

The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3. Vol. 19.

MAY, 1939.

IN THIS ISSUE.

THE CONFERENCE

Old Assembly Rooms, Westgate Road, Newcastle-on-Tyne, June 13th, 14th, 15th and 16th, 1939

Agenda, Arrangements and Balance Sheet



HISTORY OF THE SERVICES

No. 2—THE TYNE (part i.)

By J. R. Bone, Jr.



PILOT'S DISCRETION

Important Manchester Decision



QUARTERLY EXECUTIVE MEETING

Head Office of the Association :

No. 13, SMALL STREET, BRISTOL.

Sir JOHN H. INSKIP, K.B.E., Solicitor and General Secretary

to whom all communications are to be addressed.

OFFICERS FOR
1938 - 1939 OF THE

United Kingdom Pilots' Association

PRESIDENT:

Lord APSLEY, D.S.O., M.C., M.P.

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Lord DULVERTON

The Rt. Hon. Sir THOMAS INSKIP, K.C., M.P.

Sir A. SHIRLEY BENN, Bart.

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RICHARD A. LEWIS, Esq.

Lord STRABOLGI

Sir WILLIAM SEAGER

Colonel JOHN WARD.

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Mr. ARTHUR H. EVANS (Liverpool),

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Mr. RICHARD A. LEWIS (Liverpool)

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Mr. J. H. A. SMITH (Southampton)

Mr. H. A. SMITH (Gravesend)

Mr. C. F. YOUNG (Manchester)

Mr. M. M. MARSHALL (Tyne)

Mr. J. J. JONES (Cardiff)

Mr. J. J. ELVEN (Harwich)

Mr. J. STANLEY AYRE (Tyne)

Mr. J. A. SPARROW (Gravesend)

Mr. A. H. WILCOX (Liverpool).

Finance:

Messrs. WEBB (Chairman), LEWIS, RICHARDSON, JONES and ELVEN

Parliamentary:

Messrs. YOUNG and J. H. A. SMITH

PILOTAGE ADVISORY COMMITTEE:

Messrs. J. M. HOLLAND, LEWIS, JONES, and Sir JOHN INSKIP

MERCHANT SHIPPING ADVISORY COMMITTEE:

Representative: Mr. RICHARD A. LEWIS

AUDITORS:

Messrs. WATLING, PARKER and Co. (Bristol)

GENERAL SECRETARY AND SOLICITOR:

Sir JOHN H. INSKIP, K.B.E., 13, Small Street, Bristol

EDITOR OF "THE PILOT":

ALFRED CURTHOYS

THE PILOT

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

No. 3. Vol. 19.

MAY, 1939

THIS is Tyneside's year. There have been long intervals between the visits of Conference to that part of the country, and on the two previous occasions, 1887—three years after the foundation of the Association—and 1913, the meetings were held in South Shields. So, while we are again going to the Tyne, it will be a new experience to meet in Newcastle. On sentimental grounds there was something to be said for South Shields, the home of the Tyne pilots, but the great city a few miles up the river offered obvious advantages in accommodation and accessibility. Further it is the hub of shipping activity on Tyneside, and the pilots and their cause will be more in the public eye there than at the river mouth.

* * *

The Conference programme on the next page provides four full days of business and social engagements. The latter are evidence of the importance civic and other authorities at Newcastle attach to a Conference of the U.K.P.A. and of the spirit of good fellowship with which the Tyne pilots have set out to entertain their friends from near and far. May the clouds over Europe which those responsible for making all the arrangements have watched with no little anxiety scatter before we meet on the Tyne so that the fullest possible success in all its aspects may attend the Conference.

* * *

We print a list of hotels in Newcastle and district and as the cost is given, delegates and visitors are requested to make their own hotel arrangements but any further information will be gladly supplied on request by the Conference Secretary, Mr. John Thomson, Pilot Office, South Shields, to whom all communications should be addressed.

To facilitate arrangements for their comfort at the various functions intending delegates and visitors are requested to

notify the Secretary at their earliest convenience and if possible not later than May 20th. A detailed programme of the Conference 'arrangements will be forwarded on receipt of advices from those intending to be present.

* * *

In the January issue an historian to follow in the steps of Mr. John S. Rees of Liverpool was sought and a very plain hint given to the Tyne. It was not in vain and we welcome to the ranks of our contributors young Mr. Bone. The history of pilotage on the Tyne makes good reading and we are grateful to him. We are also indebted to Mr. John Thomson, the Secretary of the Tyne Pilotage Authority, for the assistance he gave in this matter. His collaboration with Mr. Bone resulted in a most interesting article and our only regret is that limitations of space compelled its publications in instalments.

* * *

There was a good deal in the papers a little while ago about the passing of Anderton's Hotel in Fleet Street and for some the news items must have stirred memories of post war Conferences. As we knew it there was nothing about Anderton's to suggest its antiquity. Rebuilding was responsible for that but on that site there had been an inn or tavern ever since

1385—nearly five hundred years before our association was thought of.

It was at Anderton's that we met during those war years when there were no Conferences. The first in May 1915 was attended only by the officers of the Association but by 1918 the occasion rose to the dignity of a full general meeting and the business occupied three days. Lord Charles Beresford visited the pilots on that occasion and made a speech.

In the spring of the following year there was another officer's meeting followed by the Conference at Hull in June.

(continued foot of page 2)

TYNESIDE'S WELCOME

Pilot Office,
South Shields.

To the Editor, "The Pilot."

Dear Sir, On the occasion of the Conference on Tyneside this year a very hearty and cordial welcome is extended to delegates and visitors to Newcastle.

From the advance programme published in this issue of "The Pilot" it will be noted that the ladies are expected to accompany their menfolk in goodly numbers and it is also hoped as many ports as possible will be represented.

Tyneside extends the hand of fellowship and goodwill and "canny" Newcastle promises a welcome to all who honour us by a visit on this occasion.

Yours faithfully,

J. STANLEY AYRE,
Chairman, Conference
Committee.

THE CONFERENCE PROGRAMME

MONDAY, 12th June.

- 6.30 p.m. Meeting of the Executive Committee at the Royal Station Hotel, Newcastle-upon-Tyne.
8. 0 p.m. Civic Reception by the Rt. Hon. The Lord Mayor and Lady Mayoress (Alderman and Mrs. William R. Wallace) followed by a Dance, at the Grand Assembly Rooms, Barras Bridge, Newcastle-upon-Tyne.

TUESDAY, 13th June.

10. 0 a.m. Conference opened by the Right Hon. The Lord Mayor of Newcastle-upon-Tyne (Alderman William R. Wallace, J.P.) following Prayers by the Rev. Herbert T. Law, Chaplain of the Blyth Stations, the Missions to Seamen.
12.45 p.m. Conference adjourns.
1. 0 p.m. Luncheon to the Delegates, Visitors and Ladies by Invitation of the Chairman (Mr. Leslie Mann) and Members of the North of England Ship-owners' Association in the Old Assembly Rooms.
2.30 p.m. Ladies join motor coaches outside Old Assembly Rooms for Tour of the North Tyne, via Chollerford, Wark and Bellingham. Visit Otterburn Mill at 4.30 p.m. High Tea at Otterburn Hall Hotel by invitation of the Tyne Pilots at 5.30 p.m.
2.45 p.m. Conference resumes.
4.30 p.m. Conference adjourns.
7. 0 p.m. Reception and Annual Dinner of the Association in the Old Assembly Rooms (Gentlemen only).

WEDNESDAY, 14th June.

- 9.45 a.m. Delegates assemble for photographs.
10. 0 a.m. Conference resumes.
12. 0 noon Conference adjourns for light refreshments.
1. 0 p.m. Delegates, Visitors and Ladies join motor coaches outside the Old Assembly Rooms for Tour to Bamburgh. A short halt will be made at Warkworth Castle en route. Bamburgh Castle will be visited by kind permission of Lord and Lady Armstrong where tea will be served in the King's Hall. Party will be conducted around the Castle.
6. 0 p.m. Party leaves Bamburgh Castle and proceeds via Alnwick to Rothbury.
8. 0 p.m. Supper will be served at the County Hotel, Rothbury, by invitation of the Chairman (Captain Andrew Christie) and Members of the Tyne Pilotage Authority. Newcastle will be reached about 11 p.m.

THURSDAY, 15th June.

10. 0 a.m. Conference resumes.
12.30 p.m. Conference adjourns for the day.
1. 0 p.m. Luncheon to the Delegates, Visitors and Ladies in the Old Assembly Rooms by invitation of Sir James H. Readhead, Bart.
3. 0 p.m. Delegates, Visitors and Ladies visit the Trinity House of Newcastle-upon-Tyne, by invitation of the Master (Captain Horace R. B. Kent) and the Elder Brethren.
7.30 p.m. Reception and Dinner to Delegates and Visitors at the Royal Station Hotel, Newcastle-upon-Tyne, by invitation of the Chairman (Sir Arthur M. Sutherland, Bart) and Members of the Tyne Improvement Commission. (Gentlemen only.)

FRIDAY, 16th June.

10. 0 a.m. Conference resumes and closes during the forenoon.
1.30 p.m. Delegates, Visitors and Ladies join motor coaches at the Central Station, Newcastle, for visit to Tynemouth Priory followed by coast Tour to Blyth.
4. 0 p.m. Tea will be served at Hartford Hall by kind permission of Mr. John T. Thompson, by invitation of the Blyth Pilots. Newcastle will be reached about 6 p.m.
9. 0 p.m. Farewell Supper and Dance to Delegates, Visitors and Ladies in the Old Assembly Rooms, Newcastle-upon-Tyne, by invitation of the Tyne Pilots.

(continued from page 1)

Most memorable of all the associations of the pilots with Anderton's was the visit the Duke of Windsor paid to the 1930 Conference when he was Prince of Wales. As the Jubilee Conference approached in 1934, however, it was felt that another meeting place was desirable and the

choice fell to the Holborn Restaurant. The Executive met for the last time at Anderton's on March 14th, 1934. Now the site is to be cleared for just another office block but for many years there will be societies like ours thinking kindly of their veterans and recalling memorable words and deeds in rooms which never seemed to see the sun.

CONFERENCE AGENDA

1. Opening Ceremony at 10 a.m. (See Programme).
2. Presidential address.
3. Report of Secretary and Solicitor.
4. Debate on the Report.
5. Report of the Finance Committee. (Balance Sheet on pages 6 and 7).
6. Resolutions of which notice has been given. (See below).
7. Passenger Ships.
8. Amendments of Rules as circulated.
9. Pilots' Benefit Funds.
10. Any other Resolutions or matters to be brought forward by or with the permission of the Executive Committee.
11. Election of Officers.
12. Appointment of Auditor.
13. Place of next Conference.
14. Any other business.

RESOLUTIONS

LIVERPOOL.

"That the dual penalties to which a pilot is liable under the Pilotage Act and Bye-laws made under that Act are contrary to the principals of natural justice and call for an amendment of the Law."

SWANSEA.

"That the United Kingdom Pilots' Association be asked to review the constitution of Pilotage Authorities throughout the Kingdom with a view to their reconstruction and a more equitable distribution of their interests therein."

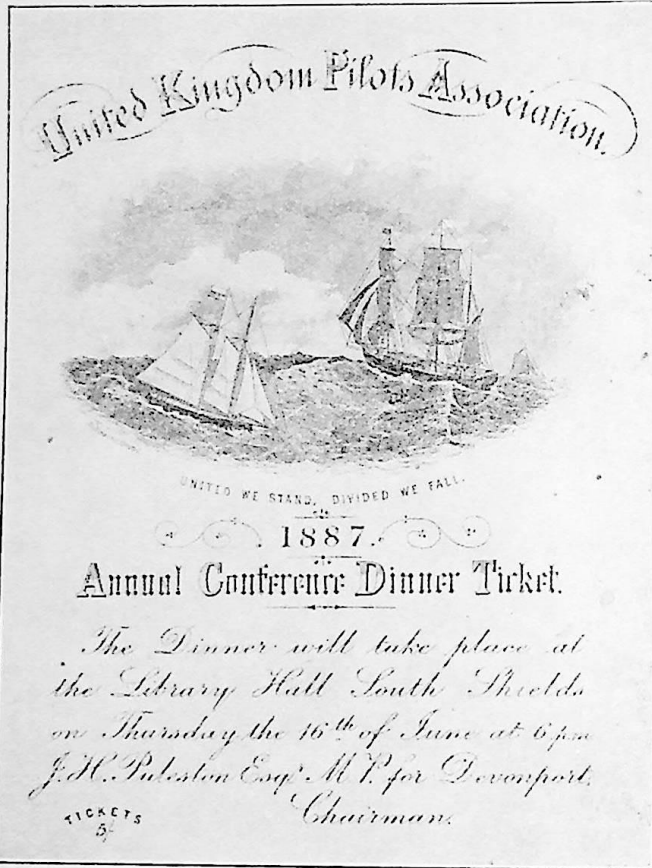
EXECUTIVE COMMITTEE VACANCIES

The three members who have been longest in office and will therefore retire at this year's Conference pursuant to Rule 11 are as follows:—

1. **Mr. J. STANLEY AYRE** (Newcastle-on-Tyne).
2. **Mr. J. J. ELVEN** (Harwich).
3. **Mr. C. F. YOUNG** (Manchester).

In addition to the three retiring members, all of whom are eligible and have offered themselves for re-election, there have been three nominations as follows:—

- | | |
|--|---|
| Mr. JAMES A. CLARE,
Barry. | Proposed by Mr. P. Rowles.
Seconded by Mr. George Hancock. |
| Mr. H. B. EAGLE,
Isle of Wight
(Outward Service). | Proposed by Mr. J. H. A. Smith.
Seconded by Mr. G. Bowyer. |
| Mr. LEWIS JONES,
Liverpool. | Proposed by Mr. G. Pendleton.
Seconded by Mr. T. Webster. |



PILOTS WORE TOP HATS IN THOSE DAYS

Mr. Ayre found among the family archives an interesting souvenir of the 1887 Conference, — a ticket for the Annual Dinner, which is here reproduced. In the next instalment of the history of the Tyne service, which Mr. Bone has written for the PILOT, it is recorded that in 1887 and for many years previously the accepted uniform was a top hat, indeed this together with a reefer jacket continued in use until 1897.

It is interesting to note that June 16th is one of the days of the Tyne Conference 52 years later.

TYNESIDE HOTELS.

NEWCASTLE (licensed).

Royal Station Hotel, Neville Street, Tel. 20781 (144 rooms) 12/6.

Royal Turk's Head Hotel, Grey Street, Tel. 27051 (150 rooms) 11/-.

County Hotel, Neville Street, Tel. 22471 (100 rooms) 10/6.

Grand Hotel, Barras Bridge, Tel. 24091 (60 rooms) 10/6.

Crown Hotel, Clayton Street West, Tel. 26421 (100 rooms) 8/-.

Douglas Hotel, Grainger Street, Tel. 282941 (50 rooms) 9/6, 10/6.

Central Exchange Hotel, Grey Street, Tel. 200891 (70 rooms) 8/-.

NEWCASTLE (Temperance).

Sun Hotel, Neville Street, Tel. 20545 (60 rooms) 8/6.

Tyne Hotel, Hood Street, Tel. 272441 (50 rooms) 8/-.

(The above are all centrally situated).

JESMOND (Temperance).

Embassy, Jesmond Road, Tel. Jesmond 1475 (38 rooms) 8/6.

Imperial, Jesmond Road, Tel. Jesmond 343 (30 rooms) 8/6.

Kensington, 5 Osborne Road, Tel. Jesmond 690 (25 rooms) 6/6.

St. Margaret's, 64 Osborne Road, Tel. Jesmond 453 (30 rooms) 8/6.

(15 minutes from Central Station)

WHITLEY BAY (licensed).

Rex Hotel, Promenade, Tel. Whitley Bay 326 (150 rooms) 10/6, 11/6.

Avenue Hotel, Park Avenue, Tel. Whitley Bay 98 (30 rooms) 8/6.

Esplanade Hotel, Promenade, Tel. Whitley Bay 51 (20 rooms) 8/6.

TYNEMOUTH (licensed).

Grand Hotel, Tel. North Shields 1360 (40 rooms) 9/6.

CULLERCOATS (licensed).

Bay Hotel, Front Street, Tel. Whitley Bay 572 (25 rooms) 7/6.

(25 minutes Electric Trains from Newcastle).

SOUTH SHIELDS (licensed).

Golden Lion Hotel, King Street, Tel. South Shields 79 (23 rooms) 8/-.

Royal Hotel, Ocean Road, Tel. South Shields 782 (14 rooms) 8/-.

Sea Hotel, Sea Road, Tel. South Shields 1881 (13 rooms) 9/-.

New Crown Hotel, Mowbray Road, Tel. South Shields 1474 (12 rooms) 9/-.

(27 minutes Electric Trains from Newcastle).

The prices in all cases are for Bed and Breakfast.

EXECUTIVE COMMITTEE MEETING

MARCH 22nd, 1939

LORD APSLEY presided at the quarterly meeting of the Executive Committee held at the Holborn Restaurant London, on March 22nd, 1939. The others present were:— Messrs. B. C. Webb; G. N. Richardson; R. A. Lewis; J. S. Ayre; J. J. Jones; J. J. Elven; C. F. Young; M. M. Marshall; A. H. Wilcox; J. H. A. Smith; J. A. Sparrow; H. A. Smith and Sir John Inskip.

FINANCE COMMITTEE.

Mr. Lewis, Chairman of the Finance Committee, reported that the membership was 1,177. There had been 41 new members in the year, but owing to deaths and retirements the net gain was 6. There was a surplus on the year of £325-6-11; the total value of the Funds of the Association was £5,588. The General Secretary put the audited accounts before the Committee.

A MANCHESTER SUSPENSION.

The Secretary reported that Mr. Pickthall, a second-class pilot at Manchester, was brought before the Pilotage Committee and charged with having refused to take a vessel down the Canal when there was no reason for his refusal. His licence was suspended for one month. The point of the case was whether weather conditions were sufficient to justify the pilot's refusal. Undoubtedly there was fog about.

Mr. Young said the appeal was to have come up in the previous week but the matter was settled. (The terms of the settlement are mentioned in a separate note on page 8). The pilots thought that the exoneration of the pilot should receive as much publicity as his suspension had been given.

Mr. Ayre asked whether a suspension might not be finished before an appeal could be heard.

Mr. H. A. Smith: For that very reason some of the London men who have been suspended have not appealed.

Mr. Lewis regretted that the appeal would not go to court in order to get a decision that the pilot's discretion must not be interfered with, but Sir John pointed out that that was not necessary as it had been held over and over again that no-one could interfere with the discretion of the pilot. The whole point was whether the pilot exercised his discretion properly.

"What about costs?" asked a member of the Committee.

Mr. Young said that the Authority would send a cheque for a month's wages, which would be paid out of the pilots' money, and the costs would come from the same source.

Mr. J. H. A. Smith: Is the solicitor quite satisfied from the legal point of

view that the pilot cannot get damages.

Mr. Webb: The pilots would have to pay directly or indirectly.

Mr. Lewis: It was agreed that each side should pay its own costs.

Mr. Webb: It is a grave flaw in the Act. It doesn't matter whether they win or lose, the pilots pay.

It was agreed that if the Manchester pilots made an application for assistance towards their costs this would be considered at the next meeting of the Executive.

SWANSEA RESOLUTION.

This matter was discussed, and ultimately on the proposition of Mr. Wilcox, seconded by Mr. Ayre, it was agreed to advise the Swansea Pilots to bring the resolution, in its relation to their own port, before Conference.

PASSENGER VESSELS.

It was agreed to obtain the opinion of Counsel on what constitutes a passenger within the meaning of the Pilotage Act.

THE TYNE.

Mr. Ayre reported that since the last meeting of the Executive the application for an Order for compulsory pilotage on the Tyne had been published, and there were four objectors: the Chamber of Shipping, the Tyne Improvement Commission, the Newcastle-on-Tyne Corporation, who owned the quay-side, and the North East Coast Shipbuilders and Ship Repairers Association. The Chamber of Shipping maintained that circumstances had not changed since the last application in 1921. The pilots on the other hand said circumstances had changed considerably, for now only 65% of the ships were taking pilots, whereas formerly 90% of them did. The Chamber also said that the shipping industry did not warrant additional charges and that compulsory pilotage should be granted only on the grounds of safety. The Tyne Improvements Commission objected also on the ground that circumstances had not changed, and maintained that if pilotage became compulsory it would impose an additional charge on shipping, which would drive trade away. The pilots argued that the charge would fall only on ships which did not take pilots. The Corporation said compulsory pilotage would drive ships away from their quay side. There were ships of the Coast Line running to Newcastle quay and they employed pilots. The Ship Repairers Association held that compulsory pilotage would result in more damage and prevent them from employing their own riggers. The next step would be the announcement of the date of the inquiry.

(continued on page 8)

UNITED KINGDOM PILOTS' ASSOCIATION

Income and Expenditure for the Year ending 31st December, 1938

	1937		1938			1937		1938	
EXPENDITURE	£	s. d.	£	s. d.	INCOME	£	s. d.	£	s. d.
To Printing, Postage, Stationery, etc. ...	50	3 11	30	1 8	By Members' Subscriptions:—				
„ Preparing and Printing Magazine, “The Pilot” ...	95	3 10	125	16 4	Due 1938 ...	2083	10 0	2078	5 0
„ Expenses of Conference and Officers Travelling Expenses attending same	273	13 6	289	1 0	Less Subscriptions in arrear ...	521	4 0	493	7 0
„ Expenses of Executive and other Meetings and of President and Officers ...	225	4 11	244	8 2		1562	6 0	1584	18 0
„ Travelling Expenses ...	50	11 0	25	15 3	„ Subscription in arrear, since collected	408	7 0	484	9 0
„ Grants to Pilots and Ports for Legal and other Expenses ...	26	3 6	14	3 0	„ Entrance and Rejoining Fees ...	72	15 0	57	9 0
„ Auditor's and Accountancy Fees ...	31	10 0	31	10 0	„ Badges ...	15	0	10	0
„ General Secretary and Solicitor including all Office Expenses, Rent, Clerks, etc.	900	0 0	1000	0 0	„ Interest on 3½% War Loan (Less Income Tax) ...	97	2 6	93	17 9
„ Local Secretaries ...	32	2 4	35	14 4	„ Interest on Railway Finance Corporation 2½% Guaranteed Debenture Stock (Less Income Tax) ...	17	18 6	25	6 0
„ Corporation Duty 1938-39 ...	7	11 5	8	8 9	„ Interest on Deposit Account (Less Income Tax) ...	10	3	5	0
„ Gratuities and Sundries ...	—	—	5	14 0	„ Interest on London, Midland and Scottish Railway Company — 4% Preference Stock (Less Income Tax) ...	12	2 0	6	0 0
„ Annuity—Mr. Michael Joyce ...	50	0 0	50	0 0		£2,171	16 3	£2,252	14 9
„ Annuity—Mr. Joseph Browne ...	100	0 0	66	13 4					
„ Balance Surplus for year ...	329	11 10	325	6 11					
	<u>£2,171</u>	<u>16 3</u>	<u>£2,252</u>	<u>14 9</u>					

Balance Sheet made up to 31st December, 1938

	£ s. d.		£ s. d.			At cost.	Value at 31st December, 1938.		
Income and Expenditure Account—	£	s. d.	£	s. d.	War Loan—3½% £3,700 ... <th style="text-align: center;">£ s. d.</th> <th style="text-align: center;">£ s. d.</th>	£ s. d.	£ s. d.		
As at 31st December, 1937 ...	5524	2 4			London, Midland and Scottish Railway Company 4% Preference Stock (1923) £400 ...	3697	19 3	3621	7 6
Add Surplus for year ...	325	6 11	5849	9 2	Railway Finance Corporation, Ltd.—2½% Guaranteed Debenture Stock (1951-52) £1,725 ...	275	6 0	118	0 0
Sundry Creditors—						1656	0 10	1574	1 3
Subscriptions prepaid for 1939 ...	2	8 0				5629	6 1	5313	8 9
Sundries ...	82	1 8	84	9 8	Cash at Bank—Current Account ...	275	5 11		
					Office Furniture, Fixtures, etc., as per last Account ...	18	11 0		
			<u>5933</u>	<u>18 10</u>	Interest Accrued, etc. ...	10	15 10		
						5933	18 10		

AUDITOR'S REPORT.

I hereby certify that I have examined the above Accounts with the books and vouchers relating thereto. No account has been taken of subscriptions due and in arrear. The Accounts appear to be properly stated. The securities for the investments have been produced.

J. H. WATLING,
Chartered Accountant,
Public Auditor under the Friendly Societies Act.

Bristol, March 9th, 1939.

EXECUTIVE COMMITTEE*(continued from page 5)*

Mr. Lewis reminded the Executive that formerly they always arranged for a member of the Executive to attend the inquiries, and he moved that Mr. Webb should be asked to go to the Newcastle one, as it was an inquiry of particular importance.

This was agreed, and Mr. Ayre said that this would be very useful.

UNSUITABLE CRAFT.

Item 8 on the agenda related to a subject mentioned by Mr. Elven at the previous meeting—employment of unsuitable craft on a pilotage service—and it was ultimately agreed that the General Secretary should take the matter up with Trinity House.

Mr. Elven mentioned that the vessel referred to, the "LANDGUARD," was designed for inland waters, and it was not a case of her being unseaworthy, but she was quite unsuitable for the work she had to do. She had been used by the pilots for 8 or 10 years, and several protests had been made without avail. He pointed out the difficulties they had in performing the particular duties for which she was intended.

LEADING IN.

The Secretary said that the Shoreham pilots were having a lot of trouble in cases where it was alleged vessels were being led into the harbour by boatmen. A case was taken to court, local solicitors acting for the Shoreham pilots. Counsel were employed on both sides, and the magistrates dismissed the case upon rather strange grounds. It was actually put to the bench that the boatmen were not "unlicensed pilots" within the meaning of the Pilotage Act! A full report was made to Trinity House and he was waiting an opportunity to see them.

It was agreed that if another case were taken Sir John should give the Shoreham pilots what help he could.

A "CHOICE" PROBLEM.

Item 10 raised a very interesting point. The Secretary reported that under the new bye-laws at Middlesborough Messrs. Holt had appointed a choice pilot. One of their vessels came in flying the pilot jack. The pilot on turn insisted that the ship should be his because of the jack but he was refused, and the choice pilot took her in. Could it be said that although the choice pilot was aboard the cutter he could not give his services to a vessel which came in with her jack flying?

The practice at different ports was mentioned by members of the Committee, and Sir John advised that the flying of a jack did not prevent a ship from claiming the services of its appropriated pilot and also that she could fly her house flag over the pilot jack if she wished to.

ISLE OF WIGHT INWARD.

The Secretary reported that there was a minority of pilots on the Isle of Wight

inward service who did not want any alteration of the present arrangement whereby they could board the vessels of a particular line from the cutter, and they did not desire any bye-law regulating the employment of choice pilots. The present position was a little irregular, but he told them that the Executive would not interfere in any case where the pilots themselves were divided.

Mr. J. H. A. Smith said the inward pilots—he belonged to the outward service—recognised that Sir John had given perfectly good legal advice. There was nothing definitely laid down, but with the coming of the "NORMANDIE," the French Line wanted to know why the pilot could not be taken aboard from the cutter at the Nab. The Sub-Commissioners ultimately gave permission for that to be done. The other pilots foresaw that it would not stop with the French Line and everybody else would want it, which would eventually upset the cutter arrangements. Both sides had been to Sir John and he had told them there was the legal remedy of obtaining bye-laws. The outward service had no rules or bye-laws; they made their own arrangements and things went like clockwork.

Mr. Wilcox said he had seen 15 choice pilots aboard the cutter at the Mersey Bar waiting for their ships to come up.

After some discussion, in the course of which the practices at other ports were mentioned, it was agreed that Sir John should write to the Isle of Wight pilots and say that the attitude he adopted was confirmed by the Executive.

PILOT LADDERS.

A firm of marine engineers sent a specimen of non-canting thimbles for fitting to pilot ladders. It was suggested specimen might be submitted to the Merchant Shipping Advisory Committee.

AT CONFERENCE.

Mr. Ayre reported an outline of the programme for Conference. This is given in detail in another part of the magazine.

PENDING ENQUIRIES.

The General Secretary referred to the pending inquiries concerning the Humber, Kings Lynn and Goole, and there was some comment on the Board of Trade delay in dealing with these matters, but it was recognised that the Board had their hands more than full during the international crisis.

IN THE EVENT OF WAR.

The position of the pilotage service in the event of an outbreak of war was mentioned and gave rise to some discussion.

Mr. Webb said it was not for them to decide what was to be done with pilots at any ports which might be closed but he was confident that all members of the U.K.P.A. would faithfully and loyally carry out all the orders laid down for them to meet a National Emergency.

This concluded the business.

SECRETARY'S EPITOME

THE following Short Epitome of the more important matters dealt with by Sir John Inskip between November 21st, 1938, and March 8th, 1939, was circulated to members of the Executive for the meeting on March 22nd.

BELFAST. Further negotiations in reference to the amended bye-laws.

DEE. Considering and advising upon draft bye-laws submitted by Trinity House. Preparing and lodging objections.

DUNDEE. Completing draft of amendments to bye-laws and submitting same to the Board of Trade.

CARDIFF. Correspondence with and advising pilots in reference to an application by the Bristol Channel Shipbrokers' Association for representation on the Cardiff Pilotage Authority.

FIRTH OF FORTH PORTS. Advising the pilots at the various ports with regard to the legal position in reference to their pooling bye-laws.

Correspondence with the Board of Trade and the Firth of Forth Authority and advising the pilots in reference to proposed bye-laws providing for the issue of temporary pilots' licenses.

HUMBER. Further correspondence and negotiations including meeting in London at the invitation of the Chamber of Shipping, following which negotiations were broken off and the matter is now awaiting the decision of the Board of Trade with regard to the anticipated inquiry.

KING'S LYNN. Further correspondence with the pilots upon the observations of the Chamber of Shipping. Preparing reply thereto and submitting same to the Board of Trade.

LIVERPOOL. After the Board of Trade had fixed the date of an informal meeting in London to discuss the proposed bye-laws and the pilots' application for an increase in their rates, a settlement was agreed between the parties.

MANCHESTER. Attending meeting at the Board of Trade on the 16th December, 1938, and presenting the case of the pilots for an increase in their rates. Correspondence and attendances preparing for same. Following the inquiry the Board of Trade reduced the 10 per cent. cut made in 1933 to 2½ per cent.

Advising Manchester pilots in reference to the suspension of the licence of one of their number. Instructing Manchester solicitors in the matter, settling notice of appeal with them and generally preparing the case on appeal to the Manchester County Court.

SHOREHAM. Advising pilots in reference to a further case of "leading in" by boatmen, and as to the position following the decision in the local court when a summons was dismissed.

AMENDMENT OF RULES. Notices of the proposed amendments circulated to

(continued foot of next column)

PILOT'S DISCRETION**Manchester Authority Cancels a Suspension**

MR. G. F. PICKTHALL, a second class pilot at Manchester, was summoned before the Pilotage Committee in November last and charged with an offence under the Pilotage Act in refusing or wilfully delaying without reasonable cause to pilot a vessel upon being required to do so by the master and by an officer of the Pilotage Authority.

The Pilotage Committee after two sittings came to the conclusion that the charge was well founded and the pilot's licence was suspended for a period of one month.

The Manchester pilots took a serious view of the matter and without hesitation decided to lodge an appeal on the ground that the pilot had exercised his discretion properly having regard to the weather conditions and other circumstances.

The appeal was to have been heard at the end of March but was withdrawn on the terms that the Authority would expunge from the minutes of the Pilotage Committee the record of the complaint made against the pilot and of the Committee's decision suspending his licence.

The pilots were induced to this course as nothing more could be gained by a successful outcome of the appeal and considerable expense, which would fall entirely on the pilots, would be saved.

This case emphasises two very unsatisfactory features connected with the remedy open to a pilot whose licence has been suspended.

If, as frequently happens, the suspension is for a short period, it is impossible owing to legal formalities to get the appeal heard before the period of suspension has expired, and the only source apparently from which the pilot's loss of earnings can be made good is the Pilot Fund or the earnings of the other pilots.

The other unsatisfactory feature of these cases is that even if the appeal is successful the Pilotage Authority's legal costs are chargeable to the Pilot Fund and the costs incurred on behalf of the pilot either fall upon him personally or to the extent to which they may be awarded against the Authority are again chargeable to the Pilot Fund.

It is undoubtedly a grave flaw in the Pilotage Act, as pointed out by Mr. Webb, that win or lose the pilot pays.

(See also report of discussion at the Executive Committee meeting on page 5).

ports and to members of the Executive Committee.

There has also been correspondence on matters of local interest with a number of ports, including Dartmouth, Dee, Isle of Wight, Middlesbrough and St. Ives.

A SHORT HISTORY of RIVER TYNE PILOTAGE

by
JOHN BONE, Jr.

JUST how far the institution of pilotage upon the River Tyne goes back, it is not possible to trace, but from early records we find it was originally confined exclusively to the members of the Trinity House of Newcastle upon Tyne, which City for long held a strangehold monopoly upon everything connected with the river.

Pilotage was incorporated in a Charter granted by Henry VIII on 5th October, 1536, but it is probable that Trinity House had control of pilotage prior to that date as the oldest existing Order Book of the House, commencing in 1539, while making several references to pilot dues—termed "loadmannage" in those distant days—refers to still earlier entries in the "owyld lodmannage bouk" now lost.

The powers of Trinity House were extended by Charters of Edward VI, 1548 and Mary, 1553. In 1584 the Corporation of Newcastle disputed the exclusive claim of the Trinity Brethren to pilot all ships of strangers on the Tyne, but the Charter of Elizabeth confirmed, in the same year, the contention of the Trinity House that pilotage was compulsory.

A Charter of James I, 18th January, 1606, extended their jurisdiction to cover the coast from Blyth to Steays (now known as Staithes) in Yorkshire. It left the engagement of pilots as optional and fixed the "loadmannage" at 12d. per foot draught on laden and 8d. per foot on light vessels.

In 1672 the restriction of pilotage to brethren of Trinity House was amended by a charter of James II which also directed the Corporation of Newcastle to elect as a free burgess one James Aire (a name still borne by a family of Shields Pilots) pilot of his ship St. Michael.

By the Great Charter of James II, 1st July, 1687, the jurisdiction of Newcastle Trinity House was further extended, embracing the coast from Holy Island to Whitby, but the office of "pylott" was not specifically confined to members of Trinity House.

The licences granted in those early days absolved the holders from impressment in the Navy, bearing arms or serving on juries.

In 1760 it is recorded the Press Gang did impress a number of pilots but when the vessel put to sea the pilots took possession and sailed into Scarborough there released themselves and returned home.

From Commonwealth times Trinity House had maintained a service of resi-



Mr. JOHN BONE.

dent pilots at Shields, but with the throwing open of the port to non-members of Trinity House the pilotage service became more generally recruited from the sea-going community of South Shields. The exigencies of the service led to pilots taking up residence on or near "The Lawe" a high district overlooking the harbour entrance and coastline, at which place they flourished as a community within a community, and more or less apart from the rest of the town.

Similarly the practice of taking only sons or relatives of pilots to serve in their "cobles" made the service an almost exclusive body, strictly confined to members of certain families.

This system was dictated by Trinity House who by resolution ordered that applicants for licences be refused "unless they are "relatives of the present "pilots or brethren, as it is right to "confine it to those who have always "followed that occupation."

At this period approved applicants were not subject to examination as to proficiency for licences or "Branches"—i.e., "Branches of the Charter"—as they were known, the appointments being made upon the recommendations by

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certificates of shipowners or shipmasters who testified as to the character and ability of the applicant to discharge pilotage duties.

This was no mere formality as a respected Shieldsman, John Roxby, discovered. He was fined £10 by Trinity House for "that he did sign the certificate of "one John Errington, who it appeareth "doeth not write his own name and "therefore is unable to take charge of "a ship as pilot."

The duty of the Shields, or "Bar" pilots, as they were known, was to conduct ships "in and out of the harbour over the Bar" but they were not permitted to pilot above Whitehill Point, a distance of about two miles. That duty was delegated to the town or river pilots who were sub-divided into up and down river men.

Trinity House also issued to their members "Sea Branches" which correspond to the present North Sea Pilots.

The Bar pilots were under the supervision of an official known as the Captain of Pilots, who was one of the Elder Brethren of Trinity House—the earliest appointment being that of Joseph Reed in 1724. He was succeeded in 1738 by Loftus Danby, who held office for many years as in 1754 Mathias Giles was appointed "to look after the pilots that they "keep regular turns, the pilots paying "no regard to Thomas Medley who is "the orderer under Loftus Danby who is "nearly blind."

Danby was succeeded by Capt. William Errington who, during the 1745 rebellion helped to defend Carlisle. He died in 1773 while Captain of Pilots. A strict discipline was exercised over the pilots and neglect or inefficiency was punishable by fines or revocation of licences—which cost 10s. 6d. per annum.

One punishment is recorded in the Order Book as "broke, never to take "charge of any ship as pilot again."

The regulated system of turns did not debar the right of selection by shipmasters and as early as 1748 a rule was passed permitting choice pilots to claim pilotage out of their turns.

This was the beginning of an evil which had repercussions over a long period.

Apparently there were no useful harbour marks or buoys at this time and those that were erected between 1772 and 1789 were either misleading or too low to be of use, as in 1799 the shipowners of Shields implored Trinity House to "immediately erect two leading beacons on "the south side of the harbour with buoys "in the channel and proper directions "for taking the same."

The shipowners of Scarborough added their weight and Trinity House built two beacons shortly afterwards.

Later, in 1808 and 1810, two prominent leading lighthouses were built at North Shields at the instigation of Trinity House. These were rebuilt in 1860 and continue in use to the present day.

It is of interest to recall that on 26th August, 1824, Pilots L. Burn, J. Harrison and W. Tully walked from South to North across Tynemouth Bar there being only two feet of water at low tide.

In 1850 Parliament, in spite of strenuous and influential opposition, constituted the River Tyne Commission, later known as the Tyne Improvement Commission, and gave it control of the destinies of the river. The Commissioners immediately proceeded to improve the navigability of the river and by a vigorous policy overcame the result of years of neglect and decay by the Corporation of Newcastle who in forty years from 1809 to 1848 had spent less than £40,000 out of an income from dues of £957,973. Forty years later the Commissioners had spent over £4,000,000 upon improvements.

By the Newcastle Port Act of 1801, Trinity House was empowered to examine all applicants for licences and to inflict punishments, fines &c for misdemeanours. Pilotage was to be compulsory on all foreign ships, but optional on British ships, and the rate to be 1s. 3d. per foot in summer and 1s. 6d. in winter for pilotage in the sea section. These rates continued in force until 1936 when the summer pilotage was abolished. For river pilotage to or from above Bill Point 1s. 6d. per foot was fixed and below Bill Point 1s. per foot, while foreign vessels paid 6d. more per foot in each case.

In 1803 Joseph Hogg was appointed Pilot Captain under this Act. John Thompson succeeded him in 1815. William Pearson was appointed in 1845 and James Kelly in 1864, the last named being the last ruler appointed by Trinity House.

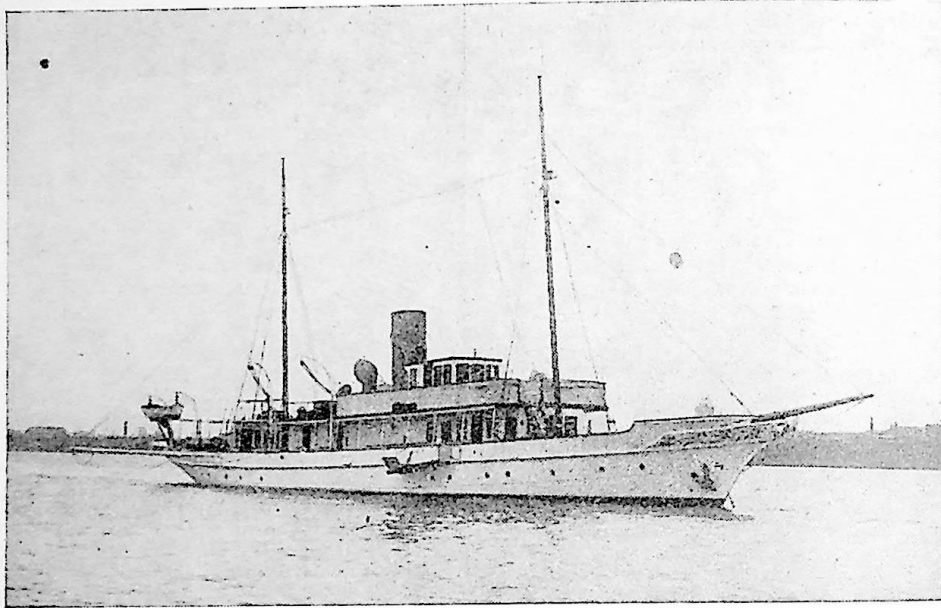
The examinations for pilotage certificates which this Act made compulsory were, for the first time in the history of pilotage, entrusted to a "committee of "pilots of most experience under the "pilot master." Upon passing this examination, applicants were made "Acting Orders" qualifying them to take charge of vessels not exceeding twelve keels burthen—a keel being the coal measure then employed on the river and approximately twenty two tons—and as vacancies occurred they were promoted to full pilots or "Branches."

In addition to these obligations, they also promised to serve when necessary, in the lifeboats, and it is believed no other pilotage service can claim to so long and honourable a connection with such duties.

South Shields is the birthplace of the first practicable lifeboat and the first place to make provision for the maintenance and use of such boats.

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BELFAST'S NEW PILOT CUTTER



The cutter "IONA," as you see, is a very smart craft. She has sleeping accommodation for 25 people, two fine bathrooms fitted with hot and cold sprays, a large lounge and dining room which occupies most of the deck. She is lit by electricity throughout.

Built in 1921 she was originally coal fired but later equipment for oil fuel was added and she can now burn either if necessary. She is 165 feet in length, 22 feet beam, and has a speed of 14 knots.

The "IONA" will be used for pilotage duties taking the place of the "EDITH WILLIAMS."

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The Tyne Lifeboat Society established in 1789, reputed to be the oldest Society of its kind in the world, is still in existence and Tyne pilots continue to take their places in the lifeboats of the Society when the occasion arises.

In the church of St. Stephen's, South Shields, may be seen memorials to those who bravely gave their lives in this service.

In 1849 the lifeboat "Providence" was wrecked with the loss of twenty pilots, only four of her complement, John Harrison, John Milburn, George Marshall and George Ayre, being saved. On that occasion she was manned by a double crew.

The lifeboat "Tyne" which is preserved as a memorial in South Shields saved no fewer than 1,028 lives during a long and successful career.

About the year 1803 Trinity House established and managed two funds respectively called the River Pilots Fund and Sea Pilots Fund. These funds were created by the payment by the pilots of 1s. per ship, i.e., 6d. each way on all

ships employing them entering or leaving the Tyne. It was known as "turn money."

By certain returns made to Parliament it would appear these funds were applied to the payment of fixed allowances to retired pilots, widows and children of deceased pilots and salaries of the sea and river Pilot Captains.

The sea pilots had no representation in their management, however, and not being freemen of Newcastle could not become members of Trinity House, and this caused much dissatisfaction among them.

In 1824 Mr. Huskisson's Reciprocity Act enabled the Government to enter into treaties with other nations for affording mutual facilities with respect to pilotage and other matters. The effect of this Act and of subsequent treaties with foreign nations was that the vessels of such nations were no longer compelled to employ pilots and if they did voluntarily employ them they paid the same rates as British vessels.

To compensate for the loss pilots would suffer in consequence the Government provided for the payment to Trinity House

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DRIFTING ALONG

by D. J. DAVIES

(Swansea Sea Pilot)

ANY stranger looking through our journal would conclude immediately that the pilots are about the most contented body of employees in the United Kingdom. To test this inference, I asked a friend to examine a little closely the contents of a few issues of "The Pilot." He was not a complete stranger to pilotage affairs, and owing to his vast experience in the industrial field he was eminently qualified to form a judgment. It did not take him long to come to a decision, and he congratulated me upon my belonging to a profession where everything in the garden is obviously lovely. I did not hesitate to enlighten him, and he was extremely surprised to learn that though the cost of living is about 55% above the pre-war level, my salary as a Swansea Sea Pilot is only 27% above the remuneration paid before the war. Our conditions in Swansea have deteriorated, and contrast very unfavourably with the financial improvements gained by other professions.

APATHY OF MEMBERS.

The responsibility for propagating a false impression can be attributed solely to the apathy of the members themselves. Every pilotage district is a veritable stronghold, closely guarded, secretive, and displaying little or no interest in matters which do not directly concern them. In fact the relationship between some districts amounts sometimes to jealousy, whereas the feeling should be one of mutual understanding and goodwill in order to obtain full co-operation. There can be no unanimity and satisfaction where there is no equality.

This practice of self-determination and self-sufficiency can be beneficial only to those districts whom we shall term the "haves," the poor "havenots" must struggle along the best they can. Yet, for example, the piloting of a vessel on the Thames is no different from that on the Wear, and that passing reference is simply to illustrate what an excellent opportunity members have of destroying the barrier of independence and mutual indifference by exchanging views through "The Pilot." After all, knowledge is gained by discussion and argument, and it is remarkable and disappointing that so far pilots have not taken full advantage of the opportunity available to print and circulate their ideas and opinions.

When I set out to record these thoughts, my attention was attracted to the prospect of non-pilot officials participating in the management of the U.K.P.A. The status of non-pilots will be determined by Conference, and any protest that I make here will doubtless amount to nothing more than a cry in the wilderness. Those districts commanding the

majority vote hold the trump cards. They want it, and they'll get it. Nevertheless, it is time to recollect that the association was inaugurated by pilots for the sole purpose of protecting the interests of pilots, and ever since its inception it has been managed and controlled by pilots. But now at this stage of its career certain members are prepared to sacrifice their inheritance by just a stroke of the pen, that is, by the easy process of amending a bye-law to permit non-pilots to vote at Conference.

NON-PILOT OFFICIALS.

Even the privilege of addressing Conference by non-pilot officials on pilotage affairs is, in the opinion of many, a direct violation of the original design which inspired the old pilots to create the Association. From the privilege of addressing Conference to the right of voting is a short step, and as step by step the inroad continues one can foresee the control of the U.K.P.A. passing altogether out of the hands of the pilots into those of another profession.

What then, one is inclined to ask, is behind this subversive movement of introducing "outsiders" to partake in the domestic deliberations and decisions of pilotage affairs? Have the working pilots of some districts become mute all of a sudden, compelling them to employ non-pilots to voice their grievances and to vote on their behalf at Conference?

If Conference decides to grant the right to vote to non-pilot officials, the outcome is plain, and the consequences will be far-reaching. Like the purchase and transfer of professional footballers, the numerous districts will enter into a competition for the engagement, at a price naturally, of the best professional orators, on the assumption that the better the speaker the better the chances.

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of an annual sum equivalent to any differences. The sum paid to Trinity House, however, differed considerably from the amount paid as reciprocity money to the pilots. This difference Trinity House called "unclaimed pilotage" and placed it to the funds of the river and sea pilots.

They repeatedly refused to disclose accounts of the amounts so accumulated or distribute them among the pilots. In 1846 the pilots requested Trinity House to purchase from the funds in their possession a steamboat for the purpose of taking them to sea in heavy weather. This was refused and the pilots themselves eventually provided a steamer which was launched from Woodhouses' Yard at Shields on 23rd January, 1852, and named "Pilot," while a second vessel, the "Robert Ingham," was obtained in May, 1855.

(to be continued)

THE PRESIDENT:

Lord APSLEY, D.S.O., M.C., M.P., 18, Buckingham Gate, London, S.W.1

VICE-PRESIDENTS:

Mr. BERNARD C. WEBB, 52, Turnberry Road, Partickhill, Glasgow

Mr. G. N. RICHARDSON, 853, Anlaby Road, Hull

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Mr. J. J. JONES, "Aghanti," Beatty Avenue, Roath Park, Cardiff

Mr. H. A. SMITH, "Harlech," The Avenue, Gravesend.

Mr. J. H. A. SMITH, Pilot Office, 32, Queen's Terrace, Southampton

Mr. C. F. YOUNG, "Pen Hallow," Ferry Road, Eastham, Cheshire

Mr. J. STANLEY AYRE, 42, Trajan Avenue, South Shields

Mr. M. M. MARSHALL, 26, Trajan Street, South Shields.

Mr. J. A. SPARROW, 20, Old Road, East, Gravesend.

Mr. A. H. WILCOX, 13, Parkhill Road, Prenton, Birkenhead.

TREASURER:

Mr. RICHARD A. LEWIS, Bickleigh, Black Moss Lane, Aughton, Lancs.

LOCAL SECRETARIES:

ABERDEEN	J. M. Wyness	2, Belvidere Crescent, Aberdeen.
ARDROSSAN	J. A. Cunningham	The Harbour, Ardrrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor	164, Blake Street.
BARRY	C. Carpenter	Pilotage Office.
BELFAST	James Owens	"The Laurels," Whitewell Road, Greencastle,
BLYTH	G. Henderson	"Oaklands," Ridley Avenue. [Belfast.
BO'NESS	D. McAlister	"Asgog," Grahmsdyke Road, Bo'ness.
BOSTON, LINCS.	G. W. Wilkinson	"Torinana," Rochford Crescent, Boston, Lincs.
BRISTOL	S. J. Ray	"Hillboro'," Elberton Rd., Westbury Lane, Bristol.
BURNTISLAND	Andrew Gilmour	Salinas Villa, Heriot Gardens.
CARDIFF	D. Edgar Morris	13, Woodland Place, Penarth, Glam.
CLYDE (GOUROCK)	S. M. Ritchie	Broomberry Villa, Broomberry Drive, Gourrock.
CINQUE PORTS	R. Mills	"Milngavie," Lewisham Road, River, Dover.
DARTMOUTH... ..	R. Gatzias	Pilots Watch House, 3, Bayards Cove.
DEE	S. H. Bennett	36, Dee Road, Connah's Quay, near Chester.
DUNDEE	D. Grafton	2, Killin Terrace, Law Crescent, Dundee.
FALMOUTH	Duncan Robinson	Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD	W. J. Helm	41, Pharos Street.
FOWEY	James Salt	Seaside Cottage, Polruan, Cornwall.
GLASGOW	Bernard C. Webb	52, Turnberry Road, Partickhill, Glasgow.
GLOUCESTER	L. C. Taylor	Pilotage Office, Sharpness.
GOOLE	H. Cowling	117, Brindley Street, Holderness Road, Hull.
GRANGEMOUTH	Robert Flesher	The Docks, Grangemouth.
GRAVESEND (River)	Geo. W. Coles	14, Harmer Street, Gravesend.
GRAVESEND (Sea)	T. Flinn	20, Overcliffe, Gravesend.
HARTLEPOOL	T. W. Withers	3, South Crescent, Hartlepool.
HARWICH	T. R. R. Letten	"Rivington," Fronck's Road, Dovercourt.
HOLYHEAD	William Owen	8, Hibernia Row, Holyhead.
HULL	L. Walford	35, Glencoe Street, Anlaby Road, Hull.
ISWICH	G. A. Gardiner	15, Ruskin Road.
ISLE OF WIGHT	L. W. Akerman	"Craig-y-don," Princes Esplanade, Cowes, I. of W.
KING'S LYNN	J. W. Reed	Friars Rest, 5, Whitefriars Road, Kings Lynn.
LEITH	E. C. M. Ross	28, Starbank Road, Trinity, Edinburgh.
LIVERPOOL	Arthur H. Evans	42, Market Street, Hoylake, Cheshire.
LLANELLY	William Phillips	Precelly, Pwll, Llanelly.
LONDONDERRY	John McLaughlin	Pilot Station, Innishowen Heads, Co. Donegal.
LOWESTOFT	J. Riches	170, Denmark Road, Lowestoft.
MANCHESTER	Arthur H. Evans	42, Market Street, Hoylake, Cheshire.
METHIL	J. R. Davidson	"Glen Goyal," Macdonald Street.
MIDDLESBROUGH	D. H. Tate	44, Cranford Gardens, Acklam, Middlesbrough.
NEWHAVEN	E. W. Chidgey	"Quantock," Hillcrest, Newhaven, Sussex.
NEWPORT (MON.)	W. Bartlett	"St. Arvans," Christchurch Road, Newport.
PLYMOUTH	E. Rogers	The Exchange, Pilot Office.
POOLE	W. Brown	"Elgar," 28, Hermitage Road, Parkstone, Dorset.
PORTSMOUTH	R. R. Russell... ..	10, Grand Parade, Portsmouth.
PORT TALBOT	G. C. Fairweather	157, Tan-y-Groes Street.
PRESTON	H. Halsall	Pilotage Office, The Docks, Preston.
SANDWICH	G. Lumbard	Chilton Farm Cottage, Pegwell Bay, Ramsgate.
SHEERNESS	P. J. Hannan	113, Minster Road, Sheerness.
SHOREHAM	A. J. Blaker	"Braeside," Old Rectory Gardens, Southwick,
SOUTHAMPTON	J. H. A. Smith	Pilot Office, 32, Queen's Terrace. [Sussex.
SOUTH SHIELDS	R. Marshall	12, Green's Place.
SUNDERLAND	R. Wilkinson	"Cordova," Park Lea Road, Roker.
SWANSEA	J. G. Byrne	Pilot House, West Pier.
TRENT	Robert Acaster	2, Goddard Avenue, Newland Avenue, Hull.
WISBECH	J. P. Burton... ..	35, Custom House St., Sutton Bridge, Wisbech.
YARMOUTH	C. H. Burton... ..	4, Elm Grove Road, Gorleston.

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