



The

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CONFERENCE DATES

THE 67th Conference of the U.K.P.A. will be held on board H.Q.S. *Wellington*, London, on 23rd and 24th June, 1954. The Executive Committee will meet at 3 o'clock on the afternoon of 22nd June.

This was the decision of the Executive Committee at their meeting on 9th December, 1953. There was a suggestion that the time had come when Conference should go to a provincial centre—the north-east coast and Bristol were mentioned—where it might have fruitful propaganda value, but the matter was not pressed very strongly and the general feeling was in favour of London once more.

The last Conference out of London was at Newcastle—in 1939 when the pilots "pushed out the boat" with a lavishness which is still remembered by those who were fortunate enough to participate.

EXECUTIVE BUSINESS

The December meeting of the Executive was attended by Messrs. D. H. Tate (in the chair), H. J. Wynn, H. B. Eagle, M. M. Marshall, W. E. Spencer, J. H. Innes, L. R. Slade, J. P. Bennett, D. Grainger, B. C. Webb, honorary treasurer, and C. D. Griffiths, secretary and solicitor. Mr. J. T. Watson was unable to attend owing to a severe cold.

The various subjects discussed are dealt with as separate articles in this issue. Some of them carried subjects which were before the 1953 Conference a stage further.

Since the meeting there has been news of a satisfactory outcome from the pilots' point of view of the Humber dispute regarding appropriated pilotage. This is dealt with more fully on another page.

GROUP PLAN REVISED

When the Executive meet on 18th March they will have before them the revised scheme of port grouping which the sub-committee (Messrs. Tate, Innes, Spencer and Slade) were authorised at the December meeting to prepare.

The sub-committee and Mr. Griffiths met in London on 24th February and the major alteration they agreed to recommend concerned the equalisation fund. While agreeing that the fund shall be retained they propose that each port shall have its own.

It was also decided to invite the London Pilots' Council to meet them on 19th March to discuss the scheme and investigate the possibility of reconciling the different points of view on levels of earnings. A similar invitation is being sent to the Isle of Wight district for the same day.

It is hoped that both invitations will be accepted.

FORMAL INQUIRIES

The position regarding formal Inquiries has been clarified. Mr. Griffiths has established that it was not agreed that in no circumstances should formal Inquiries be held. In 1929 it was suggested that *as far as possible* informal round table conferences should be held at the Board of Trade when it would be unnecessary to employ counsel. The Board agreed but could not give an undertaking that all Inquiries would take place in London and each case would be considered on its merits. In special circumstances the Board would be prepared to consider whether it was desirable to have a full formal Inquiry presided over by a Commissioner and with leading counsel in attendance.

In the light of this discovery Mr. Griffiths wrote to the Ministry on behalf of the Cinque Ports asking for a formal Inquiry regarding the proposal to create a separate class of pilots for Dover, at the same time making it quite clear that the U.P.K.A. was not going back on their agreement. His action was confirmed by the Executive Committee.

The Cinque Ports' pilots were naturally very pleased that Mr. Griffiths could put forward the application for a formal Inquiry on their behalf. In their view, voiced by Mr. SPENCER, the matter at issue is so far reaching that there must be a formal Inquiry. "We are still quite willing to foot the bill," he told the Executive and that, as has been reported in *The Pilot* ever since the Dover issue was first raised, has been their attitude all along.

BUT NOT FOR DOVER

Nevertheless the Ministry would not agree to a formal Inquiry on the Dover question and adopted the usual procedure of a round table conference at the Ministry. This was held on 23rd February. The Chamber of Shipping, the Dover Harbour Board and Trinity House and the pilots were represented and each side put their case.

The pilots took the opportunity of refuting the allegations which were inherent in the

Harbour Board case, and clearly established that except for two isolated instances in no case of an accident had a pilot been found in any degree blameworthy. In order to show a spirit of compromise they put forward certain counter-proposals which they feel would meet the Harbour Board's requirements.

The hearing was adjourned for the pilots' proposals to be considered by the interested parties.

SUCCESSFUL CLAIMS

Members will be pleased to hear of two more cases in which the Association has successfully taken up claims. That of Mr. Watson, of South Shields, who fell through a gap in a jetty belonging to the Tyne Improvement Commission, which is used by the pilots' launch, was settled for £50. The other case concerned Mr. Lawson, a Goole pilot, who, having completed his services, fell when the top rail of the ship on which he was standing, preparatory to boarding the cutter, collapsed. He was off duty for some months. His claim against the ship was settled for £400. In both cases the pilots involved were satisfied with the terms of the settlements.

LONDON RATEL

The London pilots' rates application was the subject of a progress report at the December meeting of the Executive Committee by Mr. Griffiths who wanted it known that he was doing his utmost to get the matter dealt with. The Chamber of Shipping opposed the application saying there was no case for increases. Mr. Griffiths was happy to report that Trinity House were prepared to support the application of every station but unfortunately not to the desired extent. Trinity House was willing to call a special meeting of the London Pilotage Committee on the matter.

ACCIDENT REPORTS

Many Authorities have adopted a simple form of report upon which, in answer to printed questions, a pilot provides information as to any collision, grounding, loss of anchors, etc., which may have occurred whilst he was in charge of a ship. It became the practice on the Humber, after such a report had been duly and properly completed in accordance with the bye-laws, to seek to ascertain further details regarding the occurrence, clearly designed to assist in apportioning blame between the vessels involved or implanting responsibility of one kind or another upon the pilot.

The guidance of the Association was sought and the pilots concerned were advised to decline to answer any supplementary questions of such a nature. The Humber Authority thereupon resorted to a far lengthier form of questionnaire for the initial report intended to provide the answers to the type of questions

to which exception had been taken. The pilots were again given the same advice and the matter has not been pressed.

This Association takes the view, and so advises its members, that where proceedings are likely or pending as a result of a collision at sea, a pilot can properly decline to answer any question designed to reveal facts which by the Rules of Court in Admiralty procedure should be set out in the Preliminary Act and filed by the parties concerned in sealed envelopes and not opened until the pleadings are completed and the necessary consents filed. To take any other course might well infringe the practice of the Admiralty Courts, and defeat the whole object of the rules.

YOUR SUBSCRIPTION

The Secretary is hopeful that the attention directed to a payment of subscriptions will result in a diminution of arrears.

In the last issue of *The Pilot* considerable space was given to a discussion on the subject at the October Executive meeting when it was emphasised that the rule of the Association requires payment in advance. It is perhaps a little early to expect a complete response, but Mr. Griffiths told the December meeting that there had been a moderate response.

PILOT MAYOR OF BARRY

MR. J. P. BENNETT will be the next Mayor of Barry. He takes office on 24th May, and his daughter Joan (Mrs. Jones) will be the Mayoress. Mr. Bennett was elected to the Borough Council in 1945, was appointed an Alderman in 1952 and is Chairman of the Public Works Committee. He has been Deputy Mayor for the past ten months with his daughter as Deputy Mayoress.

Mr. Bennett is a member of one of the oldest seafaring families in Barry. Two of his brothers (now both dead) served as Channel pilots and the family is well represented in the pilotage service by Mr. Bennett, his son John and two nephews Charles and Roy Bennett. All will join in wishing him and his daughter a successful year of office.

COMMENDATION FOR ST. IVES PILOT

A certificate signed by Sir Winston Churchill has been received by Mr. R. D. Paynter, a St. Ives' pilot, recording the Queen's Commendation of his brave conduct when H.M.S. *Wave* was driven ashore at St. Ives in September, 1952. On a wild night and in heavy seas Mr. Paynter boarded H.M.S. *Barbastel* and took her alongside for the successful salvaging of the stranded minesweeper.

He was also pilot of H.M.S. *Freebooter* when the *Wave* was hauled out from St. Ives on her way to Devonport.

DANGERS OF CONFUSING LIGHTS

Ministry's Reply to Representations From U.K.P.A.

THE Conference resolution regarding the increasing use by vessels under way of red lights to indicate purposes other than the port side light has been kept in mind by the Executive Committee. As reported in *The Pilot* of November, 1953, the Committee decided to approach the Ministry about it, and we were able to insert a brief announcement that this had been done.

The Secretary's letter to the Ministry of Transport was as follows:

"The Executive Committee of this Association has recently had under consideration a number of reports from pilots at widely separated ports throughout the country of the confusion which is caused and the danger which in consequence arises from the requirements of certain harbour authorities as to the carrying of all-round coloured lights by vessels either at anchor or moving within the harbour, in various different circumstances.

"With the removal of the wartime restrictions, the return of multi-coloured electrical advertisements and neon cinema and shop signs, has in some instances rendered ships and harbour lights more difficult to distinguish, and the common practice of requiring petroleum vessels to carry a masthead red light, more especially in view of the large increase in small coastal tankers, and vessels awaiting pratique to carry a cluster of coloured lights, in the experience of this Association has tended to add considerably to the difficulties of night navigation particularly in conditions of poor visibility.

"It is realised in a matter of this kind consideration has to be given to a variety of different interests, but all are primarily concerned with the safety of life and property at sea, and this Association would be glad to know whether the Minister would be prepared to obtain the opinions of other interested parties such as the shipowners, underwriters, Navigators' Union and the like, with a view, if found necessary, to reducing the present difficulties."

On 21st October the Ministry replied giving the information that the matter was being considered in detail with their technical officers and promising a further communication. This was received on the morning of the December meeting of the Executive Committee and was put before them by Mr. Griffiths. In it the Ministry stated:

"We have recently been considering representations made to us about the Explosive and Petroleum Spirit bye-laws by the Liverpool Pilots' Association and a reply to the larger issue you put to us has been held over until a decision was reached on those bye-laws.

"The Liverpool Pilots' Association asked that the bye-laws in question should be amended so as to exclude the use of an all-round red light. In order to bring about such a change the bye-laws of all harbour authorities in Great Britain, which, incidentally,

are based on model codes agreed by all the interests concerned, would have to be amended. Furthermore, the red light displayed by petroleum vessels and by vessels carrying explosives is an internationally recognised signal. For those reasons, therefore, we told the Association that we could not agree to the amendment which they suggested.

"The difficulty of altering internationally recognised signs also applies in considering any other alterations to light signals which in certain circumstances are required by the Collision Regulations. However, we are anxious to help as far as we possibly can and we are accordingly writing to the Dock and Harbour Authorities' Association to ask them if together with the appropriate local authorities, they could examine the possibility of using lights other than red or green as special signal lights for dredgers whose moorings obstruct the passage between the dredger and the side of the channel and ferries where local authorities require such vessels to show a red light. At the same time we will ask the Ministry of Housing and Local Government whether it would be possible to place any restriction on coloured electric light or neon advertisements on the frontage of navigable channels used by seagoing ships."

In the discussion by the Executive MR. BENNETT mentioned that the plan of a new system of lights at Barry was submitted to the Pilotage Authority and to the pilots for their observations. No objections to the system were made, but the point was that the plan was submitted. He suggested that they should follow up on these lines and ask that plans for new lighting should be submitted to Pilotage Authorities.

MR. MARSHALL said that on the Tyne they, too, had been approached, but MR. EAGLE said that at Southampton the pilots were not consulted, and he wanted the U.K.P.A. to do something about it.

Unshaded lights were mentioned by MR. WYNN as the biggest difficulty.

There was a suggestion by MR. BENNETT, supported by Mr. Eagle that the U.K.P.A. should circularise local authorities, but MR. GRIFFITHS said that by continuing the correspondence with the Ministry of Transport and Civil Aviation who had brought in the Ministry of Housing and Local Government they were dealing with it on the right level.

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CHOICE WORK MUST BE VOLUNTARY

Ministry of Transport's Decision Supports the Humber Pilots

THE Humber pilots have won their point on the bye-laws concerning appropriated pilots. The Ministry of Transport and Civil Aviation gave their decision in a letter of 24th December, 1953, to the Secretary of the Humber Conservancy Board and copies were sent to the U.P.K.A. and the Chamber of Shipping.

The letter stated that the Minister after careful consideration of all the representations and observations made in correspondence and at the inquiries by the interested parties, he had decided that the Appropriated Humber Pilots' Bye-laws should be amended in such a way that there was no doubt that appropriated duty was voluntary.

The Conservancy Board was requested to submit for confirmation a bye-law amending Bye-law 4 by inserting after the word "but," in the eighth line, the words "no Humber pilot shall be appropriated without his consent and."

At a meeting of the Humber pilotage Committee on 26th January it was agreed that a draft bye-law incorporating the Ministry's suggested amendment should be prepared and submitted for approval for the Minister forthwith.

Between the adjourned meeting at the Ministry on 22nd November, 1953, and the announcement of the Minister's decision came the December meeting of the Executive Committee when the matter was discussed at some length.

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On 23rd January the Secretary wrote again to the Ministry of Transport and Civil Aviation as follows:

"I beg to refer to your letter of 8th December last concerning the questions which have been raised by this Association regarding lights carried on certain ships in harbour and various types of commercial shore lighting which tend to cause confusion with existing navigational aids. The difficulties inherent in any attempt to alter a system of lighting or warning at sea which has become recognised by international agreement or custom are appreciated, but in view of the importance of the matter for the safety both of life and property, it is hoped that the necessity for remedying the present unsatisfactory position will be borne in mind when an opportunity for suitable action presents itself.

"It is noted that on account of these difficulties it has not been found possible to accede to the request of the Liverpool Pilots

Mr. Grainger gave details of the pilots' case as put before the meeting at the Ministry and the attitude of the Humber Authority to the various points.

The Secretary mentioned that there was no model set of bye-laws on appropriated pilotage with the result that the actual wording varied from port to port. In some ports it was quite clear that the pilots must be willing to volunteer, but in others a literal interpretation of the bye-laws seemed to enabled the Authority to order a pilot to a ship whether he liked it or not.

Mr. Tate said that on the Tees the bye-laws were identical with those of the Humber. The pilots opposed them but were defeated. The Authority toyed with the idea of ordering a pilot to a vessel, but one shipowner said he would never take a man under those conditions and nothing came of it.

"Choice pilotage is dangerous unless it is voluntary," commented Mr. MARSHALL.

The Humber pilots are naturally very pleased with the decision and are now pressing for improvements in their working conditions. The Authority has not seen fit to license any more pilots although shipping is often subject to delay owing to lack of pilots who, at times, are working extremely hard. Some 19,414 ships, in and out, were handled last year and that is by no means a complete tally of all their work.

So far the Authority has maintained that the local pilotage rate is adequate, but the pilots are determined in their efforts to get an improvement.

Another point is the pension fund which at present pays out only 2/- per week per year of service, i.e., £2.10.0 per week after 25 years. Actuarial advice is being sought in the hope that it will lead to higher payment.

Association for the revocation of the provisions of the Explosive and Petroleum Spirit Bye-laws requiring the display of an all-round red light by petroleum vessels, but I am asked to say that from the experience of its members, this Association finds itself in complete accord with the Liverpool pilots as to the necessity for the amendment of these bye-laws.

"The pilots are glad to know that the co-operation of the Dock and Harbour Authorities' Association is being sought, and that the Ministry of Housing and Local Government have also been approached concerning the display of coloured lights on shore which overlook navigable channels used by sea-going ships. It is realised that the necessity for consulting such a variety of interests may tend to delay the achievement of early results, but this Association would be grateful if it might be kept informed of such progress as is made, and would also welcome an opportunity of expressing its views before any new system of lighting is adopted."

PILOT'S ACCOMMODATION ABOARD SHIP

Chamber of Shipping's Action on Representations from the U.K.P.A.

ACCOMMODATION for the pilot aboard ship was one of the subjects discussed at the 1953 Conference and a resolution moved by the Isle of Wight Inward Service calling for action by the Association to improve the accommodation not only on board all ships requiring pilots but also in pilot vessels, was adopted.

The Executive Committee at their meeting in October went further into the matter and agreed that a letter should be sent to the Chamber of Shipping. A foot-note to the discussion reported in *The Pilot* of November stated that the letter had been sent.

The text of the letter which was dated 5th October was as follows:—

"At a recent meeting of the Executive of the Association, the Committee had under consideration the question of the accommodation available for pilots on board vessels making use of their services, during periods when they were not required for duty, but were nevertheless obliged to remain on board.

"Owing to the size and variety of shipping handled considerable differences are to be expected, and in the majority of cases the reports of pilots indicated that the provision made for them had much improved from former days and was extremely satisfactory. This is a matter about which the Committee desires on behalf of the pilots to express its great appreciation as it is fully realised that space is valuable and often restricted. On the other hand there remains a number of instances where there is either no accommodation (although it might be reasonable to expect it) or the accommodation provided is misused in one way or another, such as a bonded store, a linen store (clean and soiled) or a paint store.

"Actual dates and names of vessels were not obtained as the purpose of this letter is primarily to record the gratitude of all pilots for what is being done for their reasonable comfort which greatly assists them in the efficient discharge of their duties, and at the same time to express the hope that when owners have provided accommodation for

pilots in their ships, suitable action may be taken to ensure that it is reserved for that purpose.

"With regard to new tonnage I am asked to enquire if the Chamber can say whether it is the policy of the shipowners and builders to ensure that separate accommodation is constructed for pilots and, if not, whether consideration could now be given to the question of doing so in all new building."

On 25th November Mr. Griffiths inquired if there was anything he could report to the Executive Committee at its meeting on 9th December.

The Secretary of the Pilotage Committee replied that the letter would be considered by his committee on the afternoon of 8th December.

Mr. Griffiths was able to make a brief report to the Executive and later in the month received a letter to the effect that the Chamber was shortly drawing the attention of its members to the matter. The letter added that because the shipping using the pilotage service varied considerably in size and type it was not always possible to provide a uniform standard of accommodation for pilots, but the industry would continue to do all it could to meet their reasonable requirements.

In acknowledging the letter, Mr. GRIFFITHS said that the pilots appreciated the difficulty of providing a uniform standard of accommodation, but it was frequently their experience that the accommodation on the smaller ships, and in particular the modern colliers, was superior to that frequently found in much larger vessels.

In a letter of 29th December from the Chamber it was stated that the notification to members had been made.

With regard to the part of the Conference resolution relating to accommodation in pilot cutters, Mr. GRIFFITHS reported to the Executive that he had not had complaints from any ports. The Isle of Wight Inward Service had been in correspondence with their sub-commissioners and it was a pleasure to report that one cutter had received six Dunlopillo mattresses and the other two vessels were shortly to be similarly equipped.

PILOT LADDERS

A Reminder of the Ministry of Transport's Rule

Pilot ladder equipment in use in the St. Lawrence River pilotage waters involving the employment of an accommodation ladder along with a jacob's ladder was brought to the notice of the London pilotage committee by a Harwich pilot who raised the question of its adoption here. The committee referred the matter to the U.K.P.A. and it was discussed at the December meeting of the Executive.

In Mr. Spencer's view the idea was very good, but impracticable, except in rivers and harbours where there was no swell.

Mr. WYNN drew attention to the provisions of the International Convention for the Safety of Life at Sea regarding pilot ladders.

In November, 1952, the Minister of Transport made rules to implement the provisions of the International Convention in regard to ships of certain classes. These were published in Statutory Instruments No. 1952—The Merchant Shipping (Pilot Ladders) Rules, 1952, and came into operation on 19th November of that year.

The Executive agreed that the attention of all concerned should be drawn to the rules which lay down that:

"Each pilot ladder shall be efficient for the purpose of enabling a pilot to embark and disembark safely from the ship and, without prejudice to the generality of the foregoing, shall be of sufficient length to reach the water, when the ship is in an unloaded condition and has no list, from the deck on which it is intended that the pilot shall embark and disembark.

"A man-rope of not less than 2½ inches circumference shall be provided on each side of the ladder and the inboard end of the man-rope shall be firmly secured to the ship.

"Means shall be provided to enable the ladder to be used on each side of the ship and to enable the pilot to pass safely from the head of the ladder to the deck of the ship.

"A light shall be provided which will shine alongside the ship so as to illuminate the ladder effectively at night."

The classification of ships is detailed in the rules, copies of which may be obtained from the Stationery Office (price 2d.). The classes are the same as for the purpose of the Merchant Shipping (Life-Saving Appliances) Rules, 1952 (f).

Pilot ladders have often been discussed at Conference and Executive Committee meetings in the past. The Association has repeatedly asked for details of specific cases of faulty ladders so that representations may

BARRY PILOT'S DEATH

Fell Into Sea While Trying To Board Launch

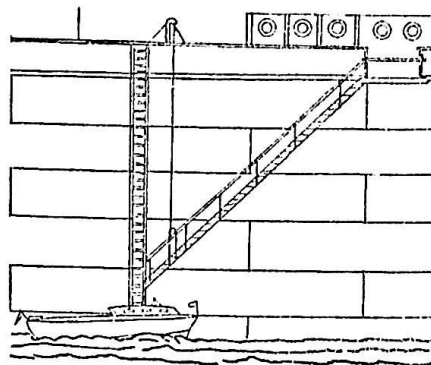
While attempting to board the pilot launch from the steamer *Letchworth* which he had taken out of dock on 12th December, 1953, Mr. CHARLES ULRIC PETERSON overbalanced and fell into the sea. A lifebuoy thrown by a pilot apprentice aboard the launch fell over Mr. Peterson's shoulders. He was hauled to the side of the launch and the apprentice caught him by the wrist but could not hold him. The body was recovered on Christmas Eve.

At the inquest the Coroner said he believed everything possible was done to rescue Mr. Peterson, but it seemed strange that (as one witness said) a pilot could not swim.

Mr. Peterson was the life-long friend of Mr. J. B. Bennett. They served their five years' apprenticeship together to become Barry pilots. In the first World War they joined the crew of the four-masted barque, *Medway*, a cadet training ship, and went round the world on a fifteen months' voyage. In 1916 they both gained their Board of Trade certificates. Ten years later each qualified for his pilot's licence and they became first-class pilots in 1928.

In a tribute to his old friend Mr. Bennett said: "As a colleague he was an excellent gentleman. I could not find all the words to praise him as a reliable seaman and trustworthy pilot. He was extremely well liked by everybody connected with the sea."

be made in the proper quarter; complaints in general terms are not sufficient. The invitation still holds and the publication of the foregoing rules will give pilots a clear idea of the equipment they have a right to expect.



The above drawing was issued by the St. Lawrence pilotage authorities to illustrate the equipment. The regulation applies only to vessels in ballast of 5,000 tons D.W. or upwards.

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