



The

# Pilot

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MAY

1950

## CONFERENCE

SINCE the last issue of *The Pilot* it has been found necessary to alter the date of the Conference. Originally it was arranged for early in June, but now it will be held on

**Wednesday and Thursday, July 5th and 6th**  
at the

Bonnington Hotel, Southampton Row,  
London, W.C.1

The Executive Committee will meet on Tuesday, July 4th at 3 p.m.

The President, Sir Peter Macdonald is hoping to be present.

As members have already been notified by circular letter, all resolutions, and nominations to the Executive Committee, must be lodged not later than Monday, May 22nd, if possible, and in any case not later than Wednesday, May 24th.

## EXECUTIVE NOTES

THE meeting of the Executive Committee of the Association at the Bonnington Hotel, London, on March 9th was attended by :

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

Mr. J. H. Barron, the representative of the Small Ports Committee was unable to attend owing to ill-health and his wife telegraphed to that effect. The Executive replied expressing regret and wishing him a speedy recovery.

Some items on the agenda are treated as separate articles in this issue. Others are dealt with in the following notes.

## LIVERPOOL

It was suggested that some approach should be made to the Liverpool pilots. A number of ways of doing this were mentioned, but after some discussion it was decided to take no action.

## DEEP SEA PILOT'S APPLICATION

An application for membership of the Association from a deep sea pilot was considered and it was decided to ascertain the terms of the licence or certificate granted by the Hull Trinity House to make sure of transferring within the terms of the rules.

## APPLICATIONS FOR INCREASES

The Secretary reported that applications for increases were pending or in preparation for Dartmouth, Fowey, Weymouth and Falmouth (boarding and landing rate). He thought they would all get increases and there were one or two others in the offing. Gloucester were hoping for the best with the return of shipping, especially if bulk purchasing came to an end.

The heavy increase in the cost of running pilot cutters was mentioned in the discussion on these items.

Mr. Marshall argued that nothing should come out of the pilots' pockets for running the cutters.

## COMPULSORY TUGS ?

The Secretary undertook to approach Trinity House regarding the classification of ocean going tugs stationed at Falmouth. Mr. Watson introduced the question of whether they were compulsory vessels. He contended that they were on foreign-going articles (continental) and were manned as foreign-going ships. They were vessels of about 600 tons with a draught of 18 feet. Formerly they were regarded as compulsory ships and always took a pilot, but recently the owners had been in touch with Trinity House and they now maintained that they were non-compulsory. Mr. Watson also claimed that they were not coastwise vessels within the meaning of the Act.

## PILOTS' "TICKETS"

The question of pilots' qualifications was mentioned by Mr. Tate, who said that on the Tees they had reviewed the system of apprenticeship. Under a proposed new bye-law it would be compulsory for them to have second mate's certificates which they

regarded as a first step. As originally drafted the qualification was left to the discretion of the Authority, but the Ministry of Transport said the qualification must be stated. The pilots then said "master" but that was opposed, in fact the Chamber of Shipping were insistent that the qualification should never be higher than coasting master.

Mr. Wynn commented that Trinity House had turned that down flat.

Mr. Tate added that for their sea service the apprentices were accepted as second year cadets. After they had secured their "tickets" they came back and worked with the pilots. Then they sat for their licences. If circumstances necessitated bringing men into the service the qualification of master would be required but in 40 years they had only once had to take anybody in.

The Executive concurred in a suggestion by Mr. Goldsmith that the Tees should ask Sir John's advice regarding the observations they made on the proposed new bye-law.

One aspect of the apprenticeship system in pilotage was mentioned by Mr. Pead, who said that at Cardiff they were faced with the position of men of 45 waiting to become pilots.

## SECRETARY'S REPORT

The Secretary reported at the March meeting of the Executive Committee on matters pending with various ports, including the following:—

**Barrow-in-Furness.**—Trinity House are insisting on a fixed value of shares in cutters so that every new incoming pilot could take up the shares of the outgoing pilot at the price the outgoing pilot paid for them. The Barrow pilots are now contemplating forming a company to own the cutters, but in any case the right of an Authority to control the price at which a past owner sells his interest is more than doubtful.

**Dartmouth and Brixham.**—The pilots do not know how to make both ends meet, and an application for an increase will have to be made.

**Firth of Forth.**—The Chamber of Shipping has raised the same objection to a new code of bye-laws promoted by the Pilotage Authority. An amalgamation of the services of the Forth is in the air. The Association is not in this officially but it has some members there. The position is being watched and there may be an inquiry in London at which the Association will probably decide to be represented. (See page 4.)

**Clyde.**—A domestic matter arose on the peration of one of the bye-laws. It was akin the Tees case but has now been settled.

(Continued at foot of next column.)

## THE FORMULA

What is the next step?

THE Executive Committee has once again given lengthy consideration to the problem of the formula. The matter came up at the March meeting when the General Secretary reported on the details of current earnings which had been supplied in response to his circular letter. (See January issue of *The Pilot*). Up to the time of the meeting 28 ports had given the required information.

It will be realised that the information furnished by the ports did not lend itself to discussion in *The Pilot*, but here are some points which arose during the discussion.

What is the next step? A good deal of the discussion turned on this question and a blunt proposal by Mr. Marshall that the formula be repealed found a ready seconder in Mr. Watson, but a vote was not pressed. As Mr. Goldsmith said at a later stage, the only man who could remove it—the Minister of Transport—asked for something in its place and left it to the pilots and the Chamber of Shipping to find the substitute.

"How can we move the Ministry?" asked Mr. Goldsmith.

(Continued on next page.)

**Ardrossan.**—The pilots are paid a wage and the Harbour Authority which is the Pilotage Authority, without any bye-laws authorising them to do so have been collecting the dues and disposing of them as they liked. When one of the pilots died recently they paid out of one fund a sum of £1,200 to his widow. The Authority has or had various funds which have no legal standing. A claim to a sum which must be about £2,000 has been put in on behalf of one pilot. The case of Ardrossan shows to what state pilots can let their affairs drift without anyone to look after them. The pilots have now joined the Association and are being advised to press the Authority to promote proper bye-laws.

## LLANELLY COME BACK

It was reported at the March meeting of the Executive Committee that the Llanelly pilots have rejoined the Association in a body. Since the previous meeting 16 new members had joined and there were no resignations. The Hon. Treasurer, Mr. Webb, who made this announcement also reported a satisfactory financial position. His report was adopted on the proposition of Mr. Watson.

"Surely it will listen to this Association," said Mr. Marshall.

"The Ministry will not budge," said Sir John. "The Union can't move them and we can't."

Mr. Innes suggested that the Parliamentary Committee of the Association should meet Sir Peter Macdonald's Committee and talk the matter over; then, instead of going round in circles they might get something done.

Mr. Tate supported this suggestion, but it was not pursued after Sir John had reported that Sir Peter said many of the people on his committee would know very little about pilotage, but he would call them directly they had a definite proposition to consider.

The Chairman questioned whether they could approach Sir Peter at this stage, but they should interest him as soon as possible and seek information as to the formation of his committee.

The Secretary said that all that was being done.

Mr. Webb once entered into the discussion to remind the Executive that 15 years ago Sir John, Mr. Harrison and he were appointed by Conference to draw up a scheme which would simplify pilotage matters and would be acceptable everywhere. They drew up the Seven Points Policy which even the ship-owners smiled upon and the pilots kicked it out! It was the only cure which had ever been presented to Conference.

Sir John: The Seven Points Policy does not give the Ministry a yard stick, but it would probably have avoided the necessity for one.

It has often been said that the formula was an agreed one. Mr. Goldsmith disputed that, holding that although at a time of great national strain it was accepted it was not for that reason agreed.

Mr. Eagle favoured leaving the formula alone but doing away with the "ceiling" and Mr. Goldsmith said that although it was really a minimum they were optimists if they thought it would not be used as a ceiling. It had been imposed as such and was likely to be again.

The Chairman, while agreeing that the formula was far too low, pointed out that by trying to get rid of it they were cutting everything away without having anything else to put in its place.

Mr. Innes: Conditions of work. Give the Committee of M.P's. an idea of what we want.

In the end the Committee, on the proposition of Mr. Ward seconded by Mr. Innes adopted a suggestion by Sir John that directly it was sought to use the formula to the detriment of any port the President should be informed, and that he should then be asked to arrange for the Executive to meet his Parliamentary Committee.

## TEES SHORE WATCH Dangerous Bye-Law withdrawn by Pilotage Authority

THE much criticised draft bye-law on the Tees authorising the Pilot Superintendent to set up a shore watch of a certain number of senior pilots who would be restricted to docking and moving has been withdrawn by the Tees Pilotage Authority.

It will be recalled that at their meeting in December the Executive Committee of the U.K.P.A. unanimously agreed to minute their view that it was essential to preserve pilots' licences inviolate.

The subject came up again at the March meeting when Mr. Tate impressed on the Executive that the proposal was not conceived by the Tees Pilotage Authority or the Pilot Superintendent but by the pilots. This work of docking and transporting did not exist at many ports, but on the Tees it had risen from 700 to 4,000 jobs a year and the work had to be done. The pilots felt that the proposal not only solved the problem but would help the pilots who were "getting on a bit."

Sir John Inskip said he could not emphasise too strongly that the objection of the Executive was not to what was desired by the pilots, but to the wording of the bye-law which gave the Pilot Superintendent the right to decide when a pilot became senior and to select a shore watch. Every pilot had to consider what view he would take if there were put into the hands of his Superintendent the power to say to any pilot of any age "I don't care about your licence, you are getting on a bit and I am going to relegate you to office work, or I am not going to let you do anything more than berth a ship."

Mr. Marshall asked if objection to the bye-law had been lodged with the Ministry by the Middlesbrough pilots.

Sir John replied that he had a copy of a petition against the bye-law signed by 31 Tees pilots which they had sent to the Ministry.

Mr. Tate commented "If 31 had objected before there would have been no bye-law."

Sir John also stated that on behalf of the Association he had lodged an objection to this particular bye-law and to the principle of one man having the right to vary a pilot's licence. He added that he would be very surprised if the Ministry did not rule that the bye-law as worded was *ultra vires* and refuse to confirm it. The Tees pilots would then have to start again and find some other bye-law which was not so dangerous.

Mr. Eagle said it was not a domestic matter, but one which concerned the whole pilotage service.

In the end Mr. Tate said he would see the chairman of the Tees Pilotage Authority and ask him to withdraw the bye-law.

## FIRTH OF FORTH PILOTAGE

### New Bye-Laws and other Proposals considered at Meeting at Ministry of Transport

THE Firth of Forth Pilotage Authority is promoting a new set of bye-laws to take the place of the old bye-laws governing the Firth of Forth and the various ports under the old set up.

The Forth Pilotage Order was enacted some time ago and it has taken the Authority some little while to negotiate and frame the new bye-laws.

On April 20th, 1950, there was a meeting at the Ministry of Transport to consider

1. the bye-laws,
2. a new boarding and landing rate, and
3. an increase in the pilotage rates.

#### U.K.P.A. REPRESENTED

Various interests were represented at the meeting, including a party from the Chamber of Shipping led by Sir John Fisher, three members of the Forth Pilotage Authority with the solicitor and accountant, a pilot from Burntisland and Leith and two pilots from Grangemouth, also a representative from the Transport and General Workers' Union and Sir John Inskip and Mr. C. D. Griffiths representing the U.K.P.A.

The greater part of the morning was taken up with the bye-laws after the Ministry had raised the question of a combined service with interchangeability of pilots, for which the Chamber of Shipping is pressing. It will be remembered that the Commission under the chairmanship of Sir Robert Letch set up some time ago by the Ministry of Transport to review the whole question of pilotage in the Firth of Forth, referred favourably to this proposal, which is strongly opposed by the pilots.

The boarding and landing rate was discussed at some length without any definite agreement being reached.

#### CHAMBER PASSES FOR THE FORMULA

The third and last part of the meeting, relating to the proposed rate increase, met with the strongest opposition from the Chamber of Shipping, who finally pressed for a strict adherence to the formula which would mean a heavy reduction having regard to the current earnings.

It will be remembered that the Firth of Forth pilots left this Association in a body two or three years ago, and although a few individual pilots retained their membership, it was quite impossible for us to take a leading or even an active, part in the discussions, except in connection with any bye-law which it might be thought necessary to oppose on principle, the fear being that if any undesirable bye-law found its way into the Firth of Forth bye-laws it might be repeated elsewhere. The Association had, therefore, something to say on one or two of the bye-laws and made it plain that in taking part in the discussion Sir John Inskip was doing so on behalf of the Association, and not on behalf of any body or bodies of the Firth of Forth pilots, and only in reference to matters which could be regarded as being of general interest and importance.

For obvious reasons, we had nothing at all to say on the interchangeability question or on the boarding and landing rate, having no instructions from the pilots and naturally not desiring to interfere with pilots who were being separately advised by their own Union. Indeed, the few words from Sir John Inskip on the rates discussion were only spoken in response to a reference by the Chairman to the attitude which this Association had always taken up on the point then under discussion. In making this small intervention, it was thought wise to preface the remarks by a statement that this Association had not had an opportunity of forming an opinion, or even discussing the proposed increase.

The decision of the Ministry is now awaited, and it is obvious that this is a most important matter which may affect directly, or indirectly, a large number of pilots. Just before the close of the meeting Sir John Fisher was emphatic that the Chamber was now considering applications for reductions at certain ports, and it may be that this meeting on the Firth of Forth is a prelude. It becomes more and more apparent that the pilots can only hope to overcome the difficulties which lie ahead by holding together and presenting a united front.

#### NEW LOCAL SECRETARIES

We have been notified of the appointment of the following local secretaries:—

Ipswich—MR. G. A. GARDINER,

15, Ruskin Road, Ipswich.

Newhaven—MR. CROSS,

62, Hill Crest, Newhaven.

## PILOT or MASTER?

### An "Expert's" Answer to an Old Question Challenged by Mr. Webb

THE following appeared in the *Daily Mail* on March 8th in a feature entitled "The Experts Answer":—

*Who is in charge of a vessel navigating a river where it is compulsory to take a pilot on board—the pilot or the captain?*

The master of the ship is in charge. The pilot is an advisor.

If the latter's opinion on any question is at variance with that of the master, he may be censured by his own controlling authority—Trinity House, or other licensing authority.

If any damage is done by his ship to another ship, or his own ship suffers damage, either in collision or otherwise, the master is responsible.

*Authority: Capt. F. G. Spriddell, Marine Supt., Royal Mail Lines.*

#### MR. WEBB QUOTES THE ACT

Mr. Bernard Webb challenged the answer and in a letter to the newspaper his comment on the second paragraph was:

'It seems in this case that the pilot is to be a complete 'Yes' man with no opinion of his own,' and he described the next paragraph as "a bewildering assertion."

His letter continued:

"Now while making no claim to be an expert I think the 'authority' who signed the reply to the question has a lot to learn from the law of pilotage, and I would advise him or any other person interested in this matter to spend a few coppers and get a copy of the 1913 Pilotage Act, turn up Section 44 and study it. He will find that:

1. The master of a vessel approaching a compulsory pilotage area 'shall by any practical means consistent with the safety of his ship facilitate the pilot getting on board the ship and shall give the charge of piloting the ship to that pilot.'

2. Emphasizes the above.

3. Lays down the penalties on the master if he does not comply with the demands made.

**Section 11.—1.** Lays down that every ship entering, leaving or making any use of any port in a pilotage district shall be (a) either under the pilotage of a licensed pilot of the district, or (b) under the pilotage of a master or mate possessing a pilotage certificate for the district, who is a bonafide acting master or mate.

**Section 11.—2.** Lays down the penalties on the master for not observing the laws.

The compulsory pilot is liable for damage incurred by him, but is allowed under Section 35 to limit his liability under bond to £100. Practically all pilots do this and then insure £100, generally at Lloyds.

The Master is always master of his ship, but he must under Section 44 give the pilot charge of piloting his vessel. He may overrule the pilot as to leaving or entering harbour on account of heavy weather or fog; or under Section 46 for wilful breach of duty; neglect of duty; want of skill or drunkenness in which case the local Pilotage authority would deal with the pilots' licence; but the master would be a foolish man in any other circumstances to interfere with a compulsory pilot in his compulsory area.

Limit to space prohibits my going more closely into this subject, but I think I have proved that the 1913 Pilotage Act clearly shows who is in charge of piloting the vessel."

#### THE NEWSPAPER'S REPLY

Mr. Webb's letter was not published, but he subsequently received a communication from the Editor of the "Experts" feature, saying:—

"The point you raise has also been brought to our notice by another serving pilot.

The general issue is one on which no lawyer, civil service or service department will give a straight answer.

But it is generally agreed that the master, 'under God,' is finally responsible for the safety of his ship, while the pilot is responsible for the navigation of his vessel."

## PILOTED 3,048 SHIPS

### Retirement of Mr. Martin Davis

AFTER 29 years in the pilotage service during which he piloted 3,048 ships a total distance of 126,083 miles without serious mishaps, nearly all within the London district, Mr. Martin Davis has retired owing to ill health.

He held the Trinity House licence for the North Channel, Harwich station, from May, 1920, to the outbreak of war and the Trinity House (Admiralty) London district licence until his retirement. From December, 1939 to June, 1945, he was stationed at Gravesend.

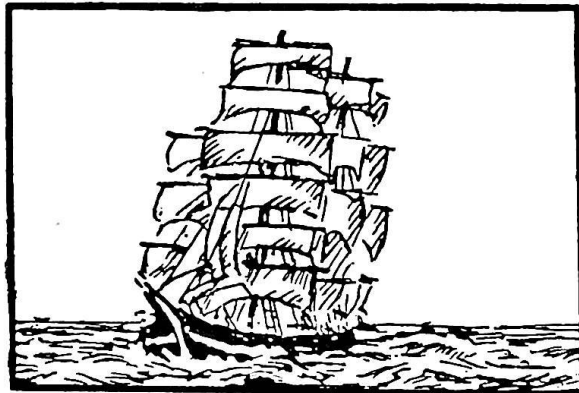
Throughout his career as a pilot he was a member of the U.K.P.A.

Mr. Davis went to sea in the *Loch Garry* in 1909 on his sixteenth birthday. She was probably the last sailing ship to carry passengers as such to Australia. There were seven aboard on this voyage, her last under the British flag. His next ship was the four-masted barque *Loch Carron*, again to Australia, and this too, was her last voyage as a British ship. Davis completed his apprenticeship in the ship *Mount Stewart*. Passing for second mate at Sydney, N.S.W. he sailed as such in the inter-colonial barque *Hazel Craig*.

Soon after the outbreak of war in 1914 he transferred to steam and served as third and second officer in the *Booral*, formerly the German *Oberhausen* which was taken over by the Australian Government. Returning to the United Kingdom as fourth officer of the P. & O. steamer *Palermo*, he took his "ticket" as mate, square-rigged.

From 1916 to 1918 Mr. Davis served as temporary sub-lieutenant and lieutenant R.N.R. in the 12-inch gun monitor H.M.S. *Sir John Moore* of the Dover patrol. The monitor bombarded the Belgian coast batteries and was at the attacks on Zeebrugge and Ostend. In 1917 he passed for master, square-rigged, and on demobilisation acquired coastal experience in Cory colliers and the P. & O. coaster *Eston*.

His colleagues hope that in his retirement he will regain good health.



## NORMAN WOOLCOCK

An outstanding figure among the Channel Pilots

AN outstanding figure among the London Trinity House Channel pilots, Mr. Norman Woolcock, died on February 23rd. He was 75 years of age.

Mr. Woolcock who was born in Falmouth, but lived for more than 40 years in Gravesend, was well known and respected among pilots. He entered the Channel service in February, 1909, and from 1916 until he retired in September, 1944, was a member of the Channel Pilots' Committee. From 1923 he was Honorary Secretary to the Committee and continued to serve the pilots in that capacity for more than two years after he retired from the service.

His exceptional energy found outlets in many interests and particularly the Gravesend and North Kent Hospital. For many years he was a magistrate at Gravesend and he was a member of the Court of the Company of Master Mariners, London.

Two sons are Trinity House pilots, Mr. F. W. N. Woolcock at Southampton and Mr. F. R. Woolcock on his father's old station. There are also two daughters, and Mrs. Woolcock, to all of whom pilots extend condolences.

At the funeral there was a large gathering of active and retired pilots and representatives of many organisations.

# OFFICERS FOR United Kingdom 1949-1950 of the Pilots' Association

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### General Secretary and Solicitor :

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

Assistant Secretary and Solicitor: MR. C. D. GRIFFITHS

### Editor of "The Pilot" :

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Aberdeen	J. M. Wyness	2, Belvedere Crescent, Aberdeen
Ardrossan	A. Knox	Pilot Office, The Harbour, Ardrossan
Barrow-in-Furness	S. Green	54, East Mount, Barrow-in-Furness
Barry	F. W. Llanfear	6, Clement Place, Barry, Glam.
Belfast	G. D. Clelland	"Twelve Trees," Galway Park, Dundonald, Co. Down
Boston, Lincs.	H. Fountain	Pilot Office, Dock Head, Boston
Brixham	E. J. Mardon	"Ridley," Berry Head Road, Brixham
Cardiff	T. R. Beer	The Follies, Wordsworth Avenue, Penarth
Clyde (Gourock)	J. H. Innes	"Burnbrae," Victoria Road, Gourock
Cinque Ports	R. S. Percy	58, Leyburne Road, Dover
Colchester	H. C. Chamberlain	64, Spring Road, Brightlingsea
Dartmouth	R. R. Gatzias	24, Lower Street, Dartmouth
Falmouth	E. Ludlow	Pilot Boat Association, 14, Arwenak Street, Falmouth
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, Glos.
Goole	T. M. Mapplebeck	45, Salisbury Avenue, Goole
Grangemouth		
Gravesend (Sea)	W. S. Campbell	72, Portland Avenue, Gravesend
Hartlepool	T. Reed	17, Powlett Road, West Hartlepool
Harwich	T. R. R. Letten	"Rivington," Fronck's Road, Dovercourt
Holyhead		
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Ipswich	G. A. Gardiner	15, Ruskin Road, Ipswich
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King's Lynn	C. T. Chase	37, Park Avenue, King's Lynn
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Londonderry	R. A. O'Donnell	Shrove, Green Castle, Co. Donegall
Lowestoft	J. Riches	"St. Anne's," Skamacre Crescent, Normanston Drive, Lowestoft
Middlesborough	L. Pickersgill	77, Southwell Road, Middlesbrough
Milford Haven	T. H. Roberts	47, Charles Street, Milford Haven
Neath	W. J. Jenkins	"Fernleigh," Old Road, Baglan, Port Talbot
Newhaven	Cross	62, Hill Crest, Newhaven, Sussex
Newport (Mon.)	C. J. Page	1, Caerau Road, Newport, Mon.
Penzance		Pilots Lookout, South Pier, Newlyn
Plymouth	E. Rogers	Pilot Office, 2, The Barbican, Plymouth
Poole	A. W. James	82, Fernside Road, Poole, Dorset
Portsmouth	P. A. Hawkesworth	Trinity House Pilotage Service, Victoria Pier
Port Talbot	W. D. Reed	26, Rice Street, Port Talbot
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	W. H. Treloar	14, Barnoon Terrace, St. Ives
Seaham	R. Hudson	Ivanhoe, Stockton Road, New Seaham
Sheerness	P. J. Hannan	113, Minster Road, Sheerness
Shoreham	A. J. Blaker	"Braeside," Old Rectory Gardens, Southwick, Sussex
Southampton	H. B. Eagle	Pilot Office, 18, Queen's Terrace, Southampton
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Swansea	S. J. Hanson	Pilot House, West Pier, Swansea
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Trent	R. Acaster	30, Cranbrook Avenue, Cottingham Road, Hull
Weymouth	C. S. Monger	27, Southlands Road, Weymouth
Whitehaven	J. R. Tennant	"Brooklyn," Crow Park, Whitehaven, Cumberland
Wisbech	J. Barron	37, Clarkson Avenue, Wisbech
Yarmouth	C. Bewley	35, Sussex Road, Gorleston-on-Sea, Yarmouth