

## MINISTRY FORMULA

THERE is no change in the position since our February issue, except for the receipt of an intimation from the Ministry that they were in touch with the Chamber of Shipping, and that this Association would be receiving a further communication from them when the plans for the meeting for which we have asked have matured.

In the meantime this very important matter in which every port is so closely interested continues to receive the careful consideration of the Executive Committee, who were discussing it at a recent meeting. A sub-committee has been appointed to attend the meeting when called and the members of that sub-committee are to meet beforehand armed, as they are, with opinions expressed in the course of these discussions and with the views of pilots from every class of port.

*(The discussion at the Executive meeting is reported in another page of this issue.)*

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## PILOTAGE BY MASTERS

At the last Conference reference was made to a proposal for payment of ships' officers for performing pilotage services. Directly this was hinted at this Association offered strenuous opposition to it, and took the matter up with the Transport and General Workers' Union because that organisation is linked up with the Navigators and Engineer Officers' Union through its affiliation to the T.U.C. and there was reason for thinking that the Union favoured this proposal.

The following quotation from a letter dated 8th July, 1947, from the Transport and General Workers' Union to the Secretary of this Association will speak for itself:—

"With regard to the question of a payment being made to ships' masters or officers holding pilotage certificates, we should have thought that any agreement of that sort to compel a shipowner to make a fixed payment to a ship's officer for this purpose would rather be an encouragement to the engagement of certified (*sic*) pilots whereas at present ships' officers holding pilotage certificates are called upon to do this work without any special payment."

Now quite recently this matter has cropped up again, and in a more menacing form, because it has been decided to establish a special joint sub-committee of the National Maritime Board in order to discuss among other questions "financial recognition for the pilotage services rendered by masters, and also recognition for the pilotage certificates held by masters and officers.

This Association is doing all in its power to counter this move, but unless the Union has altered its views, as expressed in the letter from which the foregoing quotation is taken, it does not seem that we shall get any support from that quarter. This is unfortunate and very surprising, because if there is one matter upon which pilots have always been absolutely united, it is in resisting proposals of this kind.

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## SEAMEN'S RATION BOOKS

Following the reference in the last issue of *The Pilot* to the application of the London Channel pilots to be issued with R.B.6 (Modified), negotiations have proceeded with the Ministry of Food, and Sir John Inskip attended a meeting there on March 18th.

In the meantime, the Ministry has been investigating the position at every port, and already instructions have been given at some ports for the handing in of these ration books. Directly this Association got wind of this, strenuous efforts were made to have the whole question reviewed and we are at present waiting for the Ministry's reply to our request that further time should be given for negotiations.

The Ministry insists that the definition of entitlement to these books rules the pilots out by reason of the fact that they are not "habitually employed on marine craft under conditions which keep them afloat for the greater part of the time." At many ports the pilots are afloat for the greater part of their working hours, but that is not the test.

This definition governing the issue of Seamen's Books was first laid down by the Ministry in agreement with the T.U.C., a representative of which body serves on the Port Arbitration Committees. It would appear that the claims of pilots were not in the minds of the parties to this agreement at the time the definition was laid down, and in the course of the discussions which have taken place it has not transpired that either the T.U.C. or the Transport and General

Workers' Union have made any move to protect the interests of pilots in this new development. At any rate, there was no suggestion from the Ministry that any representations had been made to them on behalf of the pilots except by this Association.

When Sir John Inskip took this matter up at the start with the London Divisional Food Office on behalf of the London Trinity House Channel pilots, he was informed that this Association should make representations to the T.U.C. in order to get the matter reviewed. Strong exception was taken to this with the result that this requirement has now been waived, and this Association is making all necessary representations direct to the Ministry of Food, and also to the Port Arbitration Committees, and will continue to strain every nerve to retain these books for the pilots. It will naturally be of great assistance if the Union will back the efforts which this Association is making.

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## NATIONAL INSURANCE

The Ministry of National Insurance has now accepted the position that pilots will be treated as self-employed persons as asked for by this Association, so that there will be no need to make any regulations about the position of pilots under the National Insurance Act 1946.

It appears, however, that the Union on behalf of its pilot members is adhering to the view that pilots should be treated as employed persons. Shortly after the last Conference at the Ministry in July, 1947, the Union informed its members what transpired and stated "we made a positive statement indicating that we had no doubt on the matter and that we should press that pilots should be regarded as employed persons."

The letter went on to state "it should be understood by all pilots that it is the pilots' section of the Union that has taken the initiative in this matter, and that it has had to push the U.K.P.A. along the road."

The absurdity of this statement is now apparent, and the attitude adopted by this Association until such time as the position could be clarified has been abundantly justified. Unfortunately, the Union is adhering to their view as expressed in that letter, and Sir John Inskip has a letter from their Secretary dated 10th March to that effect.

It will be open to the Union to make representations to the Ministry when regulations under the Act are submitted. If any representations are made in favour of pilots being treated otherwise than as self-employed persons, this Association will certainly intervene.

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The following summary of the latest information on other matters, including rate increases has been prepared for this issue by Sir John Inskip:—

**Barry.**—The Ministry has now confirmed an increase in the pilotage rates from 25% to 60% over schedule.

**Clyde.**—Negotiations for an increase in pilotage dues have been brought to a satisfactory conclusion, and the Ministry has now confirmed an increase of 62½% over schedule with the exception of the rates contained in Part XVI, which, with certain other fees and charges, are to be increased to 100% over schedule.

**Isle of Wight.**—These negotiations continue, but it looks as if they would now very shortly come to a head.

**Ipswich.**—The Ministry has now convened a meeting to review their previous decision, and this will take place at the Ministry of Transport, London, on Friday, April 2nd.

**Wisbech.**—Members will be glad to hear that Pilot Barren has now been re-instated and is in possession of his license.

**Sunderland.**—The Ministry has notified the parties that they propose to adopt the procedure laid down in the Merchant Shipping Act 1886 with regard to the Inquiry on the application for compulsory pilotage. This proposal is under consideration by the Pilotage Authority at the moment.

**Londonderry.**—Draft bye-laws submitted by the Pilotage Authority are under discussion.

**Membership.**—There are signs everywhere that the activities of this Association are being followed with great interest at all the ports, and the decision of the Executive Committee to issue *The Pilot* at more frequent intervals and, as far as possible, every month, has abundantly justified itself.

*(In order to include reports of the discussions at the meeting of the Executive Committee on March 11th, it was agreed to combine the March and April issues of the magazine.)*

## "THIS MOST DIFFICULT PROBLEM" Executive discusses Pilots' Pay—Approaching the Discussion Stage—Off-Duty Time

The following are the notes of the discussion on the formula and the suggested Departmental Committee at the meeting of the Executive Committee on March 11th:—

The Secretary reported on his correspondence with the Ministry of Transport in which he expressed the pilots' views and put forward the suggestion for a Departmental Committee. The Ministry have been in touch with the Chamber of Commerce and he had now been told that the matter was before the Pilotage Committee of the Chamber.

Mr. Webb expressed the opinion that nothing arising from a Departmental Committee would come into operation in less than five or six years.

Mr. Goldsmith thought they were a little bit under a wrong impression. They accepted the view that civil servants had been raised roughly 40% and the previous bonuses had been added. Civil servants had had their bonuses incorporated in a new basic scale and the fact was that the more lowly paid of them had increases of much higher percentage value than those in the more highly paid categories. The 40% which the pilots had in mind seemed to be a bit wide of the mark.

Mr. Webb commented on the unfair factors in these comparisons and that in every grade of the Civil Service there was a good pension.

### SOMETHING CONSTRUCTIVE WANTED

Sir John agreed but reminded the Executive that they had to produce something constructive. There was no need to attack the formula which suited no one. The shipowners did not like it for different reasons from their own and the Ministry was not unwilling to consider a change. The pilots were going to be asked to justify the increase of 40 per cent in the basic rate. They would never get a formula to fit all ports. The committee attending the proposed meeting should be given a free hand.

Mr. Marshall pointed out that the Tyne earnings in 1936 averaged about £500. A proposed increase of 20 per cent on pilotage and 15 per cent on transport would bring them to roughly £600 which was not enough. They should be in the neighbourhood of £740 a year and the 40 per cent would achieve this.

Sir John: Forty or fifty per cent may be all right for you but it is not enough for some ports.

The contention of the Dover pilots, put forward on previous occasions, that the increase should be associated with port charges was again mentioned by Mr. Line. They felt very strongly, he said, about it being associated with the Civil Service increases.

Those increases were very misleading; in the lower grades they had been big, but in the higher grades definitely not.

Sir John: The immediate answer to this may be to put you on a salary basis.

Mr. Line: It has not been suggested that people on piece work should be put on a salary.

Sir John: There are many people associated with a port and their salaries have not gone up in step with the port charges. A great deal of those additional charges are to cover other than salaries and wages.

The Committee discussed various aspects of this most difficult problem as Sir John called it. It needed an intimate knowledge of pilotage to discuss it at all, he said.

One suggestion, from Mr. Mook, was that the Ministry should be asked to apply the 40 per cent as a temporary measure until a formula had been thrashed out.

### BETTER CONDITIONS TOO

Mr. Goldsmith made the point that in these days of improved working conditions the pilots expected some improvement in their own conditions.

The Chairman, Mr. Love, said that progress had been made and they were approaching the discussion stage. The "master and mate" question would rear its head again and if the pilots shut it out altogether the meeting might be delayed a considerable time.

Another subject likely to be raised was salaries. This was mentioned by Sir John who also said that all the ground would hardly be covered at one meeting.

In reply to Mr. Ward, who asked who else would be at the meeting, he suggested representatives of the Chamber of Shipping, the Liverpool Steamship owners, the Transport and General Workers' Union, and, may be, representatives of the Pilotage Authorities and shipowners' associations.

Mr. Marshall: While waiting for this any ports going for an increase will carry on?

Sir John: At present we are committed to the formula but any port which can put up a case for special treatment outside the formula can do so. It is not suggested that any port should hold up its application.

It was understood that the sub-committee would meet and discuss the matter when the Ministry called the meeting.

### OFF DUTY TIME

No. 9 on the agenda was "to discuss the attitude of this Association with regard to off duty time, hours of work, and annual leave, etc."

The Secretary said this was really part of the Ministry formula question, but it had

suddenly come to the fore because at many ports the shipowners were so exacting in their demands to avoid vessels being held up, that it was necessary, in order to meet the watch keeping requirements, to retain a certain number of pilots irrespective of the number of ships handled by each pilot. Some pilots were, for this reason alone, actually putting in 100 hours a week although perhaps piloting fewer ships than before the war.

Some members of the Executive mentioned their own experiences in this connection.

Mr. Line pointed out the difficulty on the London River during the recent fogs. Before the war they had 70 pilots in their section and now only 60. They had endeavoured by trial and error to guard against exceptional circumstances, but there were times when 60 were not enough. A day or two before the meeting all 60 pilots were afloat.

The difficulty of arranging off time was emphasised by Mr. Eagle who said that he was on for 20 days at a stretch during which time there was not one evening or day he could call his own. At the end he had three days off, and then on for another twenty.

## MARCH EXECUTIVE MEETING

Items on the agenda of the Executive Committee meeting on March 11th, not made the subjects of separate articles in this issue are dealt with in the following notes.

The meeting was attended by Messrs. A. A. Love (in the chair), F. R. E. Goldsmith, D. H. Tate, H. B. Eagle, C. E. Mock, G. S. Ward, M. M. Marshall, J. H. Innes, N. A. Line and B. C. Webb (hon. treasurer); Sir John H. Inskip (secretary and solicitor).

### "THE PILOT"

Mr. Ward asked if the Bristol Channel pilots were satisfied with the more frequent publication of *The Pilot*. "They are very pleased with it," Mr. Mock replied.

Mr. Goldsmith suggested that additional copies should be sent to the ports where the Association had not 100% membership. The loyal and enthusiastic members would be able to use them to publicise the many sided activities of the Association and bring in new members.

Mr. Tate suggested that copies should go to ports where the pilots were 100% "abstainers" as far as the Association was concerned.

Sir John replied that copies were available at every port and could be sent in larger numbers.

### THE TYNE

With regard to the Tyne, Mr. Marshall asked it to be recorded that the U.K.P.A. pilots were dis-satisfied with the proposed increase of 20 per cent for pilotage. It should

Last year two periods of twelve days leave were arranged and the pilots had been considering whether they could manage it again this year. If they did, it meant that they would have to give up the three days rest period. They had less time now than at any period during the thirty years he had been a pilot; they were doing more ships and working longer hours for less money.

Mr. Webb said he did not believe that one pukka shipowner in a hundred knew anything about the conditions.

Sir John: Can this committee express approval of a proposal providing for a definite period of leave every year and one day off a week? This is cropping up so frequently that I want to know the views of this Committee.

Mr. Goldsmith commented that their earning capacity could not possibly be measured only by the number of ships they piloted.

It was agreed that a full note of this discussion should appear in *The Pilot*, and so prepare members for a further discussion at Conference.

have been 40 per cent which would have given them earnings of £750, yet the Union men seemed to be satisfied at the prospect of £600. Further, about two years ago 16 junior pilots were made and they now wanted second class licences which meant they would get a bigger percentage from the pool and the first class men would get less.

Sir John pointed out that if the Union pilots on the Tyne accepted the proposals it was no good for this Association to ask for more.

### THE TEES

Mr. Tate drew attention to the system on the Tees of exempting the first 900 tons gross to relieve the cost of pilotage. This meant that a vessel of 900 tons paid only on draught. Sir John was very anxious to tackle this matter.

### LONDON RIVER PILOTS

Mr. Goldsmith reported on a number of points raised at a meeting of the London River pilots and said he was hopeful that some new members might be obtained as a result of the discussion. There was enthusiasm for more propaganda on behalf of the Association and a desire for more copies of *The Pilot*. Another matter was the insurance of the pilot's £100 bond and against loss of income in the event of his licence being suspended. A combined premium covering the two would be helpful.

On the last point Sir John said there was no difficulty about covering this further risk and he undertook to get a quotation from the underwriters.

## SMALL PORTS

The Secretary read a letter from Kings Lynn suggesting the formation of a Small Ports Committee to consider their own problems within the organisation of this Association and in full harmony.

The Chairman said the suggestion was that the Executive should recommend the formation of a committee by the small ports to look after their interests, and that the Executive might feel disposed to invite them to nominate one of their members for election to the Executive.

Mr. Marshall: We have a North-East coast committee which meets before or after an Executive meeting so each port knows what the others are doing.

The Chairman: What constitutes a small port?

Mr. Mock: You would be well advised to get a man from the small ports on this committee; we have had them in the past.

Mr. Webb: Why not recommend, if you can decide which are the small ports, that two seats on the Executive should be set aside for them?

Mr. Line said he did not accept the suggestion that the interests of the small ports were not jealously guarded by the Executive. It could not be said that any reasonable request from a small port had been turned down. He suggested that one of the members of the Executive might act as the representative of the small ports.

It was agreed that the Secretary should tell Kings Lynn that the Executive would welcome a discussion on the subject at Conference, and invite them to submit a resolution.

## SUNDERLAND'S APPLICATION FOR COMPULSORY PILOTAGE

The Secretary reported that all the formalities had been completed for dealing with Sunderland's application for compulsory pilotage. The Ministry of Transport wrote to all interested parties stating that they were proposing to hold the inquiry under the Merchant Shipping Act of 1886 and that the cost, including the professional arbitrator would be borne by the applicants for the Order. It might be quite a heavy cost. Normally the Ministry appointed one of its own officers and the costs of the room and shorthand writer were paid by the Ministry. This did not affect the pilots, except so far as the Pilot Fund was concerned. The shipowners were not affected at all, but the Sunderland Pilotage Authority was concerned and were thinking again.

Mr. Tate said that the view of the people on the spot had changed. Originally the shipowners on the Authority supported compulsory pilotage but it was believed that pressure had been brought to bear by the Chamber of Shipping.

Sir John: There is nothing we can do about it. This Association has given all

possible support to the pilots, but it would not lie with us to object to this procedure.

Mr. Marshall: The Authority initiated it?

Sir John: Yes.

Mr. Tate: If the Authority withdrew could the pilots go on?

Sir John: Yes, but not with their application. The procedure is open to them under the Act.

Mr. Tate: The pilots would go on.

Mr. Mock: They are fighting for a principle this Association upholds. Obstructions are being put in their way. Would it not be a good thing to fight this and prove we are prepared to spend a little money on getting compulsory pilotage?

Sir John said he would write the pilots and tell them that the Executive were greatly concerned at the apparent hesitation of the Authority; also that the Association would sympathetically consider what help they could give to meet any emergency that might arise.

Mr. Webb: We are in duty bound to support them, morally and financially.

Mr. Mock: They are the first port which has had the pluck to go for it and we should encourage them.

It was agreed that a letter should be sent to the Sunderland pilots promising support.

## PILOTAGE BY MASTERS AND MATES

Another item on the agenda was:—  
"To consider action following the appointment of a sub-committee of the National Maritime Board to consider amongst other matters the payment to certificated masters and mates for pilotage services."

At the end of a brief discussion Sir John asked the Executive "Do you confirm your opposition to this proposal?" A chorus of "yes" was the reply.

Earlier Sir John had referred to the M.M.S.A.'s advocacy of the payment to masters and mates, and mentioned that organisation's link with the Navigators' and Engineer Officers' Union which is affiliated to the T.U.C. He had told the Chamber of Shipping of the U.K.P.A.'s strong objection to the proposal and he did not know what more could be done at the moment except to watch it very carefully.

Mr. Webb pointed out that under the Pilotage Act a pilot could not charge more or less than the legal rates. What scale of remuneration would be fixed for masters and mates? Sir John explained the attitude of the Union as gathered from their letters and he undertook to prepare a statement for *The Pilot* (see page 1).

Mr. Marshall asked why the Union were pushing the proposed payment. The Tyne pilots were opposed to it, as also many of their pilot members.

## RATION BOOKS

There was a discussion on the issue of Ration Book 6 (Modified) to pilots.

It was agreed that the Secretary should write to the authorities saying that the

Association was actively concerned in resisting the recent ruling affecting pilots without the Association knowing anything about it, and adding that the pilots would continue to use their books until some satisfactory arrangements had been made.

"We are fighting here," said Sir John, "for this matter to be dealt with by the pilots' own organisation, not by the T.U.C. as suggested in a letter from a local food office" (see page 1).

#### THE SECRETARYSHIP

Sir John reported that the candidate at the December meeting of the Executive Committee had not accepted the offer made to him.

The whole matter was reconsidered. The Executive heard with satisfaction that Sir John had recently been able to ease the pressure of business in other directions and was in a position to continue as solicitor to the Association for a year or two; What he required was a man who could take over the routine of the office and also visit the ports.

A suggestion by the Chairman that members of the Executive might undertake to visit ports and investigate any difficulties was favourably received.

It was agreed on the proposition of Mr. Innes, seconded by Mr. Tate to invite applications through the medium of *The Pilot*. A commencing salary of £600 a year rising by annual increments to £700 was suggested. A vote was taken and the result was 5-2 in favour of this course.

#### OUTSIDE PILOTAGE

Mr. Line drew attention to the way the money received for outside pilotage, which was not London pilotage, by the men at Dungeness was lumped in the Trinity House form with the earnings for pilotage in the London district. The result was that the pilots who did not do outside pilotage were returned as having average earnings higher than they actually received.

Information regarding the practice in other districts was given in the course of the discussion and Sir John undertook to pursue the matter with Trinity House.

### Obituary

#### Mr. J. J. JONES

The Association lost one of its stalwarts by the death on February 20th of Mr. J. J. Jones, a member of the Executive Committee for many years. He was within a few days of his 66th birthday when he died.

At the March meeting of the Executive, the Chairman (Mr. Love) made sympathetic reference to him and it was decided to place on record an appreciation of his services on behalf of the Association. A letter had already been sent to the widow by Sir John Inskip.

Mr. Jones took a keen interest in all matters relating to pilotage and in addition to his work for the U.K.P.A. served for many years as pilots' representative on the Cardiff Pilotage Authority. He was also for a considerable period a director of the Steam Pilot Boat Co. (Cardiff and Bristol Channel) Ltd.

He served his five years' apprenticeship with his father, the late Mr. John Jones. On the completion of his indentures he proceeded to sea and eventually obtained his master's certificate. He was in command of Cardiff owned vessels for some time and was granted his second class Channel licence by the Cardiff Pilotage Authority in April, 1916, and his first class licence a year later. He worked as a First Class pilot until July, 1947, when he was placed on the reserve.

#### Mr. THOMAS MORGAN

Less than a month earlier, on January 24th, Cardiff had suffered another loss by the death of Mr. Thomas Morgan who was a year younger than Mr. Jones. He, too, had a long and honourable career in the service.

Like Mr. Jones, Mr. Morgan was apprenticed to his father, the late Mr. John Morgan, Cardiff and Bristol Channel pilot. He afterwards went to sea for two years and then returned to the pilot cutters. He received his second class Channel licence in December, 1916, and his first class a year later.

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Cardiff	.....	T. R. Beer	.....	The Hollies, Wordsworth Avenue, Penarth
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Colchester	.....	H. C. Chamberlain	.....	64, Spring Road, Brightlingsea
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Harwich	.....	T. R. R. Letten	.....	"Rivington," Fronck's Road, Dovercourt
Holyhead	.....	William Owen	.....	8, Hibernia Row, Holyhead
Hull	.....	E. Holmes	.....	Humber Pilot Office, Queen Street, Hull
Ipswich	.....	B. R. Booth	.....	20, Belstead Avenue, Ipswich
Isle of Wight (Inw'd)	.....	K. Hutchins	.....	25, Union Street, Ryde
Isle of Wight (Out'd)	.....	P. A. Cook	.....	Pilot Office, 18, Queen's Terrace, Southampton
King's Lynn	.....	C. T. Chase	.....	37, Park Avenue, King's Lynn
Llanely	.....	W. Hughes	.....	8, Union Terrace, Llanelly
Londonderry	.....	R. A. O'Donnell	.....	Shrove, Greencastle, Co. Donegal
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Milford Haven	.....	T. H. Roberts	.....	4, Hill Street, Hakin, Pembrokeshire
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Newhaven	.....	E. W. Chidgey	.....	"Quantock," Hillcrest, Newhaven, Sussex
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Plymouth	.....	E. Rogers	.....	43, Woolster Street, Plymouth
Portsmouth	.....	T. H. Collins	.....	Trinity House Pilotage Service, Victoria Pier, Portsmouth
Port Talbot	.....	W. D. Reed	.....	26, Rice Street, Port Talbot
Preston	.....	H. Halsall	.....	Pilotage Office, The Docks, Preston, Lancs.
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Seaham	.....	W. Miller	.....	129, The Avenue, Seaham, Co. Durham
Sheerness	.....	P. J. Hannan	.....	113, Minster Road, Sheerness
Shoreham	.....	A. J. Blaker	.....	"Braeside," Old Rectory Gardens, Southwick, Sussex
South Shields	.....	R. Marshall	.....	Pilot Office, South Shields
Sunderland	.....	R. Wilkinson	.....	"Cordova," Park Lea Road, Roker, Sunderland
Swansea	.....	S. J. Hanson	.....	Pilot House, West Pier, Swansea
Teignmouth	.....	A. A. R. Nance	.....	1, Marine Terrace, Teignmouth
Trent	.....	R. Acaster	.....	30, Cranbrook Avenue, Cottingham Road, Hull
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