



The Pilot

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SINCE the Executive Committee met in London in December, Parliament has been dissolved. The inevitable effect of this is that our President's efforts to form a committee of Members prepared to give special attention to pilotage matters comes to a standstill until the new House is elected, and in the meantime there is no possibility of exerting any pressure through that agency.

Sir Peter Macdonald of course goes into the field again as a candidate, but as he has held the Isle of Wight seat since 1924 there cannot be much doubt about his re-election. He hopes that in the new Parliament there will be the right material for forming a really strong Pilotage Committee.

The Executive had hoped that Sir Peter would be with them at their December meeting but official duties took him out of the country at that time. The next meeting has been arranged for March 9th when we shall know the constitution of the new House and the attendance of the President would be particularly welcome.

Conference

The sixty-third Conference of the Association will be held in London on Wednesday and Thursday, June 14th and 15th, 1950. The place of meeting has not yet been fixed.

As usual the Executive will meet on the day before Conference opens.

The Formula

This complex subject was once again discussed by the Executive in December and while it is certain that no action by the Ministry of Transport may be expected at this stage Sir John Inskip is anxious to collect certain particulars from the ports. As is generally realised the problem is to find any formula which will fit the different needs of

every port and he wants the information for the purpose of trying to find a solution. Will those ports which have not yet sent in the details asked for in his circular letter of January 6th, the text of which appears on page 3, kindly do so as soon as possible?

Mr. Griffiths

Mr. C. D. Griffiths made his first appearance as assistant secretary and solicitor at an Executive meeting. He was given a very cordial welcome by the Chairman on behalf of the Executive. After the discussion on the formula he was invited to say what impression it had made on him, but he was disinclined to commit himself beyond the opinion that it was a very involved problem and it seemed that they were trying to get a solution which whilst common to all must be made to fit the widely varying circumstances of every port.

A Tees By-Law

Some prominence is given on another page to a discussion regarding a proposed new bye-law on the Tees providing for a shore watch by senior pilots. On the face of it this is a domestic matter and it is the policy of the Executive not to intervene in such cases, but here there is an important principle involved, and it was only because the Executive were anxious to preserve pilots' licences from too easy variation that so much time was devoted to the subject. The merits of the proposal itself were not questioned.

U.K.P.A. Badges

Button hole badges of the Association in coloured enamel on gilt are now available and applications should be sent to Head Office in Bristol. The design is the same as in the past and a black and white reproduction is in the left hand top corner of this page. They are two shillings each.

THE FORMULA

Ports asked to give details of 1949 Earnings

NEW APPROACH TO TRINITY HOUSE

PILOTAGE earnings and the formula again received considerable attention at the December Executive meeting.

It was clear from a statement on the position by Sir John Inskip that the Ministry were not going to take the initiative in any way, their view being that having regard to their responsibilities and duties under the Pilotage Act they could not do so. It was, the Ministry said, up to the parties themselves to make an agreed approach to the Ministry if they wanted the formula altered so that until some agreement was reached between the pilots and shipowners nothing would be done.

Both the Association and the Union have been anxious to know what line the Ministry would take in view of the present economic and financial stress. Sir John thought that the Ministry would not hold pilots' earnings down too rigidly and say that no pilot should earn more, because after all, pilots were in the nature of piece workers. But, if there were to be increases the pilots must be prepared for decreases, too.

THE CHAMBER'S POLICY

Sir John understood that the Chamber of Shipping had several ports marked down for decreases. "We have to be prepared for this" said Sir John, "because they have in mind those ports which for one reason or another—justifiable reasons, we say—are earning substantially more than the formula figure."

The statement by Sir John also mentioned that the Ministry were not prepared to take up the proposal in the Trinity House letter of June 22nd, 1949 for a meeting of representatives of the Chamber of Shipping; the U.K.P.A.; the T.G.W.U. and the principal Pilotage Authorities, with a view to solving the problem.

"The national situation has materially changed since the last Conference," the statement concluded, "and has not made matters any easier."

The Chairman's comment on the position was that it was deadlock and he did not think any proposals the Executive put forward could influence the decision at all. Sir John Fisher's suggestion was that they might have a small sub-committee, but it had been ignored.

"We have not much to take to Conference" said Mr. Mock.

"What would happen if the Chamber of Shipping refused to meet us?" asked Mr. Marshall, and the Chairman replied "The Ministry would simply say the formula stands."

"MINISTRY MUST LISTEN TO THE PILOTS"

"We should go forward for 60 per cent" Mr. Marshall maintained. "The Ministry must listen to the pilots as well as the shipowners."

Mr. Watson, too, held that if the Chamber of Shipping dictated what they wanted, surely the pilots had redress somewhere.

While agreeing that the present position was wrong, Mr. Tate's view was that the suggested 60 per cent only scratched the surface.

The Chairman reminded the Executive that the shipowners were not prepared to adopt it.

Sir John said that all these questions were tied up with conditions of work. How were they going to regulate the number of pilots?

Mr. Tate showed how conditions had changed at his port in the past 20 years and they were now doing three or four times the amount of work under very different conditions.

Sir John: There are very many ports in your membership who would fight the 60 per cent proposal to the last ditch for various reasons, and any such formula could only have a very limited application. Gloucester, for instance, found it hard to keep going, and it would be the finish of them.

Mr. Innes: I do not think I am justified in agreeing to any percentage: we should press for the committee.

1949 RETURNS WANTED

The discussion came to a close when Sir John said that he proposed to send out another circular asking the ports for their 1949 returns. The information should be available at the next meeting and they could then see what they could do about it.

"When the Advisory Committee or any other body meet to discuss pilotage matters in general much may emerge from it." He continued, "Amalgamation of ports and services, the views of docks executives, all kinds of sweeping changes will cause endless discussion. The importance of such an Association as this when that time comes cannot be exaggerated."

He expressed the view that pilots' earnings were calculated on so complex a system that a simple percentage increase could do no more than effect a temporary adjustment.

* * *

The subject cropped up again when another item on the agenda was under discussion.

Mr. Goldsmith suggested that the Association should ask Trinity House to arrange a meeting with the shipowners.

Sir John expressed the view that the shipowners would not be prepared to meet one Pilotage Authority alone—Trinity House. The Mersey Docks and Harbour Board and the Clyde Trust not to mention other important Authorities were among those who would have to come into any discussion.

Mr. Goldsmith: Is the first step Trinity House?

Sir John: What you are aiming at is to get a committee—not necessarily the Advisory Committee—called with the blessing of the Ministry. It is quite a good suggestion to say we are up against it and ask Trinity House whether they can move the Chamber of Shipping.

Mr. Goldsmith: Will Trinity House be prepared to take the initiative; examine the disadvantages of the existing formula, see what can take its place and give that to the Ministry?

Mr. Innes seconded Mr. Goldsmith's suggestion to approach Trinity House which was adopted, the Chairman making it clear that it did not refer to the Advisory Committee but to another Committee whose advice might be used.

* * *

Footnote: "There are far less signs of restiveness at the moment than for a long time. That is the impression I have gathered from my correspondence."—Sir John Inskip.

The circular letter sent to the ports by the Secretary early in January was as follows:—

"With the opening of the New Year, which will, I hope, be a happy and prosperous one, it is necessary for me to ask you to be good enough to furnish me with the latest particulars of the pilots' earnings at your port. The Executive Committee is actively concerned with regard to the Ministry formula, and whatever course the pending discussions may take, it is very necessary for them to see the whole picture and to know how each individual port is faring.

"I shall be much obliged, therefore, if you will let me have as soon as possible the following information for the whole of the year 1949, which will be on the same lines as what you have given me on previous occasions:

- (a) Number of pilots.
- (b) Number of ships piloted.
- (c) Tonnage of vessels piloted.
- (d) Net earnings.
- (e) Any alteration in the basic rate or percentage increase during the year.
- (f) Any observations which you may care to make with regard to your present earnings or conditions and the immediate outlook.

"The next meeting of the Executive Committee has been fixed for March 9th, when I shall hope to be in a position to present a detailed report. It will greatly assist me, therefore, if this information can reach me at as early a date as possible, and in any case not later than February 11th, 1950, so that I may have time to give the necessary detailed consideration to it and have time to ask for any further information or explanation which I may want in the light of the figures to be furnished."

ONE PORT ASKED FOR INFORMATION

The Secretary's Reply will Interest all Pilots

THE following are extracts from a letter Sir John Inskip wrote to a port which had asked for information on a number of points. They are printed in this issue of The Pilot because the information he gave is of interest to all pilots and not only to the port which asked for it.

"The position so far as the Ministry is concerned is, I fear, that they will not be willing to make any move until, at any rate, they are officially informed that the negotiations with the Chamber of Shipping have broken down. An approach has been made to Trinity House on the lines of the resolution passed by Conference but the Elder Brethren are of the same opinion and they are, therefore, unwilling to make any joint approach to the Ministry at the moment. The position, therefore, is a somewhat delicate one and the Executive Committee is very unwilling to close the door on any further discussions with the Chamber of Shipping. I have kept in touch with Mr. Arthur Bird of the Transport and General Workers' Union, who with representatives of his pilots joined us in the discussions with the Chamber, and he is in complete agreement with the attitude taken up by the Executive Committee.

"As to the letter dated September 14th, 1949 from the Secretary to the Sub-Commissioners to yourself, the position of matter is not quite so rigid as the Elder Brethren seem to suggest, because when the formula was first laid down by the Ministry in June 1943, it was expressly stated that the Minister would be prepared to consider sympathetically individual applications, notwithstanding the general policy of the Minister who would be guided by the formula, subject to any agreed representations which those concerned might put before him. At the same time, the Elder Brethren are, of course, quite right in stressing the fact that the Ministry formula is a difficulty. You will have received the circular letter which has just been sent to every port asking for the latest earnings figures, and the Executive Committee will be giving them careful consideration before deciding on their next step.

"Generally speaking the business before the Executive Committee can be got through in one day. The Executive meeting is not a Conference and a lot of business can be done in the space of six or seven hours' sitting. It has happened very seldom during my time that the Committee has had to sit for two days. It is difficult enough for pilots to get away from their ports, and if the Committee is going to sit for two days, some members will be away for four whole days, unless they travel by night which is not very attractive. You may, however, rest assured that the Executive Committee will give to the business of this Association whatever time is necessary.

"A Parliamentary Committee has not been called earlier for the reason that Parliament has not been sitting for the greater part of the time since Conference. You will appreciate also the doubt which Sir Peter Macdonald had about getting Members of Parliament to be actively interested in obtaining increases in pilots' remuneration under the recent and present precarious economic situation. If any of your pilots are under the impression that time has been wasted and that these important matters have not been exercising the minds of the Executive Committee and of Sir Peter Macdonald, and, indeed, of all who have the interests of pilots at heart, then I hope that you will be able with the help of this letter to reassure them."

O.B.E. for Mr. D. Magub

Congratulations to Mr. Douglas Magub, senior Cinque Ports pilot, on the award of the C.B.E. in the New Year Honours List.

Mr. Magub is the son of a North Channel pilot licensed in 1862 who became a staunch supporter of the U.K.P.A. He retired in 1898. His son Douglas had then been at sea four years in sail and obtained his master ticket, square-rigged, in 1903. Ten years later he became a licensed pilot and so served in both wars.

TEES SHORE WATCH

Danger of New Bye-Law is Restriction of Licences

A PROPOSED new bye-law on the Tees authorising the Pilot Superintendent to set up a shore watch consisting of a certain number of senior pilots who would be restricted to transport work in the docks—docking and moving—raises some important questions which Sir John Inskip felt he should bring to the notice of the Executive Committee, although Mr. Tate described it as "a little domestic matter."

The words "docking and moving" do not mean anything, Mr. Tate holds, because ships are sometimes moved a distance of nine miles. This work has grown considerably and the pilots' idea was that it should be done by the men who were "getting on a bit." They would go to sea in the cutter only in exceptional circumstances. The plan was agreed to by 34 of the 35 pilots and the one who objected consulted the Association as to his rights. Sir John advised him that it was his right to pilot any vessel that asked for his services and his licence could not be restricted. Then the Authority applied for the bye-law the sole reason for which in Sir John's view was to compel a man to accept a limitation of his licence.

It was the danger of the establishment of the principle that a pilot's licence could be interfered with by a bye-law which prompted Sir John to bring the subject before the Executive.

"Here we have an acquiescence in something you have always fought against," he said. "It may be very wise to have this shore watch and for the senior men to work it, and I am not questioning that, but it is a serious matter to allow the rights which a pilot enjoys under his licence to be whittled away by a bye-law. Who is a senior pilot? At what age does he become a senior?"

Mr. Watson: The principle was fought at Falmouth by Sir John in 1932; they wanted to make them dock pilots.

Sir John undertook to see if the bye-law could be reworded to satisfactorily eliminate the compulsory element and the Executive unanimously agreed to minute their view that it was essential to preserve pilots' licences inviolate.

HUMBER MAY BE THE TEST CASE

By ERIC HOLMES

MANY ports are now strenuously engaged in a hard fight for rates and the U.K.P.A. continues to strive, so far without success, for a national yardstick. We on the Humber now feel that the time is rapidly approaching when a decision from Ministerial level, governing the conditions and salaries at some major port may prove to be the yardstick for all ports. That major port may well be the Humber.

The wide gulf that exists between the pilot and the shipowner has placed the Humber Pilotage Authority in the position of having to report to the Ministry a deadlock in their attempt to promote a bye-law to establish a boarding and landing rate, through the unsurmountable obstacle of pilots' earnings.

Without quoting the statistics of our case, I consider it my duty to bring to the notice of our colleagues at other ports a resumé of our negotiations which may well result in a decision affecting all pilots.

At the termination of the war, affairs upon the Humber through no fault of the pilots, were in a very sorry state. The service was depleted to less than half strength, though sufficient to cope with the trade; maintenance costs of the service were rising, and there was a much reduced volume of shipping.

As the trade gradually improved the service was restored to its pre-war strength, always upon applications initiated by the pilots and always in spite of bitter opposition from the shipowner.

In March, 1948, when the acquisition of a new pilot cutter, was pending we were alarmed by the rising maintenance costs—many of them at the expense of the pilots' earnings—and promoted an application for the separation of cutter maintenance by the establishment of a boarding and landing rate, and a new pilotage rate to increase the pilots' earnings by 50 per cent above those of 1939.

In May last, the Pilotage Authority attempted to enforce a temporary bye-law awarding additional income for the cutters without alteration to the pilotage rates, again at the expense of the pilots. We had the help of Sir John Inskip, but could not defeat the bye-law owing to the cutters being run at a loss, but we did get an instruction from the Ministry to the Pilotage Authority to take immediate steps to investigate the pilots' application.

In the meantime the trade to the Humber continues to rise steadily, and whereas we based our application for £800 nett per year for 85 pilots from 14,000 ships, this year we

have piloted 16,525 ships, an increase of 18 per cent above the pre-war average. Like everyone in other walks of life we consider we are entitled to overtime for additional work, therefore our application must now be amended to £929 although the principle of £800 for 85 pilots from 14,000 ships remains.

The shipowner has welcomed this abnormal year for the basis of assessment and will ruthlessly exploit it to our detriment if allowed to do so. Under the cloak of the Ministry's war-time formula, the Chamber of Shipping have made an offer of £700 gross, which, when the extra ships are taken into consideration, fails even to satisfy the Ministry's formula.

We now await the Ministry's reply to our application, an application that attempts to split the existing rate and will not cost the shipowner one penny more for the services performed.

No doubt many who attended Conference last year, will recall my definition of fair working conditions—a reasonable amount of work, a fair reward for our labours and a reasonable period of leisure to enjoy the fruits of those labours. That is the principle embodied in our application, and we now await the Ministry's reply.

You may notice the close resemblance of the Humber application based upon earnings and not rates submitted in March, 1948, to the 60 per cent resolution unanimously approved by the 1948 Conference at a later date. Although the 60 per cent resolution proved to be unworkable as an instrument of negotiation in the endeavour of the Executive Committee to obtain a national agreement, it did prove that all ports are striving for the same goal.

We, therefore, entertain the hope that a good honest case presented by one port will prove to be the test case that will gain a verdict that will ultimately establish a principle for the permanent benefit of all ports.

Messrs. Eagle and Pead

The Pilot is pleased to have good news of the Executive invalids, Messrs. H. B. Eagle and H. G. Pead.

Mr. Eagle was eight weeks in hospital and underwent an operation which removed a complaint of some standing. He is cheered by the prospect of better health before long than he has had for some time. We share his hope that he will be at the March meeting of the Executive.

Cardiff reports that Mr. Pead's health is improving daily.

EXECUTIVE COMMITTEE NOTES

The Executive Committee met at the Bonnington Hotel, Southampton Row, London, on December 15th. Those present were:—

Mr. Alex. A. Love (in the chair), F. R. E. Goldsmith, C. E. Mock, J. T. Watson, D. H. Tate, G. S. Ward, M. M. Marshall, J. H. Innes, H. J. Wynn, Bernard C. Webb (Hon. Treasurer), Sir John H. Inskip (General Secretary and Solicitor), and Mr. C. D. Griffiths (Assistant Secretary and Solicitor).

Mr. Bernard C. Webb reported on the financial position.

SECRETARY'S REPORT

The Secretary gave the Executive information regarding various pending matters, amongst which were the following:—

Trinity House, he said, had made an application for an increase in the fees payable by masters and mates for pilotage certificates. He communicated with the outports some of whom saw danger in it.

Mr. Watson: I spoke to Mr. Rawlings Smith when he was at Falmouth and he gave me the impression it was going through.

Hartlepool.—There was no doubt that the Railway Executive were using their servants, unlicensed men, to do work inside the pilotage district. The Hartlepool pilots had apparently been persuaded not to take action and Sir John said he had told them that the Executive were not pressing them to do so against their will.

It was suggested that these Railway Executive employees who were really mooring men were establishing a position for themselves and Mr. Tate was advised to warn the Hartlepool pilots of the danger of the situation.

St. Ives.—The pilots who were paid on a tonnage rate wanted a new tariff to remove an anomaly, and the sub-commissioners had submitted one to Trinity House.

National Insurance.—As agreed at the October meeting of the Executive an appeal had been lodged by the Association against the rigid application of a national insurance rule under which a Swansea pilot's claim for his wife while he was in receipt of sickness benefit was refused because it was not made within the stipulated time.

It was stated that the pilot had returned to duty for a little while, but became ill again and on the second occasion the claim under the National Insurance scheme was in order.

Isle of Wight.—The Chamber of Shipping had objected to the proposed new boarding and landing charges and Sir John had the matter in hand.

Falmouth.—There was a little trouble about boarding and landing charges, which had been granted to the river pilots, but not up to the present to Mr. Watson and his friends. The Association was doing what it could in the matter.

Sheerness.—The six pilots had paid the entrance fees and rejoined the Association.

Humber.—There was no further development to report in the application for a boarding and landing rate and a new pilotage rate.

Dartmouth.—Apart from the Humber this was about the only case of an application for an increase. The Dartmouth pilots had always been miserably paid and the sub-commissioners were questioning them about the way they supplemented their earnings, saying that the pilotage was only a part-time service.

Wisbech.—All the new bye-laws had been confirmed.

Mr. Barron thanked the Association and Sir John for what had been done.

Weymouth.—Trinity House were getting busy with the so called part-time ports and had been asking what the working arrangements were at Weymouth where there were only two pilots. The Association had always been opposed to the principle of part-time men and he tried to press the matter following the last inquiry. He wrote to Trinity House and said that if a man was a part-time pilot they could not have him "on the carpet" if he was engaged elsewhere when his services were wanted. Trinity House replied that if a man had a licence he must conform to the bye-laws under the Pilotage Act, which was only another way of saying that he was a whole time pilot.

Southampton.—The pilots wanted to know how they would be affected by a change from footage to tonnage rates. They might do better to be on a footage and tonnage basis.

Mr. Wynn: Provided they don't make the same mistake as London and have a maximum which the shipowners introduced. They should be warned of that. Our maximum rate is 15,000 tons and all over that you carry for honour and glory!

Sir John: "A good many ports would not be in the position they are today if they had been on tonnage."

Humber Certificate.—The Ministry had decided that Section 27 of the Pilotage Act did not enable them to adjudicate on the matter, (see *The Pilot*, October, 1949, page 2). He had not accepted that and was relying on Section 27(f). He held that the Authority had not properly exercised its function in granting this certificate and had not made the necessary inquiries.

Mr. Wynn thought it was all a "try on" and if the owners "got away with it," all masters would have an *Urbino* on their certificates.

ARDROSSAN

The Chairman reported that two more Ardrossan pilots had joined the Association.

KING'S LYNN

Mr. Barron promised to take an opportunity of visiting King's Lynn to find out how they were faring, as nothing had been heard from them for some time. Mr. Barron mentioned that the pilots went in for a new cutter but eventually asked the Authority to take it over.

In reply to an inquiry about the position at Boston, Sir John said he had not heard anything from them for some time.

FALMOUTH

Mr. Watson returned to the question of a boarding and landing rate which was mentioned by Sir John in his report. When shipping was bad in 1933 the pilots suffered a

decrease of 10 per cent in their pilotage rates and 40 per cent in the docking and dry docking rates. These cuts had never been restored. He spoke of the enormous increase in the cost of running the service. Trinity House agreed that the pilots should have the rate but the Chamber of Shipping were objecting.

Mr. Watson questioned the grounds of their objection, but Sir John pointed out that if an application was made for more money from the shipowner in the form of a boarding and landing rate one of the first things they would look at would be the pilots' earnings, especially where there is no separate cutter fund.

SELECTED PILOTS AND CHARTERED VESSELS

Mr. Wynn recalled that at the October meeting it was agreed that if a definite request was made by any of the River Thames pilots on this matter it should be reported to the Executive with a view to the necessary action being taken or advice given. As far as he knew no further advice had been sought.

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King's Lynn	C. T. Chase	37, Park Avenue, King's Lynn
Llanelly	W. Hughes	8, Union Terrace, Llanelly
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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.
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Port Talbot	W. D. Reed	26, Rice Street, Port Talbot
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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	24, Coleman Avenue, Teignmouth
Trent	R. Acaster	30, Cranbrook Avenue, Cottingham Road, Hull
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