

# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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July, 1941.

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Head Office of the Association :

No. 13, SMALL STREET, BRISTOL.

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Sir JOHN H. INSKIP, K.B.E., Solicitor and General Secretary  
to whom all communications are to be addressed.

## SIR JOHN INSKIP'S REVIEW OF EVENTS

No new matter of general importance or interest have arisen since my last report which appeared in the March issue of "The Pilot," but certain subjects dealt with in that report have continued to engage my attention and will be referred to later.

It will not surprise members to hear that it is still impossible to arrange a meeting of the Executive Committee which would be attended by sufficient members to make it worth while, but there are certain matters pending which may compel me to call a meeting, in which case the business will have to be conducted by those members who are able to arrange to leave their Ports, although it would probably be found that only those pilots who are near at hand could be expected to attend the meeting. In the meantime these quarterly reports gave members a very good idea of what is happening and if any port thinks that some problem of its own or some matter affecting the whole body of Pilots requires consideration by the Executive Committee I shall doubtless be asked to call a meeting which I shall be most happy to do in consultation with Mr. B. C. Webb with whom I am in close touch throughout.

### 1. Compensation for War Injuries and Detention.

Following further correspondence and an interview with the Ministry of Shipping and the Ministry of Pensions, a final ruling has been given on this matter. It has been laid down that this scheme was only intended to apply to pilots when their duties take them to sea and that, therefore, when a pilot is employed on a vessel otherwise than for the purpose of taking her or assisting to take her into or out of a port in the British Islands, he will not come within the scheme.

Representations have been made to me from one port that a pilot should be given a separate rank of his own so that a uniform system of pension may be determined. At present the pension payable to a pilot is fixed by reference to a corresponding naval rank which is based upon the gross tonnage of the ships piloted by the pilot in question during the three years or the 12 months immediately preceding the death or injury whichever period is most favourable to the pilot. If the pilot were given a sep-

arate rank of their own the scale of pension would presumably be fixed on the same basis, and, as already explained, any lightening of the restrictions would place the pilots on a different footing from the officers and crew of the ship. This is one of those matters which may have to engage the attention of the Executive Committee in conference, but so far I have received any serious criticism of the present arrangement from only one port. Before deciding to seek any change in the scheme, this Association would have to make out a case for asking for the pilots different treatment from that accorded to master mariners, or indeed any other persons who at present come under the scheme, and this would require very careful consideration.

### 2. Temporary Pilots.

I am glad to say that temporary pilots continue to join the Association and needless to say they are greatly welcome as members of it. Except in the case of one port referred to in a previous report I have received no complaint and I gather that everything in connection with this temporary service is working smoothly.

### 3. Dundee.

A similar case has arisen here to the one, which was referred to in one of my recent reports at Aberdeen. The Naval Officer in Charge has purported to exercise certain powers which he possesses under the Pilotage Stages and Rates (Variation) Order 1939 for the purpose of effecting a rate reduction. There has been considerable correspondence with the Pilotage Authority and the Ministry of War Transport and I have had to question the legality of the method employed to bring about the proposed reduction.

As previously reported, new bye-laws have been made at Dundee and the Order of the Naval Officer in Charge is intended to bring matters into line with these new bye-laws, although it is by no means clear that any existing pilotage stages of the Dundee Pilotage District have been varied so as to empower the Naval Officer in Charge to make any alteration in the Pilotage Rates. The matter is engaging the attention of the Ministry of War Transport and the Admiralty, and their ruling is now awaited. What this Association is very jealous about is the preservation of the right which the pilots enjoy of having a ruling by the Ministry whenever matters affecting pilotage rates arise. Incidentally, there is in question in this case a new point, namely the proposed introduction of a stage for one class of ship, and it is the introduction of this stage which, as I understand, is relied upon by the Naval Officer in Charge for empowering him to make the proposed rate reduction.

### 4. London Pilots' Benefit Fund.

A somewhat serious position has de-

veloped owing to the war, the affect of which on this fund is causing grave complications. The Elder Brethren at Trinity House are fully alive to the position and there has recently been a meeting at Trinity House which I attended with Mr. J. G. May, the Chairman of the Trinity House Pilots' Pilot and Pension Fund Central Committee. Various questions were discussed at this conference sympathetically and the pilots have since been considering the matter with representatives of the outport districts who are also interested.

In the meantime the income of the fund continues to suffer and the Elder Brethren are hard put to it to maintain the present pensions and bonus. The matter will have to be dealt with in one way or another and the pilots have now intimated to the Elder Brethren that they would like to send a deputation to the Ministry of War Transport to discuss certain proposals. I have therefore asked the Ministry to receive such a deputation and if the application is granted it is hoped that the Elder Brethren will be represented at the meeting.

### 5. Claims by relatives of Pilots killed as a result of enemy action.

I have assisted in the preparation and settlement of two claims by widows and children of deceased pilots, the awards granted being in each case in accordance with the scheme.

### 6. Liverpool — War Risk Money.

In my last report reference was made to the application of the Mersey Docks and Harbour Board for an increase in the main compulsory Inward and Outward pilotage dues for the purpose of providing War Risk Money, and in the meantime I have received enquiries from one or two ports where the same matter was evidently receiving consideration. The Ministry of War Transport have now considered the matter and have informed the Liverpool Pilotage Authority that they do not consider the grounds put forward sufficient justification for an increase in the pilotage dues for the purpose mentioned and that, therefore, the proposed bye-laws cannot be confirmed. I do not know whether the Pilotage Authority proposes to let the matter rest there, but having heard nothing further from Liverpool on the matter, I assume this to be the case.

This was an application by the Liverpool Pilotage Authority with the full agreement of the Liverpool pilots, but up to the present there has been no request to this Association to be active in the matter. It may well be that the Executive Committee will be asked to give it their attention, and if so, various points will arise for consideration if, as I gather to be the case, the suggest-

ion is that pilots shall be put on the same footing as members of the Mercantile Marine with regard to War Risk money.

If this matter has been engaging the attention of pilots elsewhere or any other Pilotage Authority, I shall be glad to hear from those ports. As mentioned one or two Ports have already written me on the subject.

### 7. Blyth.

The bye-laws providing for the institution of a landing rate for outward bound vessels have now been confirmed.

### 8. Aberdeen.

In my last report there was a full statement with regard to the question which had arisen in connection with an Order by the Naval Officer in Charge at Aberdeen purporting to reduce the pilotage dues for certain classes of vessel. I contended on behalf of the pilots that the Order was ultra vires both the Emergency Powers Defence Acts 1939 and 1940 and the Pilotage Act 1913, and the Ministry of War Transport has upheld that contention and ruled accordingly. At the same time the Ministry has invited the Pilotage Authority to make their observations upon the pilots' earnings, and it has eventually been decided to leave the rates as they are at present and not subject to the reduction proposed by the Naval Officer in charge and to discuss the position further at the end of June.

I have also been in communication with the Ministry of War Transport and the Pilotage Authority on one or two other points including the question of temporary pilots.

### 9. Middlesborough.

It seems that the difficulty which had arisen at Middlesborough in reference to the pilotage charges for work done outside the district has now been removed. The claim referred to in my last report and a further case which has since arisen have, after some correspondence with the ships' agents, been paid and it is hoped that no further difficulty will arise. It is surely quite clear to every one, or it should be, that schedules of pilotage rates have no reference whatever to work done outside the district, the charges for which are in the discretion of the pilot failing previous agreement with the master or owners. But in such cases the charge must, of course, be a reasonable one or the court would not enforce it.

### 10. Burntisland.

A somewhat curious situation arose here in connection with an unfounded charge by a certain shipbroker against one of the pilots who naturally took

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# UNITED KINGDOM PILOTS' ASSOCIATION

## Income and Expenditure for the Year Ending 31st December, 1940.

	1939	1940		1939	1940
<b>EXPENDITURE</b>				<b>INCOME</b>	
To Printing, Postage Stationery etc. ...	£ 36 17 9	£ 49 13 3		By Members' Subscriptions:—	
„ Badges ...	— — —	5 3 4		Due 1940 ...	2066 8 6
„ Preparing and Printing Magazine, "The Pilot" ...	105 2 2	90 8 1		Less Subscriptions in arrear ...	422 18 0
„ Expenses of Conference and Officers' Travelling Expenses attending same ...	306 7 9	— — —		1643 10 6	1437 19 0
„ Expenses of Executive and other meetings and of President and Officers ...	167 10 0	122 18 10		„ Subscriptions in arrear, since collected ...	485 18 0
„ Board of Trade Fees re Cardiff Pilotage Order ...	7 0 0	— — —		„ Entrance and Rejoining Fees ...	45 3 0
„ Traveling Expenses ...	37 1 0	— — —		„ Badges ...	114 0
„ Grants to Pilots and Ports for Legal and other Expenses ...	122 13 3	— — —		„ Interest on 3½% War Loan (Less Income Tax) ...	84 3 6
„ Auditor's and Accountancy Fees ...	31 10 0	31 10 0		„ Interest on 3% War Loan (Less Income Tax) ...	— — —
„ General Secretary and Solicitor including all Office Expenses, Rent, Clerks etc.	1000 0 0	1000 0 0		„ Interest on Railway Finance Corporation 2½% Guaranteed Debenture Stock (Less Income Tax) ...	31 5 4
„ Local Secretaries ...	39 6 11	31 3 1		„ Interest on London Midland and Scottish Railway Co. 4% Preference Stock (Less Income Tax) ...	— — —
„ Corporation Duty 1940/41 ...	8 7 0	8 5 3			15 0 0
„ Gratuities and Sundries ...	— — —	7 15 7			
„ Annuity—Mr. Michael Joyce ...	50 0 0	47 2 3			
„ Balance Surplus for year ...	379 18 6	618 3 5			
	£2291 14 4	£2012 3 1			
	£2291 14 4	£2012 3 1		£2291 14 4	£2012 3 1

## Balance Sheet made up to 31st December, 1940.

	£ s. d.	£ s. d.		At cost	Value at 31st December, 1940.
Income and Expenditure Account:—				£ s. d.	£ s. d.
As at 31st December 1939 ...	6229 7 8			3697 19 3	3811 0 0
Add Surplus for year ...	618 3 5	6847 11 1		500 0 0	505 0 0
				275 6 0	150 0 0
Sundry Creditors:—Sundries ...		48 3 5		1656 0 10	1668 18 9
				6129 6 1	6134 18 9
				737 1 7	
				18 11 0	
				10 15 10	
				£6895 14 6	£6895 14 6
	£6895 14 6			£6895 14 6	

### 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 subscription due and in arrear. The Accounts appear to be properly stated. The securities for the investments have been produced.

Bristol, March 25th, 1941.

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

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serious exception to the charge and pressed both the Pilotage Authorities concerned, namely the Firth of Forth Pilotage Authority and the Burtisland Pilotage Authority, to institute an inquiry to clear him of the charge. The Firth of Forth Pilotage Authority decided that they were not interested as the alleged default did not happen within their Pilotage waters. The Burtisland Pilotage Authority namely the London and North Eastern Railway Company, after a full investigation of the facts of the case, but not by way of a formal inquiry, came to the conclusion that there was no reason for them to investigate the charge further and as the party making the charge eventually withdrew it, the pilot decided to let the matter rest there.

I mention this matter in this report only because the pilot involved here, has, I think, performed a public service in refusing to ignore a charge for which there was no foundation, and the services of this Association will always be at the disposal of any pilot whose reputation is at stake, as this pilot's was. As things are his record has been cleared and the parties concerned in the matter have all been informed accordingly.

#### 11. Salvage Claims.

I am at present dealing with one or two salvage claims on behalf of members of this Association, and I mention this only in order to remind pilots that if they are intending to claim as salvors they must on no account tender a pilotage note or receive payment of any pilotage dues.

#### 12. Rate Increases.

Applications have been made by the Pilotage Authorities of the following Ports—Swansea Newport, Cardiff and Manchester.

Certain other ports are at the moment considering making applications dependent upon how their earnings work out for the first six months of this year.

In this report I have again only referred to those matters which I think will be of general interest to the pilots, I have, of course, been in communication with a number of other ports in reference to matters which are really only of local interest.

#### Postscript.

This note is being added after the foregoing report has been sent to the Editor. I want to express the hope that every port will keep me informed of any matters arising from time to time, and particularly to draw my attention to any matter which any port or individual member may think requires the attention of

*Continued at foot of page 7, col 1.*

## Obituary.

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**SIR WILLIAM SEAGER.** The death occurred at Cardiff, on March 10th of Sir William Henry Seager, an honorary vice-president of the U.K.P.A. and Chairman of the Cardiff Pilotage Authority.

Those who attended the Cardiff Conference in 1936 will remember the prominent part Sir William played at the various functions. He proposed the toast of the Association at the Conference dinner. "A pilot is just as necessary as a captain for successfully navigating a steamer" he said "and there are times when a steamer without a pilot is asking for trouble." He was "host, commander and pilot" on a very enjoyable trip to the Wye Valley and Brecon.

Sir William, who was a native of Cardiff was 79. He started work at the age of 13 as an office boy and became one of the outstanding figures in British shipping. He never forgot his daily struggles and his interest in merchant seamen was maintained to the end. He founded the ships' store business of W. H. Seager and Co. Ltd., and in 1903 started the Tempus Shipping Co. Ltd. He was president of the Chamber of Shipping in 1923, a year notable in pilotage history for better contact between shipowners and pilots than ever before. During his presidency he was also appointed chairman of the International Shipping Conference. Sir William rendered conspicuous public service in many spheres and was the first member of Parliament for Cardiff East (1918-22).

**CAPTAIN MITCHELL MITCHELL.** Swansea pilots have lost a popular colleague by the death of Captain Mitchell Mitchell who had been in the service for 35 years. Throughout that period he was a member of the U.K.P.A. In one of the German raids he caught a chill while putting out incendiary bombs and never recovered. He died on May 3rd at the age of 60.

Captain Mitchell was apprenticed to J. T. Tullock of Swansea. He served his time in the ship Lady Cairns and afterwards became an officer in the Atlantic Transport Line. He entered the Pilotage service at 25. Among the interesting events in his career was the opening ceremony of the Kings Dock lock in 1909 when he piloted the Blue Funnel steamer Po'yphemus as she broke the ribbon. The pilots miss his cheerful bluff manner and guiding hand.

## WAR TRANSPORT.

### Shipping now merged in New Ministry.

The reorganisation of the work of the Ministry of Transport and the Ministry of Shipping, following the decision to merge these departments under the name of "Ministry of War Transport," has now been completed. The object has been to give full effect to the conception of shipping and inland transport as one continuous operation under war conditions.

The Director General (Sir Cyril Hurcomb) is assisted in the administrative control of the Ministry by three Deputy-Directors General (Sir John Foley and Mr. T. G. Jenkins for Shipping, and Mr. R. C. Hill, for Inland Transport).

Sir Julian Foley was well known to the pilots in his Board of Trade days and on several occasions attended Conference dinners in London.

In the new Ministry says "Lloyds List and Shipping Gazette" there is what may be called the real core of the inland transport system—railways, road transport, highway engineering and highway administration.

The port work that has hitherto been combined with the somewhat similar department of the Ministry of Shipping, and these two divisions have been made the basis of the "Port and Transit Control."

The remainder of the Ministry of Shipping's functions fall into two groups. One covers Sea Transport, Marine "A" and Rates of Hire, Marine "B" and Marine "C" (including tanker tonnage); the second group consists of the Liner Division, the Ship Management Division and the Coasting and Short Sea Shipping Division.

Marine "A" Division which deals with questions of safety, international conventions load lines, and important technical conventions is under the direction of Mr. W. Carter.

Marine "B" deals with questions of seamen's conditions, wages (so far as they affect the Ministry of War Transport) and general welfare. Mr. N. A. Guttery remains in charge.

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the Executive Committee. At the moment I am in communication with Mr. Webb as to the possibility of holding an Executive meeting in London at an early date, but in any case I shall be glad to receive from any port or member notice of any matter which they would like discussed at the next meeting.

## The Last Column

**SIR IRVING ALBERY'S** home, the manor house at Farningham, Kent, was demolished by a direct hit during an air raid. Happily Sir Irving was not there at the time, but pilots who regard him as one of their staunchest friends share his sorrow in the loss of such a lovely home, which was once the house of Captain Bligh of the Bounty.

**OUR MOTTO.** In a brilliant broadcast to America, in June, Mr. Winston Churchill's closing words were "United we stand. Divided we fall. Divided the dark age returns. United, we can save and guide the world."

**CAN SEAMEN SAVE?** "It is often said that seamen are not savers by nature. Let us show those on shore that we can do it when the need is great just as they can — and better" — Mr. W. R. Spence in support of the savings drive in the Merchant Navy.

**TRINITY HOUSE.** The Duke of Connaught was re-elected Master of Trinity House and Captain Sir Arthur Morrell was re-elected Deputy Master at the annual court of the Corporation of Trinity House on Trinity Monday.

**THE DREADNOUGHT HOSPITAL** for Seamen, Greenwich was damaged by three successive showers of incendiaries. Twenty-eight patients were carried by the nurses and staff into the nurses home during the raid. In its time the hospital has looked after over 5,000 German sailors.

"**THE BATTLE OF THE SEAS**" by Sir Archibald Hurd is a "tribute to the skill, endurance and courage, even unto death, of the fighting merchantmen of stout hearts." The book, published at 6s. by Hodder and Stoughton, deals with a variety of aspects of the Merchant Navy. Adventure and drama, well presented history and over 50 illustrations make it an attractive volume.

**THE CRY OF THE PILOTS!** One of those Biblical passages with which Lord Apsley has made such merry play in Conference dinner speeches was discovered by a writer in a London paper, apropos the advance of the British forces on Tyre and Sidon. It is from Ezekiel's long prophecy of the fall of Tyre — "The suburbs shall shake at the sound of the cry of the pilots."

**10,000 DOLLARS FROM THE YANKEE.** When Mr. Gerard Lambert sold his well-known racing yacht Yankee for breaking up he received 10,000 dollars. He cabled to Lord Queenborough saying that he was sending this sum for a hospital in England to be chosen by Queen Mary as a memorial to King George V. Queen Mary chose her own hospital, the London, and sent a cheque for £2,475 to the institution.

**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

**EXECUTIVE COMMITTEE:**

Mr. J. J. JONES, 41, The Parade, Cardiff.

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

Mr. J. H. A. SMITH, Pilot Office, 18, Queen's Terrace, Southampton

Mr. C. F. YOUNG, 42, St. John's 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.

Mr. H. B. EAGLE, "Feld View," Wilton Road, Southampton.

**LOCAL SECRETARIES:**

ABERDEEN ... ..	...J. M. Wyness ... ..	...2, Belvidere Crescent, Aberdeen.
ARDROSSAN ... ..	...J. A. Cunningham ... ..	...The Harbour, Ardrossan, Ayrshire.
BARROW - IN - FURNESS	William Taylor ... ..	...164, Blake Street.
BARRY ... ..	...C. Carpenter ... ..	...Pilotage Office.
BELFAST ... ..	...A. Trace ... ..	...20 Granleam Drive, Glandore Avenue, Belfast.
BLYTH ... ..	...W. T. Carr ... ..	...51, Ridley Avenue, Blyth.
BO'NESS ... ..	...D. McAlister ... ..	... "Asgog," Grahmsdyke Road, Bo'ness.
BOSTON, LINC'S. ... ..	...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)	...J. Summers ... ..	...23, Victoria Road, Gourrock, Renfrewshire.
CINQUE PORTS ... ..	...E. T. Day ... ..	...Channel Pilots' Room, Royal Terrace Pier, Gravesend.
DARTMOUTH... ..	...R. Gatzias ... ..	...Pilots Watch House, 3, Bayards Cove.
DEE ... ..	...T. Bennett ... ..	7, Railway Terrace, Connah's Quay, Nr. Chester.
DUNDEE ... ..	...D. Gaffon ... ..	...2, Killin Terrace, Law Crescent, Dundee.
FALMOUTH ... ..	...Duncan Robinson ... ..	...Pilot Boat Association, 14, Arwenak Street.
FLEETWOOD ... ..	...A. Wright ... ..	...12, Arthur Street, Fleetwood.
FOWEY ... ..	...James Salt ... ..	...Seaside Cottage, Polruan, Cornwall.
GLASGOW ... ..	...A. A. Love ... ..	...32, Falkland Street, Glasgow, W.2.
GLOUCESTER ... ..	...L. C. Taylor ... ..	...Pilotage Office, Sharpness.
GOOLE... ..	...H. Cowling ... ..	...117, Brindley Street, Holderness Road, Hull.
GRANGEMOUTH... ..	...Robert Flesher ... ..	...The Docks, Grangemouth.
GRAVESEND (River)	...Geo. W. Coles ... ..	...29, Harmer Street, Gravesend.
GRAVESEND (Sea)	...T. Flinn ... ..	...20, Overcliffe, Gravesend.
HARTLEPOOL ... ..	...J. T. Nicholson ... ..	...70, Church Street, West 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.
IPSWICH ... ..	...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.
LONDONDERRY ... ..	...John McLaughlin ... ..	...Pilot Station, Innishoven 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.
MILFORD HAVEN	...R. J. Powrie ... ..	31, St. Ann's Road, Hakin, Milford Haven.
NEWHAVEN ... ..	...E. W. Chidgey ... ..	... "Quantock," Hillcrest, Newhaven, Sussex.
NEWPORT (MON.)... ..	...C. J. Page ... ..	...1, Caerau Road, Newport, Mon.
PLYMOUTH ... ..	...E. Rogers ... ..	...43, Woolster Street, Plymouth.
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.
St. IVES ... ..	...W. H. Treloar ... ..	...14, Barnoon Terrace, St. Ives.
SHEerness ... ..	...P. J. Hannan ... ..	...113, Minster Road, Sheerness.
SHOREHAM ... ..	...A. J. Blaker ... ..	... "Braeside," Old Rectory Gardens, Southwick,
SOUTHAMPTON ... ..	...J. H. A. Smith ... ..	...Pilot Office, 18, 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 ... ..	...30, Cranbrook Avenue, Hull.
WISBECH ... ..	...J. P. Burton... ..	...35, Custom House St., Sutton Bridge, Wisbech.
YARMOUTH ... ..	...C. H. Burton... ..	...4, Elm Grove Road, Gorleston.

**SECRETARY AND SOLICITOR:**

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