



# The Pilot

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## 1953 CONFERENCE

The 66th Conference of the Association will be held in H.Q.S. "Wellington," Kings Reach, Thames Embankment, on July 8th and 9th, 1953. The usual pre-Conference meeting of the Executive Committee will take place on July 7th at 4 p.m., also aboard the vessel.

When the subject came before the Executive Committee it was pointed out that it would be difficult for delegates to get hotel accommodation in London in Coronation year and the possibility of meeting elsewhere was considered. It was felt, however, that delegates—and probably their women folk—would prefer a visit to London in this memorable year, so in order to give them as long notice as possible for making their arrangements, the dates were fixed as stated above.

### TWO EXECUTIVE MEETINGS

Since the last issue of *The Pilot* following the 1952 Conference, there have been two meetings of the Executive Committee in London aboard the *Wellington* on September 24th and December 11th. The main topic of discussion at both meetings is not very satisfactorily summarised in the one word "rates," for many considerations are involved, as will be seen from the remarks of the members reported in this issue.

At the December meeting there was a determined move to formulate definite proposals for submission to Conference. A sub-committee consisting of Messrs. Tate, Spencer and Innes was appointed for this purpose and they will have before them details of the pilotage earnings supplied by the ports, or at any rate some of them for the response to Sir John Inskip's request for such information was far from satisfactory.

The sub-committee were authorised to call the Executive together when they were ready with their proposals. If the meeting has not been called earlier the Executive will meet for their quarterly meeting on Thursday, March 12th.

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The need for some definite proposal from the pilots was emphasised by Mr. Innes at the September meeting. Each port, he said, should be asked to name its figure and say why it had suggested it. In the absence of a figure the Executive should fix it. Some form of grouping might then be considered.

Mr. SLADE asked how earnings would be maintained at the agreed figure with falling trade. What about centralisation? Were some ports looking in the direction of a salary?

Mr. WYNN doubted very much whether the shipowners wanted a salary basis. His suggestion was that earnings should be regulated by the number of acts of pilotage—how many such acts for  $\pounds x$ ?

Mr. SPENCER questioned whether the Chamber wanted to find a formula and Mr. Innes commented that the Ministry would have their formula anyway.

Mr. WATSON reminded the Committee that an equalisation fund had been suggested.

THE CHAIRMAN (Mr. Tate) said there was no equity between port and port.

THE SECRETARY reminded the Executive of the reason for the negotiations and the possible consequences of a breakdown. He named two ports to exemplify the difficulty of Mr. Wynn's suggestion and also pointed out that compulsory and free ports presented very different problems.

Eventually it was decided to circulate the ports once more and report the result to the next meeting.

At the December meeting, arising out of the minutes, Mr. Marshall asked what the position was in regard to the negotiations.

THE SECRETARY: It was found, and I so reported to the last meeting that the Union ports differed from our Conference decision; they were willing to go forward in the hope of reaching agreement along the lines turned down by our Conference. That presented an awkward situation as we don't want to break our ranks. We must keep together as far as we can and have another talk with the Chamber. I hoped we should have heard something from the Chamber, but we have not done so—it is a very busy time now.

MR. MARSHALL: If there is no agreement between pilots it is not much use going to the Chamber.

SIR JOHN: We obviously don't want to break our ranks and we are trying to run together. What the position would be if these negotiations broke down and what the attitude of the Union ports would then be I do not know. I suspect that the Ministry does not like the position any more than we do and there has got to be a change. If we want to go on as we are we may not be allowed to.

MR. WEBB: I don't see how the Minister can say you shall do this or that in the face of the Act.

THE CHAIRMAN (Mr. Tate): The Minister fixed his own formula.

SIR JOHN: There need be no alteration in the Act. There is nothing to prevent the Minister who is the arbitrator under the Act saying, "I am going to give the pilots the pay of a master of such and such a ship and then fix the rates to achieve that end."

The subject came up again later in the meeting under item 3 on the agenda "Pilotage rates and report on circular letter to the ports."

SIR JOHN: I have nothing much to say; as far as the Chamber and Mr. Bird (and the Union) are concerned we are much as we were. We cannot move until the Chamber say they have examined the position further, and we, for our part, decided to circularise the ports so that we should be armed with the latest information to enable us to pursue our negotiations with the Chamber, but you will see from the summary that the response to that circular letter is disappointing to say the least of it. That has been our experience throughout these discussions. The only possible inference is that a great number of ports are quite happy at the moment.

THE CHAIRMAN mentioned the position of the non-compulsory ports and wondered how they could arrive at the figure which they thought they should have.

MR. MARSHALL asked what the Union pilots had agreed to.

MR. GRIFFITHS: The master of a typical vessel.

SIR JOHN said that was the basis that Mr. Bird said they were prepared to proceed on. The next thing was to agree on the standard ship using a port.

THE CHAIRMAN said it was not the intention to go to the Ministry blindly with the figures before them.

A reference to the London Pilots' Council led Mr. WYNN to explain that instead of each of the five services of the London district running on its own they had decided to have a committee on which each district would have one or two representatives.

MR. MARSHALL said that as long as a port was doing all right they would not come out to fight. There was no unity among them.

MR. SPENCER said they must put in the amount of work they were prepared to do for the money. The London men were working it out at so many hours of duty.

MR. INNES: With the results we have here we should be bold enough to formulate something.

THE CHAIRMAN said they were agreed that there was no desire on the part of the majority of the ports to come out into the open; the only way was to force them out.

SIR JOHN advised the Executive not to get the picture that all the small ports, *i.e.*, those with a membership of less than ten, were satisfied: it was not only the small ports, but some of the large ones too who had not responded. He thought the word "small" was an unfortunate one because some of the ports so described were very important.

MR. WEBB: Get something compiled and advise Conference. We go on year after year and get divided views instead of you being the managing directors of your firm and telling them what you want. We come here time after time, talk and talk and there is nothing done. We are waiting to be told by the shareholders what to do instead of telling them what we are going to do.

A sub-committee of three was suggested.

MR. WYNN suggested that they should get the Chamber to give them figures instead of talking about standards. If they told the pilots in terms of cash it would solve some of the difficulty.

MR. GRIFFITHS said that the Chamber had already done that by suggesting three groups at varying figures.

THE CHAIRMAN: We should go along and say what we want.

MR. INNES: If we cannot go with any figures they will not meet us.

THE CHAIRMAN: Conference might not like it but they could not accuse us of inaction.

MR. WEBB: The lack of courage in the last three or four years has brought you where you are.

SIR JOHN: Are you going to look for a formula?

THE CHAIRMAN: No.

SIR JOHN said that directly they washed out the idea of a formula the only alternatives were (1) to deal with each individual port separately. (2) grouping.

THE CHAIRMAN: Would it not be better to go into it and look at these figures without any preconceived ideas.

SIR JOHN pointed out that one of the great problems was that of the voluntary or free ports. Belfast, for instance, were complaining of the increase in pilotage certificates.

MR. MARSHALL proposed and MR. WATSON seconded the appointment of a sub-committee of three, Messrs. TATE, SPENCER and INNES, to go into the matter with an open mind and call an Executive meeting as soon as they had reached a decision.

This was adopted.

## EXECUTIVE NOTES

THE meeting of the Executive Committee held on board *H.Q.S. Wellington* on December 11th, 1952, was attended by Messrs. D. H. Tate (in the Chair), H. J. Wynn, H. B. Eagle, J. H. Innes, M. M. Marshall, W. E. Spencer, J. T. Watson, B. C. Webb (Hon. Treas.), Sir John H. Inskip, K.B.E., and Mr. C. D. Griffiths.

### FINANCE

Mr. Webb reported on the finances of the Association and, in reply to a question, said that the membership was not diminished; there were a few new members coming along all the time.

The report was adopted on the motion of Mr. Wynn, seconded by Mr. Innes.

### LONDON SELECTED PILOTS

Sir John Inskip reported on the Ministry inquiry regarding London Selected Pilots' Bye-laws. He said the proposal was that tankers over 8,000 tons should have the privilege of taking their choice pilot from the cutter. They were now awaiting the result of the inquiry, but in the meantime he had written a letter to Trinity House and sent copies to the Ministry and Chamber of Shipping suggesting that this particular application, although it had been before the Ministry, should be withdrawn until Trinity House made a more precise proposal.

Mr. Spencer feared that the proposal would not stop at tankers. It was the thin end of the wedge and every little jetty was beginning to want its own pilot.

### IT HAPPENED IN A FOG

The claim against a Goole pilot, Mr. Blackburn, was mentioned by Sir John. The pilot was on a Dutch vessel which turned right round in the river in a fog and damaged a bridge and the ship. The pilot's bond was insured and the shipowners were pressing for the £100 and some proportion of the costs.

Sir John said he was making a report to the underwriters of Lloyd's on the case.

### PENDING RATE APPLICATIONS

The Secretary reported on the following applications:

**Aberdeen.** Some measure of agreement with the Authority had been reached and the pilots were waiting for the Authority to formulate bye-laws and submit them.

**Belfast.** Bye-laws had been agreed more or less and sent to the Ministry. Instructions to advertise them were now awaited. The pilots were going for a boarding and landing rate. They were much concerned about pilotage certificates and were afraid of any increase of rates which might accentuate that position. The pilots had nothing to do with certificates but were keeping the eyes of the Authority open to the dangers.

**Barrow.** The pilots were asking for an increase. The Association sent them the draft of a letter to write to the Authority putting before them the position as the pilots saw it. Nothing more had been heard from Barrow for some months. Mr. Griffiths said he went there last September and found that the pilots were afraid that an inquiry might not produce the results they wanted.

**Falmouth.** There was a measure of agreement as to what the pilots wanted and should have. For quite a long time Trinity House had been working out the figures on the amended rates in order to give the Falmouth pilots what they asked for and what the Chamber of Shipping agreed to give them with a boarding and landing rate. Nobody could move until the schedule of rates had been worked out.

**Yarmouth.** The pilots were asking for 50% increase and for the minimum boarding and landing rate to be increased.

**King's Lynn.** This was described by Sir John as a "curious case." As the result of the war the pilots had practically lost their compulsory pilotage because the compulsory channel was not now in use and a great portion of their remuneration came from "extra services." In 1951 the net pilotage earnings were £262, and from extra services £454—a total of £716. Without consulting Sir John the pilots some years ago entered into an agreement with the Authority providing for the deduction of 20% of the gross pilotage revenue for the running of the cutter by the Authority who at the end of the year could deduct what more was required. The pilots now wanted to scrap that agreement. They could do so on notice to the Pilotage Authority, who said it would be a breach of



faith. The pilots' only course, however, was to give this notice and go to the Ministry as others had done with a bye-law fixing the amount.

**Cardiff.** The Authority was in full agreement with the increase the pilots were applying for and were in fact promoting the bye-law which was in course of being advertised. Negotiations with the Authority had been carried on by the Cardiff pilots themselves. Their earnings in 1951 were only £673.

**The Tyne.** Mr. Marshall asked Sir John to add the Tyne, where they were seeking bye-laws to get rid of exempted tonnage, to the list.

Sir John agreed to keep an eye on the application.

#### A GOOLE PILOT'S ACCIDENT

The Executive were given details by Sir John of an accident to a Goole pilot, Mr. Lawson, who, having completed his services, fell from the rail of the ship in trying to board the pilot cutter in the dark. He was off duty for some months and was claiming against the ship. Sir John was in communication with the London solicitors for the ship. In order to get on to the pilot launch the deck of which was on a level with or perhaps just above the top rail of the ship, the pilot stood on the top rail which collapsed.

Sir John said there was a conflict of evidence, but he thought the pilot would "get home" on his own story. The owners were trying to put on the pilot the onus of finding the proper way and means of leaving a ship in these circumstances. He put to the Executive this question, "In your opinion should the top rail of the ship be of such a nature as to bear the weight of anyone standing on it."

There was an unanimous reply of "yes."

#### INDUSTRIAL INJURIES INSURANCE

The question of whether pilots should pay the Industrial Injuries Insurance under the National Health scheme was raised by Mr. Marshall who said that a number of the men on the Tyne were paying it.

Mr. Wynn said there had never been a clear ruling.

Mr. Marshall said he raised the point some time ago and Sir John notified him that it was compulsory.

"Some of our men have been told different at the Insurance Office," Mr. Wynn retorted.

#### A TEES COMPLAINT

The Chairman raised a point on which he said they felt very strongly on the Tees because they were losing a lot of work and still had to steam at sea. It was the employment by the shipyards of men who were not licenced pilots and Mr. Tate referred particularly to one case where, after a pilot had been engaged he was told that the vessel

would not be sailing until much later. Two hours later, however, she put to sea and on board was a man who held a North Sea certificate. The Marine Superintendent of the ship afterwards rang up the pilots' duty office and apologised. The Superintendent also stated that the North Sea man had not been paid for taking the vessel out and offered to pay the boarding and landing fee to the pilots.

Mr. Tate said they knew a lot of these North Sea pilots and it was a case of a little bit here and a little bit there as they became bolder and bolder.

Mr. Spencer suggested that it was a racket and asked what was the matter with the Hull and Newcastle Trinity Houses in licensing these men. They were not pilots under the Act.

Sir John said there used to be a lot more bother over this sort of thing than there was now, but generally speaking, if one of these men went on board nothing could be done unless he was on the bridge which would be *prima facie* evidence that he was piloting the vessel. If they could get a case in which it would be proved that the man was on the bridge that would be good enough provided a licensed pilot had offered his services and was available at the right time. In the particular case mentioned by Mr. Tate there was the further complication that a pilot was booked to take the vessel out at a certain time. The pilot attended and found the vessel was not ready to sail.

Mr. Tate interjected that the superintendent signed the bill for the pilot to go and dispensed with his services.

Sir John added that there was only a certain measure of obligation and responsibility imposed on the ship by the Pilotage Act; the out-going ship had to take "reasonable steps" to get a pilot.

Mr. Tate: If a fitter did a plumber's work all the shipyards would be out.

Sir John advised that the proper course was to prosecute the master if it could be proved the man was on the bridge, but he pointed out that in law it was still incumbent on a pilot to offer his services. The only section they could prosecute under was No. 30 sub-section 3, which was quite clear.

Mr. Innes suggested that the pilot had offered his services by attending the ship and leaving his telephone number.

#### NEW MOTOR PILOT BOAT

A powerful new motor pilot boat, the *Sir Ashton Lister*, was launched from the slipway, Exmouth on September 27th, 1952. The naming ceremony was performed by Mr. S. Rawlings Smith, Principal of the Trinity House Pilotage Department, who, at a luncheon which followed the launching, congratulated the pilots on their decision to provide an improved pilot boat service for the district.

## THE SEVEN POINTS ARE 20 YEARS OLD!

LOOKING back through the pages of *The Pilot* we came across some notes written nearly 20 years ago in the issue of December, 1933. They are particularly interesting in the light of discussions in recent years and we will quote three paragraphs:—

"This is the first issue of *The Pilot* since the 1933 Conference and in the meantime two meetings of the Executive Committee have been held, one on October 4th and the other on December 6th, both at Anderton's Hotel, London. As the outcome of these discussions, a very important document has been drawn up, crystallising into seven points the programme which the Executive consider should be pushed forward. This issue of *The Pilot* has been expedited in order to give the ports the earliest possible opportunity of considering that programme.

"Several other important matters are discussed in these pages, and the members of the Association will learn with surprise that at the request of the Swansea pilots the question of the constitution of their Pilotage Authority is left in abeyance for the time being.

"Another matter which needs emphasis is the Association's attitude to litigation costs and it cannot be made too clear that branches should not go to law without consulting the Executive. If they do, they are barred by Conference resolution from receiving any contribution from Association funds towards their expenses."

#### TEES PILOT FOR 49 YEARS

Mr. Horace Burton Senior of Seaton-Carew, Co. Durham, retired from the Tees-Pilotage Service on August 5th, 1952, after having held a licence for 49 years. Throughout those years he was a member of the U.K.P.A.

He was appointed a director of the Tees Pilot Cutters Co., Ltd., in September, 1936, and held that position until his retirement.

#### RETIREMENT OF MR. J. J. ELVEN

Mr. J. J. Elven who was a member of the Executive Committee from 1933 to 1939, has retired from the London (North Channel) Service. He spent his early life in New Zealand and says it is his ambition to return there now that he has retired.

Coming to England during the first world war he entered the pilotage service, and was attached to the Harwich station for 36 years.

On his retirement his colleagues presented him with a silver table-pipelighter and pipe at a function at Dovercourt where Mr. Elven had his home.

## Obituary

#### MR. W. N. MUDD, Falmouth

Mr. Mudd collapsed and died aboard the Royal Fleet Auxiliary *Wave Governor* at Falmouth in December. He was one of the most popular men in the port and had been associated with many activities in the borough.

He was born at West Hartlepool in 1898—his father was a captain in the merchant service—and later lived in Cardiff. At the outbreak of the first world war he joined the Merchant Navy and saw service in various parts of the world. At one time, he was aboard a ship which was shadowed by a U-Boat. Some time later, he learned that his father was a prisoner in the German submarine at the time.

Capt. Mudd served with various shipping companies, eventually joining the Blue Funnel line, which he left in 1929. He joined Trinity House and was stationed at Falmouth.

#### MR. J. A. SMITH, Dovercourt

Throughout the 25 years he was a London North Channel pilot stationed at Harwich, Mr. John Alexander Smith was a member of the United Kingdom Pilots' Association. He died suddenly on December 30th, 1952, at the age of 59.

Captain Smith began his career at the age of 16, and served his apprenticeship in sail. In the 1914-18 war he was in the Royal Naval Air Service and left to join the Blue Star Line. He was torpedoed three times, and after leaving the service, entered the Trinity House Pilotage Service.

#### MR. R. H. BULMER, Middlesbrough

An old and esteemed member of the U.K.P.A., Mr. Robert Henry Bulmer died suddenly at his home at Middlesbrough on December 8th, 1952. He was aged 68 years and had been a licensed Tees pilot for 46 years.

Mr. Bulmer was apprenticed to the Tees Pilotage Service in November, 1901. He received his acting order licence five years later and his first class licence in February, 1910. From 1934 to 1943 he was a pilot representative.

He leaves a widow and one married daughter.

#### CAPTAIN J. S. LEARMONT

Captain J. S. Learmont one of our honorary Vice-Presidents, who was for many years a prominent figure in the U.K.P.A. and from 1932 to 1947 Superintendent of Pilots at Harwich, has recently moved to an old world cottage at Arleigh in the Constable country, in Essex. Mr. Letton, the North Channel Secretary, reports that "Jimmie" is as hale and hearty as ever.

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Wisbech	J. Barron	37, Clarkson Avenue, Wisbech
Yarmouth	C. Bewley	35, Sussex Road, Gorleston-on-Sea, Yarmouth

3 o'clock

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