aberdeen | ..... | J. M. Wyness | ..... | 2, Belvedere Crescent, Aberdeen |
| Ardrossan | ..... | J. A. Cunningham | ..... | The Harbour, Ardrossan, Ayrshire |
| Barrow-in-Furness | ..... | S. Green | ..... | 54, East Mount, Barrow-in-Furness |
| Barry | ..... | F. W. Llanfear | ..... | 6, Clement Place, Barry, Glam. |
| Belfast | ..... | J. A. Patton | ..... | Pilot Office, Harbour Office, Belfast |
| Boston, Lincs. | ..... | H. Fountain | ..... | Pilot Office, Dock Head, Boston |
| Brixham | ..... | E. J. Mardon | ..... | "Ridley," Berry Head Road, Brixham |
| Cardiff | ..... | T. R. Beer | ..... | The Hollies, Wordsworth Avenue, Penarth |
| Clyde (Gourock) | ..... | J. H. Innes | ..... | "Burnbrae," Victoria Road, Gourock |
| Cinque Ports | ..... | R. E. Clare | ..... | Woodend, Whitfield Hill, Kearsney, near Dover. |
| Colchester | ..... | H. C. Chamberlain | ..... | 64, Spring Road, Brightlingsea |
| Dartmouth | ..... | G. H. Ridalls | ..... | "Claremont," 24, Above Town, Dartmouth |
| Falmouth | ..... | E. Ludlow | ..... | Pilot Boat Association, 14, Arwenak Street, Falmouth |
| 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 | ..... | ..... | ..... | ..... |
| Gravesend (River) | ..... | J. H. Fife | ..... | Clare House, 24, Singlewell Road, Gravesend |
| Gravesend (Sea) | ..... | W. S. Campbell | ..... | 72, Portland Avenue, Gravesend |
| Hartlepool | ..... | J. S. Storrow | ..... | 72, Marine Drive, Hartlepool |
| Harwich | ..... | T. R. R. Letten | ..... | "Rivington," Fronck's Road, Dovercourt |
| Holyhead | ..... | ..... | ..... | ..... |
| Hull | ..... | E. Holmes | ..... | Humber Pilot Office, Queen Street, Hull |
| Ipswich | ..... | B. R. Booth | ..... | 20, Belstead Avenue, Ipswich |
| Isle of Wight (Inw'd) | ..... | A. M. Thomson | ..... | 25, Union Street, Ryde |
| Isle of Wight (Out'd) | ..... | H. B. Eagle | ..... | Pilot Office, 18, Queen's Terrace, Southampton |
| King's Lynn | ..... | C. T. Chase | ..... | 37, Park Avenue, King's Lynn |
| Llanely | ..... | W. Hughes | ..... | 8, Union Terrace, Llanely |
| Lowdonderry | ..... | R. A. O'Donnell | ..... | Shrove, Greencastle, Co. Donegal |
| Lowestoft | ..... | J. Riches | ..... | "St. Anne's," Skamacre Crescent, Normanston Drive, Lowestoft |
| Middlesbrough | ..... | L. Pickersgill | ..... | 6, Phillida Terrace, Linthorpe, Middlesbrough |
| Milford Haven | ..... | T. H. Roberts | ..... | 47, Charles Street, Milford Haven. |
| Neath | ..... | W. J. Jenkins | ..... | "Fernleigh," Old Road, Baglan, Port Talbot |
| Newhaven | ..... | E. W. Chidgey | ..... | "Quantock," Hillcrest, Newhaven, Sussex |
| Newport (Mon.) | ..... | C. J. Page | ..... | 1, Caerau Road, Newport, Mon. |
| Penzance | ..... | ..... | ..... | Pilots Lookout, South Pier, Newlyn |
| Plymouth | ..... | E. Rogers | ..... | 43, Woolster Street, Plymouth |
| Poole | ..... | A. W. James | ..... | 82, Fernside Road, Poole, Dorset |
| Portsmouth | ..... | P. A. Hawkesworth | ..... | Trinity House Pilotage Service, Victoria Pier |
| Port Talbot | ..... | W. D. Reed | ..... | 26, Rice Street, Port Talbot |
| Preston | ..... | H. Halsall | ..... | Pilotage Office, The Docks, Preston, Lancs. |
| St. Ives | ..... | W. H. Treloar | ..... | 14, Barnoon Terrace, St. Ives |
| Seaham | ..... | W. Miller | ..... | 129, The Avenue, Seaham, Co. Durham |
| Sheerness | ..... | P. J. Hannan | ..... | 113, Minster Road, Sheerness |
| Shoreham | ..... | A. J. Blaker | ..... | "Braeside," Old Rectory Gardens, Southwick, Sussex |
| 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 |
| Teignmouth | ..... | A. R. Nance | ..... | 1, Marine Terrace, Teignmouth |
| Trent | ..... | R. Acaster | ..... | 30, Cranbrook Avenue, Cottingham Road, Hull |
| Weymouth | ..... | C. S. Monger | ..... | 27, Southlands Road, Weymouth |
| Whitehaven | ..... | J. R. Tennant | ..... | "Brooklyn," Crow Park, Whitehaven, Cumberland |
| Wisbech | ..... | J. Barron | ..... | 37, Clarkson Avenue, Wisbech |
| Yarmouth | ..... | C. Bewley | ..... | 35, Sussex Road, Gorleston-on-Sea, Yarmouth |