

# THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

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42, Grosvenor Gardens, London S.W.1

# Portrait of a Coxswain



COXSWAIN THOMAS EDWIN DOUGLAS is seen above. He has been coxswain of the Holy Island life-boat since 1st October, 1961, and previously served from January, 1945, as second coxswain. The Holy Island life-boat has been launched on service 39 times and has rescued nine lives since he became a boat's officer.

# NOTES OF THE QUARTER

At the Institution's annual general meeting, which was held on the 6th April, some remarkable facts about the year 1964 were given in the Chairman's report. The year was in many respects an exceptional one. There were more launches on service by rescue craft of the Institution than in any other year since the Institution was founded. More vessels were saved than in any previous year.

The total number of launches by life-boats was 930 and by inshore rescue boats 238. Life-boats saved 454 lives and inshore rescue boats 71. In addition 323 people were saved by shore-boats in services recognized by the Institution.

The fact that the number of launches last year was an all-time record might seem at first glance to be attributable to the increasing use of inshore rescue boats. Yet this was only a partial explanation. The number of calls on life-boats alone was greater than in any other year since 1940, which was the year of the Battle of Britain, and 1961. What, in fact, seems to be happening is that there are more and more calls on rescue craft of all kinds.

The number of vessels which these different craft saved was 191.

## SIX NEW STEEL LIFE-BOATS

After intensive trials extending over nearly a year the Institution has decided, in principle, to build six 44-foot steel life-boats. They will be to the same basic design as that of the 44-foot life-boats now in the service of the United States Coast Guard. The necessary specification and comprehensive drawings are being prepared, and when they have been completed tenders will be invited from firms in Britain or Ireland capable of building such craft.

The interest of the R.N.L.I. in this new type of life-boat was first aroused at the ninth international life-boat conference in Edinburgh in June 1963, when papers read and films shown by the United States Coast Guard delegation indicated that this type of life-boat had much to recommend it. A small delegation headed by the present Chairman, Captain the Hon. V. M. Wyndham-Quin, R.N., visited the United States, and through the good offices of the U.S. Coast Guard a 44-foot steel life-boat reached Britain in May 1964. Since then trials extending over 5,000 sea miles have been conducted round the coasts of Britain and Ireland, and the life-boat also carried out trials off the coast of the Netherlands.

## NEW INSHORE RESCUE BOATS

The number of inshore rescue boats in the Institution's fleet is being increased from 27 to 49 in 1965. Fourteen of the new I.R.B.'s are being stationed on the English coast, 5 in Wales, 2 in Scotland and one in Ireland.

The new English stations are Blackpool, Blyth, Bournemouth, Brighton, Cullercoats, Eastney (Hampshire), Happisburgh, Harwich, Lymington, Mablethorpe, Newquay (Cornwall), Portishead, Southend-on-Sea and Tynemouth.

The new Welsh stations are Abersoch, Llandudno, The Mumbles, Porthcawl, and one in Anglesey, probably in the Moelfre area. New inshore rescue boats are being stationed at Helensburgh in the Firth of Clyde and Kinghorn in the Firth of Forth in Scotland and at Bangor, Co. Down, in Northern Ireland.

The small experimental inshore rescue boat at Poole is being replaced by a standard I.R.B. and the I.R.B. at Spurn Point is to be transferred to Cleethorpes.

#### **FRENCH AND GERMAN CENTENARIES**

Two life-boats societies with which the R.N.L.I. enjoys close and friendly relations are celebrating the 100th anniversary of their foundation in 1965. One is the French Société Centrale de Sauvetage des Naufragés and the other the German Deutsche Gesellschaft zur Rettung Schiffbrüchiger. The Institution decided to award its gold medal to both societies. On 25th April Captain the Hon. V. M. Wyndham-Quin, R.N., presented the gold medal to the French life-boat society in Paris, and on the 29th May Commander F. R. H. Swann, O.B.E., R.N.V.R., one of the Institution's Deputy Chairmen, who on this occasion represented both the Institution and the international life-boat conference as a whole, presented the Institution's gold medal to the German society.

#### **NEW SCOTTISH CONVENER**

At the annual general meeting of the Scottish Life-boat Council on 9th April the Duke of Atholl was elected Convener of the Council in succession to Lord Saltoun, who has resigned after holding this onerous post for the past twelve years. The Scottish Life-boat Council, which was formed in 1927, has played an important part since its inception in encouraging support of the service throughout Scotland. For many years the contribution per head of the population to the life-boat service has been considerably higher in Scotland than it has in England, Wales or Ireland.

#### **DEDICATION OF STANDARD**

At a service held in Douglas, Isle of Man, on 10th January 1965, the standard of the R.N.L.I. was dedicated by the Bishop of Sodor and Man, the Right Rev. Benjamin Pollard, in recognition of the part played by Sir William Hillary in founding the body now known as the Royal National Life-boat Institution. The service was conducted by the Rector of St. George's, Douglas, the Rev. R. C. H. Matthews, and the standard was placed in the Lady Chapel, from which it can be taken with the Rector's permission to be carried on suitable occasions.

## **Coxswain Swarts**

While working on the Barry Dock life-boat on 13th January, 1965, Coxswain F. Swarts fell to the concrete floor of the life-boathouse and was severely injured. He died on 22nd January without regaining consciousness.

Coxswain Swarts had been coxswain of the Barry Dock life-boat for nine years, and previously spent over nine years as second coxswain. During the period he was a boat's officer the life-boat rescued 20 lives.

# BRAVERY AT TORBAY

## Two Men Received Awards

A SERVICE which will be recorded on the station board with the curt statement "Stood by vessel" was recently carried out in such exceptionally difficult conditions that it has led to the award of a silver medal to the Torbay coxswain, Harold Coyde, and a bronze fourth-service clasp to the Torbay mechanic, Richard Harris.

The honorary secretary of the Torbay station, Mr. F. W. H. Park, first learnt there was a vessel in distress from the Brixham coastguard at 2.26 a.m. on 22nd December, 1964. The vessel was reported to be a Danish coaster at anchor in the bay. The coastguard tried unsuccessfully to contact her by land and had sent the coastguard volunteer in charge at Paignton down to the beach to investigate.

Some 20 minutes later Mr. Park was told by the police that a telephone call had been received from a sister at the Headlands Convalescent Home stating that a trawler was drifting towards the beach. Mr. Park decided to await full details from the coastguard.

### AGROUND NEAR TORQUAY

At 3 a.m. he learnt from the coastguard that Niton radio had received a message from the Danish motor vessel *Northwind* that she had dragged her anchor and was aground about 300 yards south of Torquay and needed the help of a tug. At 3.19 the life-boat

*Princess Alexandra of Kent*, which is one of the 52-foot Barnett type, slipped her moorings.

It was low water. There was a gale blowing from east by north with a south-easterly swell and a heavy confused sea. Visibility was moderate.

The life-boat approached the casualty at 3.45 and found her aground in heavy broken water on a small beach between two outcrops of rock under the Hollicombe Gas Works.

### CREW WERE LEAVING

Coxswain Coyde sent up parachute flares, and in the light of these the Danish vessel was seen to be bow on to the beach with the wind and the sea astern. Radio contact was established with her, and the coxswain learnt that the coastguard had rigged life-saving apparatus gear and that the crew, who were in no immediate danger, were being taken off. Coxswain Coyde decided to stand by just clear of the breakers.

At 4.27 the *Northwind* passed a message to the life-boat asking that the life-saving apparatus team should be told that the hawser had parted and the crew were trying to repair it. Eight minutes later there was a second message asking the life-boat to come alongside and take the crew off. Coxswain Coyde asked how much water there was alongside and was told that there was only about five feet.

With only this depth of water and with heavy breaking seas, at times 20 feet in height, the coxswain decided to anchor and veer down on the motor vessel. The first attempt to anchor was unsuccessful, and while he was manoeuvring for a second attempt Coxswain Coyde was told that the crew had now been taken off by the life-saving apparatus team but that the captain and chief officer were remaining on board.

#### EXTREMELY DIFFICULT

Conditions became worse, and as the life-boat veered down she touched the sandy bottom several times. Coxswain Coyde therefore decided to shorten cable, ride to his anchor and rig a breeches buoy. Mechanic Harris came on deck to fire the rocket gun and clear the winch under extremely difficult conditions.

In the meantime the hawser from the life-saving apparatus had been cleared, for it had not in fact been carried away and the captain and chief officer were taken ashore by the coast-guard team.

At 6.30, when confirmation was received on board the life-boat that everyone on board the *Northwind* had

been rescued, the anchor was weighed and lashed over the bow. The life-boat reached the outer harbour at 7.20 and returned to her moorings a quarter of an hour later.

In his report on the service, the District Inspector described it as "a copy book breeches buoy service performed in violent breaking seas at night".

#### FOURTH BRONZE MEDAL

This is the fourth occasion on which Mechanic Richard Harris has been awarded a bronze medal. The services for which he was awarded his earlier medals were in 1939, when seven people were rescued from the schooner *Henrietta*; in 1943, when 19 men were rescued from the tug *Empire Alfred* and another boat; and in 1959 when one man was rescued from a lighter which had broken adrift from a Dutch tug.

The thanks of the R.N.L.I. inscribed on vellum have been accorded to the other members of the crew: Second Coxswain John D. Stone, Bowman Albert F. Janssens, Assistant Mechanic Owen Macinally, Anthony J. Rae, George Dyer, Martin Payne, Ernest Cudd, Alistair D. Mackay, and Francis Janssens.

## CHAIRMAN'S NAME

Major K. G. *Groves*, J.P., chairman of the Ramsey station branch, was inadvertently described as Major *Graves* in the March number of THE LIFE-BOAT and apologies are expressed for this error. Major *Groves* was awarded the O.B.E. in the New Year Honours List.

# Congratulations to Irish Mechanic

A special letter of congratulation has been sent to Mechanic William Sliney of Ballycotton and extra monetary awards made to all the members of the Ballycotton crew for an attempted service carried out in exceptionally bad conditions.

On the 7th December, 1964, the Marine Rescue Co-ordination Centre at Haulbowline informed the Ballycotton honorary secretary, Mr. R. H. Mahony, at 4.25 p.m. that the Danish motor vessel *Scantic* was foundering 48 miles south-south-east of the lighthouse on Ballycotton Island.

A strong south-westerly gale was blowing and there was a very rough sea. There were hailstorms from time to time causing poor visibility. It was about an hour and a half before high water. The Ballycotton life-boat *Ethel Mary*, which is one of the 52-foot Barnett type, put out at 5 p.m. When she was off Ballycotton Island she shipped a heavy sea, which put the radio-telephone out of action. Mechanic William Sliney set about trying to repair the set in exceptionally difficult working conditions, and it was not until 6½ hours later that the repairs were finally effected.

The life-boat then called the Irish Naval Service corvette *Cliona* and Ilfracombe radio station to ask for information on the position of the casualty. About midnight flares dropped by a Shackleton aircraft were seen, and the life-boat altered course. H.M.S. *Relentless*, the corvette *Cliona* and other ships were also searching.

At 2.30 a.m., when the life-boat was near the Danish motor vessel, she received a message from Ilfracombe radio station that the motor vessel's crew had been picked up by the S.S. *Arthur Allbright*. The life-boat, therefore, made for her station in a very fierce south-westerly gale. She finally entered Ballycotton harbour at 9 a.m. after being on service for sixteen hours.

After the service Mr. Mahony received a letter from the Irish Department of Transport and Power conveying the Danish Government's sincere appreciation and thanks for the life-boat crew's "very courageous attempt on the night of 7th-8th December, 1964, to save the lives of the crew of the Danish ship M.V. *Scantic*".

## MAUD SMITH AWARD

Second Coxswain Stephen Whittle and Assistant Mechanic John Power of Dunmore East, Co. Waterford, share the Maud Smith award for the bravest act of life-saving by a member of a lifeboat crew in 1964. The award is an annual one made under the terms of a will.

Stephen Whittle and John Power volunteered to man the Dunmore East boarding boat to take off the survivors of the Dutch motor vessel *Jans Brons*, which went aground on rocks in a south-easterly gale on 11th March. The survivors were then transferred to the Dunmore East life-boat.

## AWARDS TO TWO COXSWAINS

The 1964 award made under the terms of the James Michael Bower Endowment Fund established by the Peninsular and Oriental Steam Navigation Company has been made to Coxswain Harold Coyde, of Torbay, and Coxswain Daniel Kirkpatrick, of Longhope. Both coxswains are silver medallists.

The account of the service for which Coxswain Kirkpatrick won the award appeared on page 23 of the June, 1964, number of *THE LIFE-BOAT*. The account of the service for which Coxswain Coyde received his award appears on page 317 of this number.



*By courtesy of]*

*[Herald Express, Torquay*

Coxswain Coyde and Mechanic Harris of Torbay who received awards from the Institution for the service to the *Northwind*



# Focus on . . . .

## ANGLE

Over the water from Milford Haven, where the tall chimneys of the oil refineries belch out their smoke, lies the small village of Angle, a village of about 200 inhabitants, a village which the Industrial Revolution seems almost to have passed by. Families of Pembrokeshire men have lived here for six generations and more, making their living by farming and fishing, and although the fish and the farms are less numerous than they used to be some men still work in the fields and with the cattle, and others go lobster-catching in season.

There are no cinemas in Angle, buses run only three times weekly in and out, no village hall, no Saturday night dances . . . the life-boat remains a community interest, bringing together the Allen-Mirehouses, the family to whom all Angle belongs, and the tenants of the low stone cottages and newer houses, some of whom still work on the Mirehouse estate.

Major Allen-Mirehouse, of The Hall, Angle, is honorary secretary of the station, a position held by his grandfather before him. It was his grandfather who came to Angle in the 19th century, who bought the land for miles around, and who built the terrace of bright blue, Moroccan-style houses for life-boatmen's families which are nearest to the life-boathouse. Colonel Mirehouse became honorary secretary in 1890 and many times put to sea with the crew, taking over unquestioned command from the usual coxswain.

### MEDALS FOR THEIR INTREPIDITY

Major Allen-Mirehouse still has a copy of the letter dated 8th February, 1894, from Charles Dibdin, then Secretary of the Institution, informing his grandfather that he and two other members of the crew had been awarded the silver medal "in recognition of the intrepidity which you and they displayed in rescuing the 27 persons who had taken refuge on the rocks at Thorn Island from the stranded ship *Loch Shiel* on the night of the 30th ultimo."

Cecil Hicks, now 90, remembers the *Loch Shiel* and is the only surviving member of the crew who took part in the rescue. "It was the pulling and sailing boat in those days, and we had to make two trips to get the survivors," he says. "The ship was aground on the rocks and the crew were hanging on to the rigging.

"When the ship sank she had a cargo on board. The hatches were up and out came the cases of whisky. We couldn't take the whisky on board the life-boat but people from the village managed to get the cases out of the water. I remember one man and his two sons went out in a small boat looking for the cargo of whisky and two of them were drowned."

### HOW THEY CAME TO ANGLE

Silver medals and whisky galore are two reasons why the *Loch Shiel* rescue is still remembered today, but Stanley Rees, former life-boat mechanic, can think of a third. "There were patchwork quilts on board, belonging to a girl who was

on her way abroad to get married. They fell into the sea and were washed ashore – and that’s how patchwork quilts first came to Angle.”

Stanley Rees was mechanic for 15 years, and previously drove a milk van for many years between Angle and Pembroke. Before the bus service began he used to take passengers to Pembroke in his van for 1s. return. Today the bus fare is over 4s.

The present coxswain, Jack Watkins, does not remember the famous rescue but in his eight years as coxswain and his earlier years as bowman he has experienced difficult rescues in high seas and high winds. “But the spirit is there to come,” he says. “It does not matter what the weather is like.”

#### **SEVEN WATKINS AT SEA**

Since Coxswain Watkins took command, the life-boat has become more of a family activity. His brothers, Willy and Joe, are both regular members of the crew and so is one of his sons, Kevin. On one service by the life-boat he, his two brothers, and his four sons all put to sea together.

Whenever the life-boat returns from service, Coxswain Watkins stays behind in the boathouse to clean her. “I always want anyone who comes to see her to find her at her best,” he says. Sometimes his wife helps too, walking across the fields to the life-boathouse on summer evenings to polish the brass-work of the capstans and bilge deck plates.

The tradition of life-boat service has long been in the coxswain’s family. His great grandfather was also a coxswain in the days of the pulling and sailing boats and the first coxswain of Angle life-boat in the 1860s was probably one of his ancestors.

#### **UNCLES WERE IN THE CREW**

Benny Rees, the second coxswain, who has been in the crew for over 30 years, also comes from a life-boat family and so does Rees Holmes, the mechanic. Benny Rees began as a life-boat helper when he was a boy of 15, encouraged by the example of his father, who was once the mechanic, and his uncle, a former coxswain. His two sons aged nine and 11 are now beginning to take an interest in the life-boat too. “It’s a job to keep them in bed when the maroon goes.” Rees Holmes, who has been life-boat mechanic for four years and is a fitter and turner by trade, had two uncles in the crew, one of whom rowed in one of the pulling and sailing boats.

The youngest member of the crew, 20-year-old Gerald Edwards, is the first in his family to be in the life-boat crew. Gerald “the Bush” works at Bush Farm – hence his nickname – but would have liked to join the navy. “I was asked if I would like to join the life-boat and when I got down to the boat-house the interest mounted straight away. The slightest swell upsets me but I am starting to get used to the sea. It is a thrill to know that you are going out to help someone.”

Until recently his nickname had a double significance. His hair was Beatlish and flowing and a visitor to the life-boat station remarked on its length. “Excuse me, sir, if it’s not being rude,” came the reply, “it’s not the hair you want to look at, it’s the ears and eyes.”

### LONG WAY FROM THE VILLAGE

Like the other members of the crew he has to run across the fields when the maroon is fired. The boathouse is almost a mile from the centre of the village, on a shoulder of high land where the water of Milford Haven is deep enough for easy launching. At high tide, when the water laps into the small bay close to the village, the men have a longer distance to go, skirting round the water's edge, then past the Old Pointhouse, over the fields, and finally across a high, narrow bridge to the life-boathouse. Cars can be driven as far as the Old Pointhouse but no further: the last three-quarters of a mile must always be done on foot.

Colonel George Jackson, honorary treasurer of the station, is understandably proud of the speed with which the crew can launch the life-boat in times of emergency. "They can launch within 20 minutes of receiving a call," he says.

### WILLING HELPERS

Every time the 46-foot 9-inch Watson life-boat *Richard Vernon and Mary Garforth of Leeds* goes out on service, there are willing helpers who speed her launching. Harry Thomas is the head launcher, and has been connected with the life-boat for over 20 years. Together with eight other helpers he ensures that the life-boat is turned round on the turntable when she is winched back up the slipway after returning from service. On the turntable the life-boat's position is reversed so that she is ready for launching again. Seymour Rees, the shore attendant, has been involved in life-boat activities for over 40 years and was once a member of the crew. Nowadays he is responsible for firing the maroons and he remains on duty at the life-boathouse while the life-boat is away on service.

When the crew returns and the life-boat is safely at rest again, the crew and the helpers usually adjourn to the Old Pointhouse for pints of beer. Until recently and for about 200 years previously, the pub was run by the Morse family and Willie Morse, former winchman, still lives nearby. Licensees come and licensees go but Angle life-boatmen can always be sure of a welcome at the Old Pointhouse.

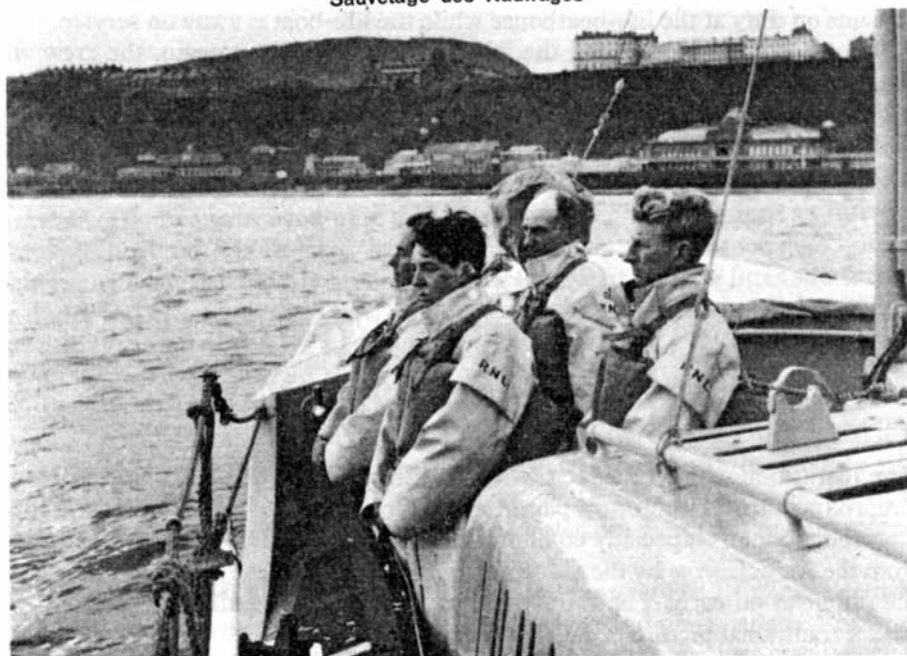
## Christmas Cards Can be Ordered Now

The Institution will have three Christmas cards for sale this year. One will have a reproduction of Tintoretto's painting *Christ on the Sea of Galilee*; one will have a reproduction of a specially commissioned painting by David Cobb of a rescue from the M.V. *Citrine* by the Coverack life-boat. Both these cards will be sold to the public at 9d each. The third card, to be sold to the public at 6d each, will have a traditional picture of holly and anemones.

Orders for these Christmas cards can be accepted now. The standard order form will be enclosed in the September number of the *Life-boat*.



Captain the Hon. V. M. Wyndham-Quin, Chairman of the Committee of Management, presented the R.N.L.I.'s gold medal to Vice-Admiral d'Harcourt, Président de la Société Centrale de Sauvetage des Naufragés



By courtesy of]

[Scarborough Mercury

Scarborough life-boat paid memorial tributes on Remembrance Sunday

# District Inspectors

In recent months several new appointments of district life-boat inspectors and assistant inspectors have been made. Below is an up to date list of their names and addresses.

Scottish—Lieut-Commander L. A. FORBES, R.N., 52, Gordon Road, Edinburgh, 12.

Assistant (Scotland)—Lieutenant B. MILES, R.N.R., 336, Queens Road, Aberdeen.

South-Eastern—Lieut.-Commander D. B. CAIRNS, R.N.R., Fair Winds, New Road, Ruscombe, Berkshire.

South-Western—Lieut. P. F. GLADWIN, R.N.R. Delamere, Brecon Road, Westbury-on-Trym, Bristol.

Assistant (South)—Lieutenant D. J. WILFORD, R.N.R., San Raphael, Jeys Lane, Marks Tey, Colchester, Essex.

North-Eastern—Commander L. F. L. HILL, R.D., R.N.R., c/o 1, New Street, York.

North-Western—Lieut.-Commander H. H. HARVEY, V.R.D., R.N.R., Tregorran, Lache Lane, Chester, Cheshire.

Assistant (North)—Lieut.-Commander H. F. TEARE, R.N.R., 127, Pitville Avenue, Mossley Hill, Liverpool, 18.

Irish—G. R. WALTON, Esq., Glentor, Killiney, Co. Dublin.

Assistant (General)—R. D. PIKE, Esq., Smiling Autumn, Rectory Road, Little Oakley, Harwich, Essex.

## Letter to the Editor

Sir—As an American reader of your fine publication, *The Life-boat*, I have long admired your organisation and its accomplishments. For some time I have been meaning to send you a small contribution toward the furtherance of your work as an expression of my appreciation for your publications.

I enclose my cheque in the amount of 100 dollars which I respectfully ask you to accept in the memory of your late citizen, and ours, Sir Winston Churchill. He was the greatest figure of our time, and I feel sure he will be the greatest figure of our children's time.

Yours very sincerely,  
TOWNSEND HORNOR

Landhaven, North Rock Ridge,  
Greenwich, Connecticut.  
24th January, 1965.

# **ANNUAL GENERAL MEETING**

## **Life-Boatmen Were Honoured**

During 1964 rescue craft of the Royal National Life-boat Institution received more service calls than in any year since the foundation of the Institution in 1824. This was reported by Captain the Hon. V. M. Wyndham-Quin, Chairman of the Committee of Management, at the annual general meeting of the governors of the Institution at Central Hall, Westminster, on 6th April, 1965. The meeting was attended by H.R.H. Princess Marina, Duchess of Kent, President of the Institution.

### **RECORD NUMBER OF CALLS**

Captain Wyndham-Quin said,

"The year 1964, on which it is my duty to report to you, was a very remarkable one in the life-boat service. May I begin by calling attention to one fact? This is that last year rescue craft of the Royal National Life-boat Institution were called out on service more often than in any other year since this Institution was founded in 1824.

"There were a number of reasons for this remarkable occurrence. One was the increasingly successful use of the fast inshore rescue boats, which are now becoming a familiar sight around our coasts. We first introduced these small boats, which are intended primarily for rescue work in the summer months, two years ago as an experiment. So successful has the experiment been that this year we shall have nearly twice as many of these boats in service as we did last year.

### **INCREASING DEMANDS**

"The fast inshore rescue boat, capable of well over 20 knots, is a supplement to the traditional life-boat. It might, perhaps, be thought that the use of these boats will lessen the calls on the traditional boats. Yet the facts of last year do not seem to bear this out. As I have already explained, there were more calls on rescue craft last year than ever before, and for life-boats alone the number of calls has been exceeded only in two other years in our history, one of those being 1940, the year of the Battle of Britain. In other words, what is happening is that more and more demands are being made on all those who man our rescue craft, whether they are members of life-boat crews or whether they man other types of rescue vessel.

### **VIOLENT GALES**

"Later, when Your Royal Highness presents the awards for gallantry, we shall hear something of the conditions in which many of the calls on our life-boat crews were made. For those living inland the past winter was not a particularly severe one, but around our coasts there were a number of periods of

prolonged and violent gales, particularly during the early part of the winter—that part which is dealt with in the annual report in front of you. On one occasion indeed, one of our life-boats, that stationed at St. Helier in the Channel Islands, was called out when a wind speed of 107 miles per hour was recorded. I would invite you to consider what a long search for a missing vessel in such conditions must have meant for the men who manned that life-boat.

#### NONE LOST AT SEA

“In the light of these achievements it is particularly gratifying to me to be able to report to you that no member of a life-boat crew lost his life at sea during the year. There was an unfortunate occasion when a man died shortly after returning from service, but no man was lost at sea and no life-boat was put out of action.

“We can never be complacent about the quality of our life-boats and their equipment. The dangers will always be there, and we must strive to do everything to make the tasks of our crews as easy and as safe as we can. During the past year we can certainly record a number of important advances in life-boat design, construction and equipment. We now have under construction on Clydeside two 70-foot steel life-boats of an entirely new kind, whose completion we can look forward to this year. The 48-foot 6-inch Oakley life-boat, the largest self-righting life-boat we have ever built, has proved so successful that two more boats of this kind, with certain modifications and improvements included, have been ordered.



*By courtesy of]*

The launching of the Hastings life-boat *Fairlight*

*[George E. Gregory*

### **AMERICAN LIFE-BOAT**

"Last year you may remember, we had the pleasure of hearing on this platform a speech from Admiral Shields of the United States Coast Guard, and details were given of a new type of life-boat which is in the service of the United States Coast Guard. This is a 44-foot steel life-boat which we obtained through the good services of that organisation. Our purpose in getting hold of a boat of this kind was to decide whether to build similar boats in this country. Well, we have carried out sea trials of some 5,000 miles, and in this way we have learned a very great deal. The story of the acquisition of this life-boat illustrates, I think, the way in which we have to move both speedily and with caution. As soon as we heard about this new type of boat at the international conference held at Edinburgh we came to the conclusion that this was something we ought to look into, and with very little delay we sent a delegation over to the United States to examine the boat. But before deciding our policy we have spent as long as a year in carrying out extremely thorough trials. The fact is that in life-boat matters one has to be sure before making decisions about new types of vessel. We have had this prolonged trial period, and very soon we shall be able to announce our future policy about this boat.

### **MAGNIFICENT WORK**

"1964 was a year of records: more launches than ever before, more vessels saved than ever before and, as I fear was inevitable, higher expenditure than ever before. It is, therefore, deeply gratifying to me to be able to record and report to you that the huge cost of the service last year was fully met by the voluntary contributions which we have received from the public. That this has been brought about is, of course, due to the magnificent efforts of our voluntary workers, many of whom are present in this hall today. On behalf of everyone connected with the life-boat service I would like to express the most profound thanks for these splendid achievements.

"Having told you something of the work of the life-boat service last year, I have now a most agreeable task, that of welcoming, on behalf of all of you, our President, Princess Marina, who once again has delighted us all by being present on this occasion. We all know what a tremendous inspiration we receive from our President in all activities connected with the life-boat service.

### **GUEST SPEAKER**

"I also have much pleasure in welcoming our guest speaker, Mr. James Hoy, Member of Parliament for the Leith Division of Edinburgh, and Parliamentary Secretary to the Ministry of Agriculture and Fisheries. Mr. Hoy is himself a member of our Committee of Management and I know we are all looking forward to hearing what he has to say. Other distinguished guests whom it is my pleasure to welcome include the Belgian, Danish, Irish and Netherlands Ambassadors."

The report and accounts for 1964 were adopted, and Captain Wyndham-Quin read out the nominations for chairman and deputy chairmen. These were: chairman, Captain the Hon. V. M. Wyndham-Quin; deputy chairmen, Air



Vice-Marshal Sir Geoffrey R. Bromet and Commander F. R. H. Swann. These were elected unanimously, as were the president, vice-presidents and other members of the Committee of Management.

Princess Marina then gave her presidential address.

#### **EXAMPLE OF SUCCESS**

"May I thank you very much first of all for your kind welcome to me this afternoon? As you have said, Mr. Chairman, this has been a notable year in the history of the life-boat service and it must be a source of tremendous encouragement to all those who give up their time voluntarily, whether as members of crews or in raising money, to know that their efforts have been crowned with such success.

"I think an example of this success has been in the field of international co-operation. We have been told something of the new type of life-boat brought over from the United States of America. This was a direct outcome of the International Conference in Edinburgh which I had the pleasure of opening. The boat has now been tried out round our own coasts and those of the Netherlands as well.

"In similar fashion two life-boats were completed in this country last year for service in Italy and the men who will man them were given experience in handling them here at our own stations. But this is only part of the picture of international co-operation.

#### **AID TO FOREIGN SHIPS**

"I shall shortly be presenting medals for gallantry and the acts which will be read to you will record the rescue from a Dutch motor vessel by the Dunmore East crew, the rescue from another Dutch vessel by the Walton and Frinton crew, the rescue by the Sennen Cove crew of the crew from the Belgian trawler, and a service to the Danish motor vessel by the Torbay life-boat. Perhaps I take a rather special pleasure in the last of these exploits because, as some of you may know, the Torbay life-boat was launched by my daughter and bears her name.

"These facts alone give ample proof the life-boat service continues to uphold the principle that no distinction is made on grounds of race or religion when rescues at sea have to be performed. It is sufficient to say that last year life-boats from our shores went to the aid of no fewer than eighty-two vessels registered in nineteen different countries.

#### **TWO NAMING CEREMONIES**

"The other side of the picture is, of course, the immense voluntary effort which goes into the maintenance of this service up and down the coasts of these islands.

"I always find it extremely interesting, as well as enjoyable, to visit life-boat stations. I will look forward once again this year to naming two new boats, both in Norfolk, Cromer and Wells. I am hoping to be able to visit informally at least three other stations during the coming summer.

“So it is a very great pleasure to me as your President to extend my congratulations to everyone concerned in this great voluntary organisation and to send my best wishes to all of you for your continued success in this essential part of our work.”

#### MEDALS PRESENTED

Princess Marina then presented to:-

**Coxswain Daniel Kirkpatrick**, of Longhope, the silver second-service clasp for the rescue of nine of the crew of the Aberdeen trawler *Ben Barvas* on 3rd January.

**Coxswain Harold Coyde**, of Torbay, the silver medal for an attempted service in very difficult conditions to the Danish motor vessel *Northwind* on 22nd December.

**Mechanic Richard Harris**, of Torbay, the bronze fourth-service clasp for the same service.

**Coxswain Patrick Power**, of Dunmore East, the bronze fourth-service clasp for the rescue of six of the crew of the Dutch motor vessel *Jan Brons* on 11th March.

**Second Coxswain Stephen Whittle**, of Dunmore East, the bronze medal for the same service.

**Assistant Mechanic John Power**, of Dunmore East, the bronze medal for the same service.

**Coxswain Walter Oxley**, of Walton and Frinton, the bronze second-service clasp for the rescue of the crew of nine of the Dutch motor vessel *Merak* on 15th March.

**Coxswain Henry Nicholas**, of Sennen Cove, the bronze second-service clasp for the rescue of the crew of five of the Belgian trawler *Victoire Roger* on 24th March.

**Second Coxswain John Bowden**, of Appledore, the bronze medal for the rescue of the crew of four of the yacht *Volunteer* on 11th September.

#### SPEED AND CAUTION

Mr. James H. Hoy, D.L., M.P., Parliamentary Secretary, Ministry of Agriculture, Fisheries and Food, and a member of the Institution's Committee of Management, told the meeting,

“The story of the acquisition by the Royal National Life-boat Institution of a new 44-foot steel life-boat shows indeed, as the chairman has pointed out, how necessary it is to move with both speed and caution in this crucially important sphere of service to the sea-faring communities of the world.

“Thanks to the Institution, whose annual report for the 141st year of its work makes heartening, impressive reading, we in this country are able to keep abreast of the most modern developments, to apply the fruits of experience and of invention to a noble cause.

“This prompts the question: what is a life-boat?

### THE DARLING RESCUE

"The simple answer is, of course, that it is a boat used to save lives: and we have come a long way from the little 21-foot fishing craft or coble of William and Grace Darling to the fine, professionally-styled boats of today.

"But the notion of a life-boat means more to us than timber or steel: it is also the men who sail in the boats and the spirit which sustains them.

"In this respect, there is more similarity than difference between the achievements of 1964 and the heroic rescue carried out in September, 1838, by the Darlings. William and his daughter Grace, you will recall, looked out from their Longstone lighthouse on a stormy night and saw a group of survivors from the wreck of the *Forfarshire* huddled on the Harker Rocks. Without hesitation, and in their frail craft, they went to their rescue.

### FOUNDER'S ACHIEVEMENT

"That coble, it is interesting to record, may still be seen in the museum at Bamburgh in Northumberland: a reminder to visitors enjoying the summer breezes on the North Sea coast of the tremendous gales which can lash our shores, and of the bravery and devotion which have saved so many in peril on the sea.

"There is no need for me to rehearse the story of Sir William Hillary's achievements in the early 19th century: his energy and eloquence led to the founding in 1824 of the Royal National Life-boat Institution for the Preservation of Life from Shipwreck, and those present will realise, as keenly as I do myself, the consequences of his actions.

"But perhaps the moving story of how life-boats repaid their debt to Sir William in May, 1940, just before the Battle of Britain reached its peak, merits retelling.

### DESCENDANT WAS SAVED

"A Spitfire pilot had parachuted from his blazing cockpit into the sea. Blinded, terribly burned, he neither hoped nor wished to live. But the Margate life-boat found him at last, despite the mists, and brought him ashore. The name of the airman was Richard Hope Hillary, a descendant of that Sir William to whom the life-boat service owed its origin. Thus does the good work of a man live on after his passing.

"One of the founders of the R.N.L.I. was Thomas Wilson, Member of Parliament for the City of London.

"He and Hillary, in fact, called the meeting in London in 1824 which was to lead to the society's formation. As a Member of Parliament, I am of course interested in the fact that a Select Committee of the House of Commons was appointed, in 1897, to inquire 'into the Administration of the Royal National Life-boat Institution, and into the adequacies of its organisation for Saving Life on our Coasts'.

"Very serious charges had in fact been made against the general and financial management of the Institution during the closing years of the 19th century. The Select Committee carried out an elaborate examination of witnesses and documents. My friends from both Houses will appreciate what that means.

"They concluded that the damaging charges made were entirely without foundation. They felt it necessary to state, moreover, that the thanks of the whole community were due to the committee of the Royal National Life-boat Institution 'for the energy and good management with which they have for so many years successfully carried out the national work of life-saving, and this without reward or payment of any sort'.

#### FAVOURABLE REPORT

"Small wonder, perhaps, that the Institution itself reported in glowing terms, in 1899, on the 'good certificate of character and management' which the Fund had received from the House of Commons! The Report of 1897 and its Minutes of Evidence run to just over 1,000 foolscap-size pages: formidable bulk, even for those days, and few institutions can claim to have been more thoroughly investigated by Parliament than was the R.N.L.I.!

"Amongst the interesting Appendices to that Report is information to the effect that *foreign life-boat services—in Belgium, Canada, Denmark, France, Germany, Holland, Norway, the United States and Russia—were established after the British service.* There are few spheres in which one can be prouder of having been first in the field.

#### PRESENT-DAY NEED

"I have spoken of the past, not only because the history of the Royal National Life-boat Institution is worth recalling—however well known—but also because other speakers here today have properly emphasised the importance of the present time and of the need to ensure that every modern development in the matter of saving life at sea is taken into account.

"In this last respect, it is good to know for example that each R.N.L.I. life-boat is equipped with a radiotelephone set operating on the distress frequency of 2,182 Kc/s. When a life-boat is launched on service it is able to listen to the distress traffic on that frequency and, when necessary, to speak direct to other ships or authorities using that frequency and also involved in the search or rescue action. Many life-boats also have a VHF radiotelephone enabling them to communicate direct with Service search and rescue aircraft.

#### NETWORK OF HELP

"The Institution is, of course, only one of the authorities keeping watch round our shores. When a ship or aircraft is in distress off the coasts of Great Britain, assistance may be given not only by the R.N.L.I. and by ships in the vicinity, but also by or through Coast Radio Stations operated by the General Post Office, Her Majesty's Coastguard, the Royal Navy and the Royal Air Force. Thus a network of help exists round the shores—help for all in distress of whatever creed, colour or nationality—based on the co-operation of professional and voluntary organisations.

"There is no need for me to tell you today—this is Budget Day in case you have forgotten—that the R.N.L.I. is a private organisation supported entirely by voluntary contributions. But it is proof indeed of the national respect accorded to the work of the Institution that *voluntary* status is still possible.

## AT SEA AND ASHORE

"As always, of course, an immense debt of gratitude is owed to the comparatively few actively engaged, at sea or ashore, in this service. But the wider support of the people at large is also much in evidence, and that is an achievement in itself.

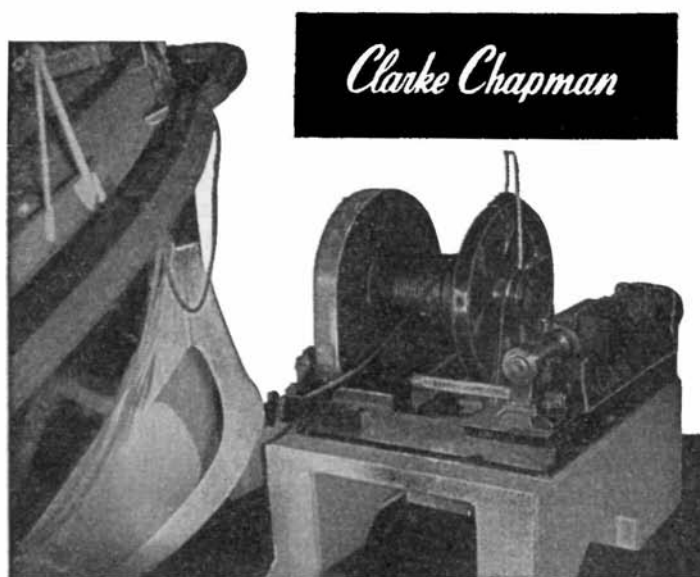
"The following words are those of an eye-witness at Cromer in 1917, when the No. 1 life-boat found itself engaged in a series of spectacular sea-rescues.

"Bathed in the brilliant beam of the searchlight, one moment standing on end as she mounted the crest of a huge breaker, at another with her nose buried in the trough of the sea, or completely lost to sight as a sea broke right over her, the life-boat made a sight that will never be forgotten by the hundreds of spell-bound spectators on the beach."

"Over the years, there have been a great many such spectacular acts of life-boat heroism.

## BEHIND THE SCENES

"The rewards are shown, not only in the number of medals awarded, but in the figures of lives saved—85,502 since the founding of the Institution in 1824, or approximately the present-day population of a town like Doncaster.



### MARINE AUXILIARIES FOR LIFE-BOAT STATIONS

This illustrates one of our electrically driven winches as supplied to the Tynemouth Life-boat Station for hauling up the life-boat. Many other winches of similar design have been supplied to the Institution, for either electric or petrol engine drive.

*Photograph by courtesy of the  
Royal National Life-boat  
Institution.*

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"These figures, however, have been achieved not only by deeds of valour, but also by the patient, unspectacular labours of many people behind the scenes: by steady, continuous service at sea and on land. Perhaps the combination of the two is best shown at the local level, where the life-boat is so often an integral part of community life. From Lerwick to Sennen Cove this co-operation between the coxswain and his crew on the one hand, and a host of 'backroom' volunteers on the other, has ensured that the life-boat is ready and is launched in times of need.

"The life-boat has become, very rightly, a symbol of admiration and of romance: it has inspired Florence Nightingale and Charles Dickens to moving tributes; it has its own literature; it has inspired poetry—not all of it very good poetry.

#### VITAL ROUTINE WORK

"But one verse of a little poem at the beginning of Grant Uden's book on 'Life-boats' brings out very well the vital part played by the day-to-day *routine* of life-boat work:

'It's not all high adventure  
At Lerwick and New Quay,  
Nor drama down at Dover,  
Newhaven and Penlee;  
There's a trawler needing escort  
At Whitby or Arklow,  
A stranded boy at Barmouth  
Or a limping yacht to tow.  
They've learnt at Port St. Mary  
What the service always tells—  
They pass it on at Weymouth  
And remember it at Wells—  
That maybe in the future  
There waits some high emprise,  
But, meantime, it's with smaller things  
The line of duty lies.'

"Looking back on 1964, a year of records for the Life-boat Institution, it is well to remember the 'smaller things' which make possible the 'high emprise'.

"May I close, Your Royal Highness, in thanking you for your presence this afternoon, and for your *unremitting* work on behalf of the Institution?"

#### UNANIMOUS RESOLUTION

Mr. Hoy proposed the resolution that the meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desired to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary

members of the financial branches and the Ladies' Life-boat Guild in the work of raising funds to maintain the service.

After the resolution had been carried unanimously Princess Marina presented a certificate of honorary life governor to:

**Mr. B. V. Howell**, M.B.E., honorary secretary of the Pwllheli station branch since 1929, and a member of the South Caernarvonshire Life-boat Committee.

Princess Marina then presented bars to their gold badges to:

**Mrs. O. Henderson**, Belfast

**Miss L. Cook**, Bury

and gold badges to:

**Mr. H. L. Powell**, Ashford (Middlesex)

**Mr. C. M. Kershaw**, Bradford

**Dr. D. Vaughan**, Cromer

**Mrs. M. McCrone**, Largs

**The Rt. Hon. The Countess of Airlie**, Montrose

**Miss M. King Clark**, Paisley

**Mrs. R. H. Urwick**, O.B.E., Shrewsbury

**Mrs. J. Wilson**, Spenborough

#### THANKED PRESIDENT

Rear Admiral K. St. B. Collins, C.B., O.B.E., D.S.C., a member of the Committee of Management, who moved a vote of thanks to Princess Marina, said,

"This annual general meeting is a most important occasion in the work of the life-boat service. We have learnt from our Chairman and from the report that we have received of our achievements during the year and our hopes for the future. We have heard details of gallantry and great courage and we have had the opportunity of meeting the men who have performed these deeds. We have listened to a magnificent and most interesting address from our honoured guest. Finally, we have had the honour to meet, to see, and to do honour to a large number of people who have given many, many years of voluntary service to the life-boat cause.

"It is indeed a very exciting and wonderful day for all of us who strive so hard for the life-boat cause. It is particularly so, because you as our President do us the honour to be with us on the platform today.

#### INSPIRING VISITS

"The inspiration which for some years now you have given our service you have conveyed to us today as so often you have done when you visit our life-boat stations in various parts of our coasts. It has been thrilling to learn from you that you will be visiting so many during the coming year. We thank you for being here and for your promise to visit our boats."

Sir Knowles Edge, Bt., J.P., also of the Committee of Management, seconded the vote of thanks, which was carried with acclamation.

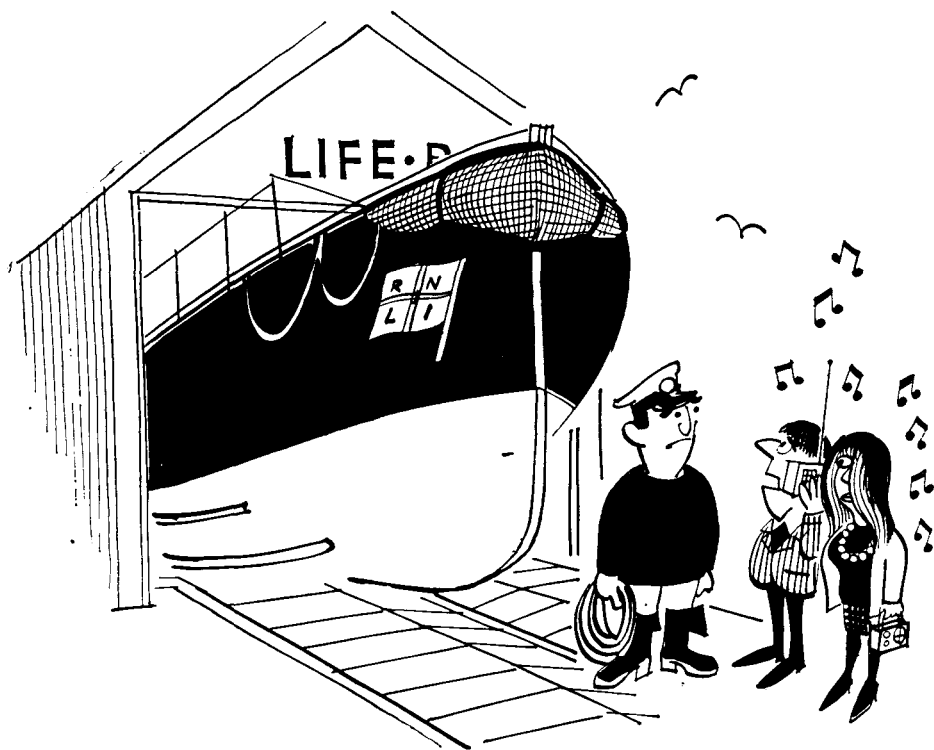
Members of the platform party included the Belgian, Danish, Irish and Netherlands Ambassadors, the Member of Parliament for Torrington, Devon,

the mayors and mayoresses of 25 towns and boroughs, and the chairmen of three urban district councils.

#### AMONG THE GUESTS

Others on the platform were representatives of the Ministry of Transport, Board of Trade, and United States Coast Guard, Europe, donors of life-boats or their representatives, others representing charitable trusts which have been actively supporting the life-boat service, honorary life governors and Vice-Presidents of the Institution, the President of the Ladies' Life-boat Guild, the president and a vice-chairman of the Central London Women's Committee.

After the meeting those who had received awards for gallantry went with their families to an evening performance of the Black and White Minstrel Show at the Victoria Palace.



"CAN'T HEAR OUR POP RADIO FOR YOUR EMERGENCY CALLS"

FROM DAILY SKETCH - MARCH 23, 1965.

By courtesy of]

[Daily Sketch



## AWARDS TO HONORARY WORKERS

### Honorary Life Governor

One new honorary life governor, MR. B. V. HOWELL, M.B.E., has been appointed in recognition of his services to the Institution. At the annual general meeting of the Institution on 6th April, 1965, he was presented with a copy of the vote inscribed on vellum and signed by Princess Marina, Duchess of Kent, as president of the Institution.

Mr. B. V. Howell, M.B.E., has been honorary secretary of the Pwllheli station branch since 1929, and a member of the South Caernarvonshire life-boat committee for 35 years.

### Thanks of the Institution on Vellum

The thanks of the Institution inscribed on vellum have been accorded to the following honorary secretaries of life-boat stations on their retirement.

MR. J. K. BENNETTS, Penlee (Posthumous)

MR. J. CAMPBELL MUIR, Eyemouth

MR. J. S. COLLIN, Eyemouth (Posthumous)

MR. T. R. COLLIN, Kirkcudbright

BRIGADIER A. L. KENT LEMON, Sheringham

MR. J. R. McCLUNG, Troon

MR. J. L. McNAUGHTON, Buckie (Posthumous)

MR. T. W. A. SWALLOW, North Sunderland

(Awarded February 1964)

### Barometer

The barometer with an inscription has been awarded to:

MR. J. K. BENNETTS, Penlee (Posthumous)

### Binoculars

Binoculars with an inscription have been awarded to the following honorary secretaries of life-boat stations.

COMMANDER B. K. C. ARBUTHNOT, D.S.C., R.N., Youghal

MR. W. A. P. CORMACK, Peterhead

CAPTAIN J. B. JONES, New Quay

MR. J. MATTHEWS, Amble

CAPTAIN E. J. NEWTON, Falmouth

MR. T. WOODHOUSE, Flamborough

### Bar to the Gold Badge

The bar to the gold badge has been awarded to:

MISS L. COOK, Bury

MRS. O. HENDERSON, Belfast

### Gold Badge

The gold badge has been awarded to:

THE RIGHT HON. THE COUNTESS OF AIRLIE, Montrose

MRS. T. J. BROWN, Paisley  
MR. C. M. KERSHAW, Bradford  
MISS M. KING CLARK, Paisley  
MRS. M. McCRONE, Largs  
MR. H. L. POWELL, Ashford  
MRS. R. H. URWICK, O.B.E., Shrewsbury  
DR. D. E. VAUGHAN, Cromer  
MISS P. N. WILLIAMS, Ayrton and Reston  
MRS. J. WILSON, Spenborough

### Silver Badge

The silver badge has been awarded to:

MRS. T. ADAMS, Torquay

MRS. E. A. AMBROSE, Brindle

MISS S. ANGELL-WIESE, Kensington

LADY ASHTON, Brentwood

AIR MARSHAL SIR BRIAN BAKER,

K.B.E., C.B., D.S.O., M.C., A.F.C., St. Andrews

MRS. S. BAXTER, Ramelton and Milford

MISS N. BENSON, Southend-on-Sea

COMMANDER A. BLACKLEY GOBLE, R.N., Canterbury

THE HON. TANYA BLYTH, Loughrea and Athenry

MRS. A. M. BOWERS, Port Erin

MR. F. BRIGHT, Dawlish

MRS. G. BROWN, Caister

MISS K. E. BURNAND, Dumfries

MRS. M. CAMERON, Dunoon

MRS. J. CHISHOLM, Southampton

MRS. L. D. COLLIER, J.P., Blackburn

MRS. B. ENNIS WOODS, Howth

MISS N. EVANS, South Caernarvonshire

MRS. M. EVANS, South Caernarvonshire

MRS. K. M. FALLON, St. Albans

MRS. M. J. FERGUSON, South Shields

MRS. A. FITTON, Audenshaw

MISS G. L. FOOTE, Elie

MR. G. W. FORD, Thurrock

MISS V. S. FRASER, Christchurch

MR. B. H. GARDINER, Gloucester

MRS. C. GLEN, Saltcoats

MISS E. GRAYSON, Howth

MRS. I. GRIFFITHS, St. Davids

MRS. J. HALL, Wembley

MRS. C. O. HALSTEAD, Tottington

MRS. A. P. HAMILTON, Blessington

MRS. W. HARE, Jnr., Blackburn

MISS P. M. HETHERINGTON, Carlisle

MRS. A. J. HILL, Wellington

MR. P. N. J. HOPKINS, Cambridge

MRS. R. B. HOPKINS, Filey

MRS. A. P. HOTCHEN, Stretford

MRS. C. A. KIDDLE, Eastleigh

MRS. I. D. KIRKALDIE, Ramsgate

MRS. H. M. LINDY, Loughton

MRS. O. E. LLOYD-JONES, Llandudno

MRS. G. A. MacDONALD, Emsworth

MR. G. V. MAHER, Enniscorthy

MR. G. H. MANLEY, Liverpool

MRS. OATES MANLEY, Todmorden

MRS. M. C. McAVOY, Caister

LIEUT.-COMMANDER B. McDONALD,

R.N.R., Croydon

MR. J. McQUEEN, Kelty

MRS. P. H. MEGSON, Romiley

MISS V. MELLOR, Denton

MR. I. MILNE, B.L., Keith

MRS. H. D. MITCHELL, Dundee

#### THE REV. T. MOFFETT-BLAIR, Air-

drie

MRS. C. MOORE, Newhaven

MRS. F. NEWBOLD, Stretford

MRS. O'BRAY, Isle of Sheppey

MR. J. O'NEILL, Dundalk

MRS. D. J. O'SULLIVAN, Dunlaoghaire

MRS. E. A. PARTINGTON, Cheadle Hulme

MRS. E. M. PEREZ-BERREUCOS, Crayford

MRS. R. G. PHILLIPS, Tynemouth

MR. J. O' D. PIERCE, Carrickmacross

LADY QUALTROUGH, Castletown

MRS. P. C. RATHBONE, Ballington

MR. F. RICHARDS, J.P., Truro

MRS. B. ROWDEN, Porthcawl

MRS. A. RUSSELL, Hawick

MRS. E. SEABORN, Audenshaw

MRS. F. SHEARER, Isle of Sheppey

MRS. J. T. SHEARER, Saltcoats

MRS. R. SHUTTLEWORTH, Littleborough

MRS. J. SISK, Shaw and Crompton

MRS. A. G. SMITH, Berwick

MR. R. D. SOMERS, Newry

MRS. N. J. STANSFIELD, Rotherham

MRS. J. STOREY, Newbiggin

MRS. D. O. STOTHART, Hawick

MRS. J. L. WEATHERBY, Alsager

MR. S. W. WHATELEY, Bude

LIEUT. COL. W. F. P. WHITMARSH, O.B.E., R.M., (Ret'd), West Cork

MR. J. B. WHYTE, Greenock

MRS. J. O. WILLIAMS, Bangor

MRS. B. A. WILSON, Falkirk

MRS. F. WINCH, Isle of Sheppey

LADY NORAH WINGFIELD, Lismore and Cappoquin

MRS. E. WOODHALL, Sykehouse

#### Statuette

The Statuette of a life-boatman has been awarded to:

MRS. L. B. ANDERSON, Glasgow

MR. A. K. BERGIUS, D.S.O., Glasgow

DINAS POWIS GOLF CLUB, Barry

MRS. J. DOUGLAS, Renfrew

MR. & MRS. D. HUNTER, Gravesend

MRS. M. KILLIN, Renfrew

MAJOR GENERAL & MRS. R. V.

POLLOK, Limerick

MRS. LOVAT RAINE, Cowdenbeath

MR. & MRS. R. SPILLANE, West Cork

MRS. M. R. STOTT, Cowdenbeath

MR. & Mrs. F. THOMAS, Windsor

#### Record of Thanks

A record of thanks has been awarded to:

BIGGAR HIGH SCHOOL, Biggar

BOGNOR REGIS CAROL PARTY, Bognor Regis

#### Public Relations Awards

A new award limited to four recipients a year was instituted by the Committee of Management in 1964. This took the form of a framed drawing of a life-boatman by Eric Fraser signed by the artist. The awards were made for outstanding services in the field of Public Relations, the four recipients being:

MR. LINDSAY BRITTON, Lizard Cadgwith

DR. W. J. GUILD, Edinburgh

MR. A. S. HICKS, Plymouth

MR. J. S. LING, Great Yarmouth and Gorleston

## SAN REMO AWARD

At a meeting of the Committee of Management of the Institution in April it was decided to submit the name of Coxswain Daniel Kirkpatrick to the Italian Embassy in London for the San Remo "Figurehead of Courage" award for 1965. His name was submitted in connection with the service carried out by the Longhope life-boat to the trawler *Ben Barvas* on 3rd January, 1964. For this service Coxswain Kirkpatrick was awarded the Institution's silver second-service clasp.

The award of the presentation figurehead was instituted early last year by the city council of San Remo as an international prize. It is being awarded annually to the seaman whose technical and human skill in an action at sea shows the sea-faring spirit at its greatest.



Photograph by courtesy of the Evening Argus, Brighton

# AN EVINRUDE ENJOYS ITS WORK

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## I.R.B. Services in Brief

Date	Station	Casualty	Service
1965			
January 1	Mudford	Small dinghy	Saved boat
January 3	Mudford	Youth in water	No service
January 5	Gt. Yarmouth & Gorleston	Reported person in water	No service
February 5	Mudford	Reported body in water	No service
March 13	Broughty Ferry	Man fallen off Tay Road Bridge	No service
March 30	Mudford	Yacht	Gave help

### NOTICE

*All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Stirling Whorlow, Esq., Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1.*

*All enquiries about the work of the Institution or about this journal should be addressed to the Secretary.*

*The next number of THE LIFE-BOAT will be published in SEPTEMBER, 1965.*

# New Films Available

Three new films are now available to branches. All are in colour and 16 m.m. sound.

One of the new films, *From Baltimore to Littlehampton*, which runs for 12 minutes, tells the story of how the 44-foot steel life-boat came into the service of the Institution. The story begins in Edinburgh, where the ninth international life-boat conference was held in 1963. Extracts from a film shown at the conference by the U.S. Coast Guard delegation are seen. These show a new 44-foot steel life-boat in heavy seas. A delegation from the Institution is then seen in the United States visiting building yards and watching the sea trials. A detailed description of the 44-foot boat is given while she is seen undergoing trials around the coasts of Britain and Ireland. Commander L. F. L. Hill, District Inspector (North East), and Staff Coxswain Hills then give their opinions of the boat.

*Ready for Service* runs for 15 minutes and describes the work of the depot. Scenes shown range between the depot and Selsey and St. Ives. The former Superintendent of Depot, Commander E. W. Middleton, V.R.D., R.N.V.R., describes the work which is carried on, and different items of equipment are shown, first at the depot and then in use aboard the life-boats. Finally, inshore rescue boats are shown at the depot and being towed away to their stations for service.

Both these films were made by Wiggins Productions Ltd. for the institution and have commentaries by Lieutenant-Commander the Hon. Greville Howard, R.N.R., M.P., a member of the Committee of Management. Music rights have been cleared only for showing to non-paying audiences.

*The Ben Barvas*, a 20-minute film made by Dr. W. J. Guild of Edinburgh, is available for showing to both paying and non-paying audiences. This film reconstructs the story of the rescue by the Longhope life-boat from the Aberdeen trawler *Ben Barvas*, which went aground on the Pentland Skerries in January 1964. For this service Coxswain Daniel Kirkpatrick was awarded a second service clasp to his silver medal.

The story is told by means of pictures of the Longhope life-boat at sea, diagrams and models, and by scenes in the Kirkwall radio station, the coast radio station and the Longhope life-boat station.

A documentary film in colour, *News in the Making*, has been produced by the Portsmouth Evening News. It runs for 25 minutes and gives an insight into the production of an evening newspaper, the news item which is treated in the film being a rescue by the Bembridge life-boat. Groups which are interested in arranging showings of the film should contact Mr. J. D. Freeman at the Portsmouth Evening News, Stanhope Road, Portsmouth.

# New Ways of Raising Money

*Mr. Douglas Newall, a water bailiff employed by the Avon and Dorset River Board, and Major Oliver Kite, a well-known fisherman, tied some specimen dry flies as used on the chalk streams of southern England. The case of flies was auctioned at the Fly Fishers' Club in aid of the R.N.L.I. and fetched £10.*

\* \* \*

*Miss Honoria Diana Marsh, of Kings Somborne, Stockbridge, Hampshire, who last year decorated a glass goblet with a picture of the Weston-super-Mare life-boat, is offering to do one or two profile portraits each year and to give the proceeds to the Institution. She requires only a two hours' sitting for the portraits—although each takes several hours to complete—and the fee for a small portrait is 15 guineas. Prospective sitters are asked to get in touch direct with her at Somborne Park, Kings Somborne, and the fees paid to her will be sent on to the Institution.*

\* \* \*

*A member of the Norwich branch committee has a permanent collecting box in his bathroom. Whenever he takes a bath he empties his pockets of all the coppers and places them in the box. In three months about £6 has been raised by this method.*

\* \* \*

*A little girl who has been recovering from near-blindness grows "Busy Lizzies" in aid of R.N.L.I. funds. She gives the proceeds to the chairman of the Dover Ladies' Life-boat Guild saying they are "for your life-boat."*

\* \* \*

*The senior class of the Newport (Pembs.) County Primary School maintained the closest interest during the summer of 1964 in the progress of Mr. Val Howells, a Newport man, in the single-handed Trans-Atlantic yacht race. They corresponded regularly with him and wrote to the mayor of Newport, Rhode Island. On his return Mr. Howells spoke to the school and presented a model of his yacht. The yacht came third in the race in spite of a collision with a boatful of sightseers at the start and having to put into Baltimore in Ireland for repairs. The school produced a souvenir booklet including the correspondence and extracts from essays by the children, and the profits from the booklet, amounting to £10, were donated to the Institution.*

## TRANSFERRED TO BOARD OF TRADE

Since 8th February, 1965, the responsibilities of the Minister of Transport in relation to the shipping and shipbuilding industries have been transferred to the Board of Trade. These responsibilities include the sponsorship of these industries and the administration of the Merchant Shipping Acts.

While the Ministry of Transport retains its responsibility for matters relating to ports, duties relating to H.M. Coastguard, the Marine Survey Office and the Mercantile Marine Offices have been transferred to the Board of Trade.



**Over  
fifty R.N.L.I.  
life boats  
are now  
equipped  
with HECTA  
echo  
sounders**

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## OBITUARY

MR. J. R. BARNETT, O.B.E., M.I.N.A.

Mr. J. R. Barnett, O.B.E., M.I.N.A., was for many years Consulting Naval Architect to the Institution. He died at his home in Glasgow on 13th January, 1965, shortly after reaching his 100th birthday. When the first experiments with motor life-boats were being made, in 1904, Mr. Barnett was appointed to his post as Consulting Naval Architect. He remained in that post until 1947, by which time he had been engaged in the work of designing life-boats for 60 years.

The 52-foot Barnett life-boat, costing about £45,000 to build, may be considered the culmination of the work of the man who was perhaps more responsible than any other single individual for developing the motor life-boat of the twentieth century. The most modern type of Barnett life-boat is a cabin boat with a covered steering position, is virtually unsinkable, and has a speed of 9 knots, at which speed she can travel 380 miles without refuelling.

Mr. Barnett was principal partner in G. L. Watson and Company, the famous Clydeside firm of naval architects and surveyors. He retired in 1957 after more than 70 years' service with the company. In a letter paying tribute to his skill they say, "He was one of the foremost yacht designers and naval architects of his day."

In 1933 Barnett published *Modern Motor Life-boats* and 17 years later a revised edition of this work was produced. Although there have been many new and important developments in life-boat design and construction since then, Mr. Barnett's book in its revised edition can still be considered a standard work on the subject.

MISS HELEN GREENHAM

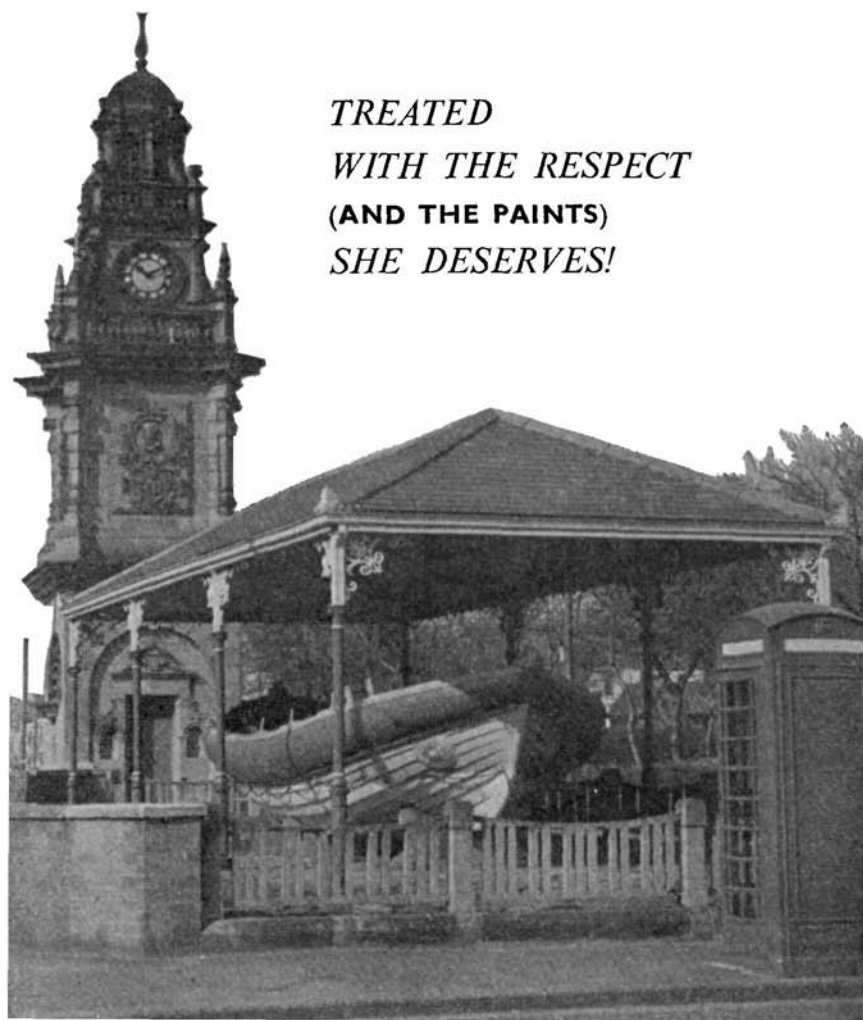
Miss Helen Greenham, who died at the age of 79 on 8th January, 1965, was an honorary life governor of the Institution. She had been appointed to this position in December, 1955. Miss Greenham had also actively supported the Wallasey ladies' life-boat guild for over 60 years. She first began to help the work of the guild when she was 18, and in 1947 she became its honorary secretary.



By courtesy of]

Berwick-upon-Tweed life-boat tows in a drifting harbour pilot boat.

[D. M. Smith



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# BOOK REVIEWS

The Gurney Professor of History and Political Science at Harvard University, Mr. David Owen, has produced a comprehensive and thoroughly entertaining survey of charity in England and Wales—he has little to say on Scotland or Ireland—in the last 300 years. This is *English Philanthropy 1660–1960* (Oxford University Press, 70s.).

The story he has to tell is in many respects one of astonishing endeavour and success, and he quotes a report which appeared in *The Times* in 1885 to the effect that the income of London charities was at that time greater than the revenues of Sweden or Denmark or Portugal and twice that of the Swiss Confederation.

## ROOTED IN CHARITY

Charitable efforts may not have solved the problems of poverty or bad housing, but, as Mr. Owen points out, virtually every national social service now functioning had its roots in charitable enterprise. Mr. Owen regards sympathetically the complementary roles played in Britain today by the state and voluntary agencies and quotes the Nathan Report: “While a society is alive and growing it will not make rigid choices between state action and voluntary action, but both alike will expand as the common expression of its vitality”.

Many colourful figures emerge from these pages. There was Thomas Firman in the 17th century, who after the great plague provided the poor of London with raw materials for continuing their work and then began to stockpile corn and coal for them. He collected money with great assiduity from his friends, raising large sums for St. Thomas’s Hospital and Christ’s Hospital, for Huguenot refugees, for releasing debtors from prison and for printing the Bible in Welsh.

## GUY AND WILBERFORCE

There was Thomas Guy, who made his money largely by importing copies of the English Bible printed in the Netherlands and by speculating successfully in the shares of the South Sea Company, and whose name is still commemorated in his great hospital.

There was William Wilberforce, who regularly gave away one-quarter of his income and subscribed to some 70 organisations. Wilberforce was one of those who attended the meeting at the City of London Tavern in 1824 when the body now known as the Royal National Life-boat Institution came into being.

## CONFESSES SURPRISE

On the history and administration of the R.N.L.I. Mr. Owen is both thorough and scrupulous. He admits that in considering its work he began with an attitude of surprise, writing: “To Americans it is something of a paradox that in semi-socialised Britain an essential service, which in the United States from the early days was handled by the Coast Guard, is left to a private charitable agency. Like

[continued on page 358]

# RECEIPTS AND PAYMENTS ACCOUNT

1963 £	PAYMENTS.	£	£
	<b>LIFE-BOATS:—</b>		
	New life-boats for the following stations: On account— Anstruther, Caister, Cullercoats, Cromer, Hastings, Kirkcudbright, Llandudno, Newbiggin, St. Abbs, St. Davids, Seaham, Skegness, Wells, Yarmouth (I. of W.), materials for future building and improvements		
311,782	and alterations to existing fleet .. .. .	274,098	
562	Upkeep of Cowes office and store .. .. .	766	
67,171	Upkeep of and repairs to life-boats .. .. .	113,249	
	Rentals and maintenance of radio equipment and loud hailers and radio licences .. .. .	22,606	
18,851	Consulting Naval Architect .. .. .	250	
250		£	
	Salaries of superintendent engineer, sur- veyor of life-boats, inspectors of mach- inery, assistant surveyors of life-boats and machinery, draughtsmen and cler- ical staff .. .. .	64,501	
56,924	Travelling expenses .. .. .	23,327	
21,060	Pensions under earlier pension schemes ..	9,684	
5,016	Contribution to staff pension scheme ..	4,263	
3,932			
86,932		101,775	
3,831	<i>Less estimated amount chargeable to life- boat carriages and tractors .. ..</i>	4,059	
83,101			97,716
481,717			508,685
	<b>LIFE-BOAT CARRIAGES AND TRACTORS:—</b>		
11,058	<i>New carriages .. .. .</i>	—	
1,189	Repairs to carriages .. .. .	648	
24,448	New tractors .. .. .	39,766	
2,439	Repairs to tractors .. .. .	173	
3,831	Estimated proportion of life-boats' expenses as above ..	4,059	
42,965			44,646
	<b>LIFE-BOAT HOUSES AND SLIPWAYS:—</b>		
39,602	New construction and adaptation .. .. .	48,164	
33,883	Repairs and maintenance .. .. .	29,283	
73,485			77,447
75,918	<b>LIFE-BOAT STORES .. .. .</b>		84,003
	<b>LIFE-BOAT DEPOT:—</b>		
2,409	<i>New construction .. .. .</i>	—	
12,716	Rates, insurance, equipment and repairs .. .. .	14,948	
	Salaries of superintendent of depot, assistant and clerical staff and wages of manual workers .. .. .	64,141	
61,666	Pensions and gratuities under earlier pension schemes ..	3,760	
3,522	Contribution to staff pension scheme .. .. .	1,403	
1,546			84,252
81,859	<b>LIFE-BOAT STATIONS:—</b>		
	Conveyance of life-boats, carriages, tractors and stores; work to moorings; telephones, postages, etc. ..	44,944	
46,827	Insurance under national insurance acts and against claims at common law .. .. .	9,514	
8,632	Salaries of assistant secretaries, etc., of stations .. ..	181	
409			54,639
55,868			
811,812	Carried forward .. .. .		853,672

# FOR THE YEAR ENDED 31st DECEMBER, 1964

1963 £	RECEIPTS.			£
	<b>SUBSCRIPTIONS, DONATIONS, ETC.:—</b>			
12,010	General subscriptions to headquarters .. ..	..	12,077	
8,536	"    "    through station branches .. ..	..	9,649	
34,042	"    "    through financial branches .. ..	..	30,019	
42,119	"    donations to headquarters .. ..	..	85,211	
112,056	"    "    through station branches .. ..	..	123,095	
291,498	"    "    through financial branches .. ..	..	309,672	
	Contributions from harbour authorities towards upkeep			
1,550	of life-boat stations .. ..	..	2,050	
257	Contribution boxes to headquarters .. ..	..	242	
26,798	"    "    through station branches .. ..	..	26,036	
14,047	"    "    through financial branches .. ..	..	15,049	
542,913				613,100

£542,913

Carried forward ..

£613,100

# RECEIPTS AND PAYMENTS ACCOUNT

1963 £	PAYMENTS.				£	£
811,812	Brought forward .. .. .					853,672
<b>COXSWAINS, MOTOR MECHANICS AND CREWS:—</b>						
	Cost of wreck services, including allowances to life-boat crews and others, special allowances and recognitions, medals and vellums .. .. .				23,369	
19,915	Grants to men injured in the life-boat service .. .. .				568	
993	Fees of coxswains, bowmen and signalmen, wages of motor mechanics, etc. .. .. .				164,403	
154,320	Life-boat crews and launchers for exercises .. .. .				12,860	
14,719	Annuities and gratuities under the regulations to coxswains, bowmen, signalmen, part time and assistant motor mechanics .. .. .				4,827	
4,679	Pensions and grants to relatives of deceased life-boatmen and others .. .. .				17,631	
16,938	Pensions and gratuities under the pension scheme to ex-permanent crews of life-boats .. .. .				6,728	
6,753						
218,317						230,386
<b>LIFE-BOAT INSPECTORS:—</b>						
	Salaries of chief inspector, deputy chief inspector, inspectors and clerical staff .. .. .				32,466	
25,588	Travelling expenses .. .. .				10,683	
10,402	Pensions under earlier pension schemes .. .. .				2,612	
2,474	Contribution to staff pension scheme .. .. .				3,152	
2,841						
41,305						48,913
<b>RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC.</b>						
4,656					£	6,578
<b>ADMINISTRATION:—</b>						
	Salaries of secretary, assistant secretaries, accountant, internal auditor, and clerical staff .. .. .				55,841	
50,434	Rent, depreciation, rates, lighting, heating, insurance, etc., of the Institution's headquarters .. .. .				6,404	
3,650	Insurance under national insurance acts and against claims at common law, etc. .. .. .				12,698	
9,363	Telephone operator, commissionaires and nightwatchman .. .. .				3,795	
4,147	Telephones, postages and parcels .. .. .				5,755	
4,564	Travelling expenses of committee of management .. .. .				918	
761	Pensions under earlier pension schemes .. .. .				2,378	
2,023	Contribution to staff pension scheme .. .. .				5,327	
5,392						
80,334					93,116	
40,167	Less estimated amount chargeable to raising of funds and publicity .. .. .				46,558	
40,167						46,558
10,249	Stationery, office expenses, printing and books .. .. .				13,947	
630	Auditors' fee .. .. .				630	
4,286	Legal and professional expenses .. .. .				6,320	
2,750	Repairs and improvements to Institution's headquarters .. .. .				6,674	
58,082						74,129
<b>GRANTS IN CONNEXION WITH CERTAIN LEGACIES</b>						
532						860
10,005	<b>CONFERENCE OF LIFE-BOAT SOCIETIES</b> .. .. .					1,713
1,144,709	Carried forward .. .. .					1,216,251

OR THE YEAR ENDED 31ST DECEMBER, 1964—continued

1963 £	RECEIPTS.				£	£
542,913	Brought forward .. .. .					613,100
<b>INCOME FROM INVESTMENTS:—</b>						
89,093	Dividends and interest on investments .. .. .				88,820	
	Less:—					
1,928	Interest on certain trust funds transferred to Special Purposes Fund .. .. .			2,289		
	Interest on certain endowment funds transferred:					
500	(a) to general subscriptions, etc. .. .. .			523		
1,757	(b) to General Endowment Fund .. .. .			1,808		
4,185					4,620	
84,908						84,200
<b>SUNDRY RECEIPTS:—</b>						
6,307	Sale of old stores .. .. .				11,461	
1,616	Rentals of freehold and leasehold premises .. .. .				1,858	
584	Underwriting commission .. .. .				339	
8,507						13,658
636,328	Total ordinary receipts .. .. .					710,958
636,328	Carried forward .. .. .					710,958

# RECEIPTS AND PAYMENTS ACCOUNT

1963 £	PAYMENTS.			
	Brought forward .. .. .			
				1,216,251
	<b>RAISING OF FUNDS AND PUBLICITY:—</b>			
	Salaries of public relations officer, assistant and clerical staff and wages of manual workers .. .. .			13,892
11,356	Salaries of district organizing secretaries and clerical staff .. .. .			46,001
39,589	Travelling expenses .. .. .			8,616
7,888	Annual general meeting .. .. .			545
557	Advertising and appeals .. .. .			19,996
14,495	Stationery, printing, books, films, badges, collecting boxes, district offices expenses, postages .. .. .			64,223
53,769	Printing and binding the year book and life-boat journal .. .. .			8,984
	Salaries and commissions of assistant secretaries, etc., of branches .. .. .			7,508
8,096	Pensions under earlier pension schemes .. .. .			3,133
2,916	Contribution to staff pension scheme .. .. .			5,566
7,886	Estimated proportion of administration expenses as above			46,558
40,167				
				<u>225,022</u>
195,073				
1,339,782	Total payments .. .. .			<u>1,441,273</u>
	Transfer to General Endowment Fund being the amount of the year's receipts of gifts for endowment purposes			433
7,100				
	Transfer to Special Purposes and Maintenance Fund being the excess of the year's receipts for special purposes over payments in the year met from special gifts, etc., arrived at as follows:			
	Receipts in the year of gifts and legacies for special purposes .. .. .			252,071
233,738				
	Less payments in year met from gifts and legacies for special purposes (of which £128,591 relates to new life-boats and £61,945 to other items) .. .. .			190,536
228,723				
5,015	Transfer to Special Purposes, etc. Fund .. .. .			<u>61,535</u>
				61,535
223,099	Transfer to General Purposes Fund .. .. .			212,548
				<u>£1,574,996</u>
				<u>£1,715,789</u>

# FOR THE YEAR ENDED 31ST DECEMBER, 1964—*continued*

1963 £	RECEIPTS.								£
									£
636,328	Brought forward .. .. .								710,958
653,375	<b>LEGACIES FOR GENERAL PURPOSES</b>								731,820
289,703	Total receipts for general purposes .. .. .								1,442,778
	<b>GIFTS AND LEGACIES FOR SPECIAL PURPOSES</b>								
	(The capital to be applied in accordance with the directions of the respective donors.)								
25,474	Civil Service Life-boat Fund .. .. .								24,124
145,105	Special gifts .. .. .								83,096
63,159	Legacies .. .. .								144,851
233,738									252,071
	<b>GIFTS AND LEGACIES FOR ENDOWMENT PURPOSES</b>								
	(The income therefrom to be applied in accordance with the directions of the respective donors).								
7,100	Gifts .. .. .								177
—	Legacies .. .. .								256
7,100									433
6530,541	Total receipts .. .. .								1,695,282
	Transfer from Reserve for Replacement of Life-boats being the excess of payments on account of new life-boats in the year not met from special gifts, etc., over the estimated average annual cost falling to be met from general purposes receipts, arrived at as follows:								
311,782	Payments on account of new life-boats in the year ..								274,098
167,327	Less amount met from gifts and legacies for special purposes .. .. .								128,591
144,455									145,507
100,000	Deduct estimated average annual cost of replacements falling to be met from general purposes receipts ..								125,000
44,455	Transfer from Reserve .. .. .								20,507
	NOTE:—This account includes the receipts and payments of the headquarters of the Institution for the year to 31st December, 1964, and of the branches for the year to 30th September, 1964.								
1,574,996									£1,715,789

Dr.

1963		GENERAL ENDOWMENT FUND,					
£		The income to be applied for the purpose of the Institution					
		£					
246,479	BALANCE AT 31ST DECEMBER, 1964	..	..	..	..	..	248,720
<u>£246,479</u>							<u>£248,720</u>
SPECIAL PURPOSES AND MAINTENANCE FUND							
The capital to be applied for the purposes of the Institution							
360,711	BALANCE AT 31ST DECEMBER, 1964	..	..	..	..	..	424,535
<u>£360,711</u>							<u>£424,535</u>
RESERVE FOR REPLACEMENT OF LIFE-BOAT							
44,455	TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	..	20,507
1,063,653	BALANCE AT 31ST DECEMBER, 1964	..	..	..	..	..	1,243,146
<u>£1,108,108</u>							<u>£1,263,653</u>
GENERAL PURPOSES FUND							
192,000	<i>Transfer to R.N.L.I. Staff Pension Fund arising on the establishment of this fund to replace the 1938 Pension Scheme and incorporate other pension arrangements formerly not funded</i>						— — —
—	TRANSFER TO RESERVE FOR REPLACEMENT OF LIFE-BOATS	..	..	..	..	..	200,000
939,423	BALANCE AT 31ST DECEMBER, 1964	..	..	..	..	..	958,669
<u>£1,131,423</u>							<u>£1,158,669</u>



**FOR THE YEAR ENDED 31st DECEMBER, 1964**

in accordance with the directions of the respective donors.

1963							
£						£	
37,622	BALANCE AT 31ST DECEMBER, 1963	..	..	..	..	246,479	
7,100	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	433	
1,757	UNEXPENDED INTEREST ON CERTAIN FUNDS	..	..	..	..	1,808	
246,479						£248,720	

**FOR THE YEAR ENDED 31st DECEMBER, 1964**

in accordance with the directions of the respective donors.

353,768	BALANCE AT 31ST DECEMBER, 1963	..	..	..	..	360,711	
1,928	INTEREST ON UNEXPENDED BALANCES OF CERTAIN FUNDS	..	..	..	..	2,289	
5,015	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	61,535	
360,711						£424,535	

**FOR THE YEAR ENDED 31st DECEMBER, 1964**

108,108	BALANCE AT 31ST DECEMBER, 1963	..	..	..	..	1,063,653	
—	TRANSFER FROM GENERAL PURPOSES FUND	..	..	..	..	200,000	
108,108						£1,263,653	

**FOR THE YEAR ENDED 31st DECEMBER, 1964**

887,942	BALANCE AT 31ST DECEMBER, 1963	..	..	..	..	939,423	
20,382	PROFIT ON SALE OF INVESTMENTS	..	..	..	..	6,698	
223,099	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	212,548	
1,131,423						£1,158,669	

# STATEMENT OF FUNDS AND RELATIVE ASSET

1963 £		£
246,479	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors) .. .. .	248,721
360,711	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors) ..	424,53
1,063,653	RESERVE FOR REPLACEMENT OF LIFE-BOATS .. .. . The estimated cost of replacing the entire fleet exceeds £6,000,000 and the estimated liability for replacements at present contemplated exceeds £1,400,000, part of which will be met by special gifts and legacies.	1,243,121
939,423	GENERAL PURPOSES FUND .. .. . Of this fund £173,173 relates to freehold and leasehold properties necessary to the Institution's work. The balance of £785,496 is available for the general purposes of the Institution and is intended to cover ordinary liabilities as they arise, including certain pensions, insurance risks in respect of the life-boat fleet and crews not otherwise covered, and replacements other than life-boats. Replacements at present contemplated include new construction and adaptation of life-boat houses £345,000 and provision of new carriages and tractors £64,000.	958,661
<u>£2,610,266</u>		<u>£2,875,070</u>

(Signed) V. M. WYNDHAM-QUIN  
*Chairman.*

(Signed) S. M. WHORLOW  
*Secretary.*

We have examined the above statement, also the Receipts and Payments Account as correct and in accordance therewith. We have also verified the investments

3, Frederick's Place,  
Old Jewry, London, E.C.2.  
15th March, 1965.

# DECEMBER, 1964

1963 £		£	£
	INVESTMENTS at quinquennial valuation on 31st December, 1961, or cost if acquired since:—		
	Representing GENERAL ENDOWMENT FUND		
	Income only available:—		
46,479	British government securities .. .. . (Market value at 31st December, 1964, £260,210) ..		248,714
	Representing other funds:—		
	Quoted—		
10,010	British government securities .. .. .	543,512	
18,614	British corporation stocks .. .. .	137,222	
16,027	Debenture stocks .. .. .	118,737	
19,367	Ordinary U.K. stocks and shares .. .. .	1,301,677	
10,157	U.S.A. stocks .. .. .	61,773	
14,175	(Market value at 31st Dec. 1964, £2,050,872)		2,162,921
10,654	Total quoted investments (Market value £2,311,082)		2,411,635
	Unquoted—		
—	Short term loan to local authorities .. .. .	50,000	
15,652	Mortgages, debentures and other securities .. .. .	46,064	
10,000	Cash on deposit .. .. .	30,000	
15,652			126,064
16,306	TOTAL INVESTMENTS .. .. .		2,537,699
	FREEHOLD PREMISES (At cost):—		
17,856	Including life-boat depot at Boreham Wood ..		116,404
	LEASEHOLD PREMISES—(At cost less amounts written off):—		
10,195	Including 42-44 Grosvenor Gardens .. .. .		56,769
	BRANCH ACCOUNTS:—		
14,851	Balances in hands of branches, 30th Sept., 1964 ..	224,883	
16,019	Less balance of remittances between headquarters and branches, October to December, 1964 ..	133,628	
18,832			91,255
17,077	BANK BALANCES .. .. .		72,943
10,266			<u>£2,875,070</u>

counts of the funds with the books and vouchers and find the same to be  
pected the deeds of the properties belonging to the Institution.

(Signed) PRICE WATERHOUSE & CO.,  
Auditors.

# LIFE-BOATMEN

		ENDOWMENT FU	
1963			£
3,618	Balance carried forward at 31st December, 1964, represented by £4,601		
	Conversion 5¼% Stock 1974 .. .. .		4,38
	(Market value at 31st Dec., 1964, £4,256)		
<hr/> £3,618 <hr/>			<hr/> £4,38 <hr/>
		REVENUE ACCOU	
230	Grants to beneficiaries .. .. .		26
54	Balance carried forward at 31st December, 1964 .. .. .		2
<hr/> £284 <hr/>			<hr/> £284 <hr/>

(Signed) V. M. WYNDHAM-QUIN  
*Chairman.*

(Signed) S. M. WHORLOW  
*Secretary.*

We have examined the above statement with the books and vouchers of  
accordance therewith. We h

15th March, 1965.

ENEVOLENT FUND

OR THE YEAR ENDED 31st DECEMBER, 1964									
1963									£
3,225	Balance brought forward at 1st January, 1964	..	..	..	..				£3,618
393	Subscriptions and Donations received and invested					..	..		771
£3,618									£4,389
OR THE YEAR ENDED 31st DECEMBER, 1964									
93	Balance brought forward at 1st January, 1964	..	..	..	..				54
191	Investment income	..	..	..	..	..	..		240
£284									£294

e-boatmen's Benevolent Fund and find the same to be correct and in  
verified the investment.

(Signed) PRICE WATERHOUSE & CO.,  
Auditors.

many other things that foreigners find mysterious in British life this is a result of historical circumstances, almost of historical accident."

He then goes on to analyse the findings of the Select Committee of the House of Commons towards the end of the last century, which emphatically pronounced in favour of the voluntary system for the life-boat service.

#### INDEPENDENT SPIRIT

On the organisation today he comments: "At the Grosvenor Gardens headquarters one senses a determination, born of a long and honorable tradition, to continue as an independent service, neither subsidised nor controlled by public agencies."

Mr. Owen's book is unlikely to be superseded as a standard work on charity in the period which he has covered.

P.H.

## Grace Darling

For all that a century and a quarter has passed since Grace Darling and her father attained fame, over the years their story has attracted the interest of a succession of authors. Save for two early works, which were almost blatantly fiction, the resulting books have been biographical. Most showed two features in common: a disposition to adulation, and indifferent reliability.

The latest addition to the sequence is Mr Richard Armstrong's *Grace Darling: Maid and Myth* (J. M. Dent & Sons Ltd., 30s.). In his book the author, on the basis of what he deems the most reliable available evidence, subjects the whole episode to a searching reappraisal; at the outcome of which he reaches conclusions greatly at variance with what hitherto has been widely accepted. For example: he wonders whether overmuch may not have been made of the rescue of the *Forfarshire* survivors. And his assessment of the effects of the aftermath on Grace herself makes unhappy reading.

To your reviewer some at least of the author's conclusions appeared less than convincing—and indeed here and there he suspected that, all unwittingly, the author had permitted his imagination to take charge of him. In places, too, it must be confessed, your reviewer found the mode of presentation unsympathetic; and there seemed to be discernible a predilection for the pejorative.

Errors of fact were found. In the main these may not much affect the author's theme, but they could mislead a student in detail of the Grace Darling story. And, surprisingly perhaps, the author seems unaware that Grace received the Institution's silver medal. As did also her father.

The book contains a number of illustrations; some of which, as far as is known, have not been reproduced before.

Your reviewer feels that there is still room for a really definitive biography of Grace Darling. Will it ever now be written?

W. M. P.-H.

# Life-boat services round the Coasts

## LAUNCHES AND LIVES SAVED

1st January to 31st March: Launches 152; lives saved 70

### NORTH-EAST ENGLAND

**Bridlington, Yorkshire.** At 2.35 p.m. on 13th January, 1965, the assistant motor mechanic informed the honorary secretary that four motor fishing vessels were still at sea in very bad weather conditions. The life-boat *Tillie Morrison, Sheffield II* was launched at 2.55 in a southerly gale and a very rough sea. The tide was ebbing. The motor fishing vessels *Gratitude, Chance, Katherine* and *Faithful* were eventually met and escorted back to harbour arriving at 4.15 p.m.

### EASTERLY GALE

**Bridlington, Yorkshire.** At 9.50 a.m. on 1st March, 1965, the harbour master informed the honorary secretary that the motor fishing vessels *Betty, Liberty* and *Dainty Lady* were at sea and that since they had left the harbour the wind had shifted from the north-east to due east thereby depriving all boats entering the harbour of the shelter of Flamborough. The life-boat *Tillie Morrison, Sheffield II* was launched at 10.20 in an easterly wind of gale force and a very rough sea. It was low water. The life-boat escorted the three motor fishing vessels into the harbour and returned to her station at 1.30 p.m.

### BOYS RESCUED

**Humber, Yorkshire.** At 2.7 a.m. on 2nd January, 1965, the coastguard informed the coxswain superintendent that a boat from a pilot vessel with two boys on board had broken down, was unlit and drifting up river. At 2.35 the life-boat *City of Bradford III* was launched and proceeded to search for the missing vessel. There was a strong west-north-west breeze and moderate sea. It was two hours and a half before high water.

While searching a light was seen flashing in the direction of Haile Sand. On investigation the light was seen to be from another boat from the pilot vessel returning to report that they had found the two boys ashore on Haile Sand, but could not get in to rescue them because of the shallow water and swell. However the life-boat closed in, and a line was fired across to the two boys to which a tow rope was connected. The rope was made fast to the boat's stern. By now the life-boat was bumping very heavily on the bottom but with the help of the second boat the first boat with the two boys aboard was towed back to the pilot vessel. The boys had been in a dangerous position not far from an old war wreck, a mile off the beach. The life-boat reached her station at 4.55.

**Newbiggin, Northumberland.** At 2.55 p.m. on 13th January, 1965, the honorary secretary told the coxswain to launch the life-boat and escort two cobsles *Mary Robinson* and *Eventide* to safety as there was fear for their general well being owing to worsening sea conditions and gale force southerly winds. The life-boat *Richard Ashley* was launched at 3.6 and contacted the *Mary Robinson* outside Newbiggin Bay and finding her in no immediate danger contacted the Blyth life-boat so as to keep a close watch as she proceeded to Blyth. The Newbiggin life-boat having contacted *Eventide* escorted her back to Newbiggin.

**Whitby, Yorkshire.** At approximately 10.25 a.m. on 16th January, 1965, the coastguard informed the honorary secretary that several local fishing cobsles were at sea in worsening conditions. The life-boat *Mary Ann Hepworth* was launched at 10.30 a.m. in a moderate to fresh



By courtesy of]

[Scarborough and District Newspaper

Bridlington life-boat returning to harbour after escorting in  
three keelboats caught by rough seas



southerly breeze and a rough sea, and proceeded towards the area where *Venture*, a coble with known defects, was thought to have been fishing. The coxswain inquired as to the other vessels and was informed they were making harbour. The *Venture*, with a crew of two, was met 5 miles north of Whitby and as the vessel was still having trouble with her rudder the life-boat escorted her into harbour which she reached at 1 p.m.

### **TROUBLE ON THE BAR**

At 10.50 a.m. on 27th January, 1965, the coxswain informed the honorary secretary that one of the fishing fleet had encountered a heavy swell on the harbour bar when returning from the fishing grounds. As the weather was rapidly deteriorating and the smaller vessels were still at sea, the life-boat *Mary Ann Hepworth* was launched at eleven o'clock. There was a fresh north-easterly breeze and a rough sea, the tide was flooding. The life-boat took up a position on the harbour bar and by 3 o'clock all the fishing fleet had returned safely. The life-boat returned to her station at 3.30 p.m.

At 10.26 a.m. on 26th February, 1965, the coxswain was informed that conditions on the harbour bar were becoming very dangerous and that six local fishing boats were still at sea. The life-boat *Mary Ann Hepworth* was launched at 10.30 in a northerly wind of near gale force and a rough sea. The tide was flooding. The life-boat waited at the harbour bar and escorted five of the fishing vessels across the bar. The sixth vessel the *Success* was reported to be riding out the bad weather at her fishing grounds 40 miles north east of Whitby and the life-boat returned to her station at 3.5. During the evening a radio message was passed to the coxswain that the *Success* intended to make for harbour and would arrive about 10 o'clock. The life-boat was launched again at 10.5 and took up a position at the harbour bar. The *Success* arrived at 10.50 and she was escorted safely across the harbour bar. The life-boat returned to her station at 11.15.

**Berwick-Upon-Tweed, Northumberland.** At 1.40 p.m. on Monday, 1st

February, 1965, the coastguard informed the honorary secretary that the Berwick Harbour Commissioners pilot boat went out to bring in the Dutch coaster *Steady*. About a mile out a wave broke off the pilot boat's rudder but leaving it attached by the chains and bumping on the bottom of the boat. The temporary life-boat *Rosa Woodd and Phyllis Lunn* on duty at the station was launched at 2.20 in a moderate north-north-east breeze and smooth sea. The tide was full. When the life-boat reached the casualty the coaster *Steady* had already taken off the pilot and one of the crew, leaving two other crew members on board. The pilot boat was drifting quickly south but the life-boat reached and took her in tow before she reached the broken water inshore. The life-boat towed the pilot boat back to Berwick harbour and returned to her station at 4.20.

### **ALL FUEL LOST**

At 4.25 p.m. on 29th March, 1965, the coastguard informed the honorary secretary that a small fishing vessel six miles south-east of Berwick Pier was flying an oilskin from her mizzen. The life-boat *William and Mary Durham* was launched at 4.45 in a gentle westerly breeze, and a smooth sea. It was three hours before low water. The life-boat reached the fishing vessel and it was found that the supply pipe from the fuel tank had fractured, and all the fuel had been lost. The fishing boat was towed to Berwick and the life-boat returned to her station at 6.30 p.m.

### **COBLES IN DANGER**

**Flamborough, Yorkshire.** At 1.43 p.m. on 13th January, 1965, the coxswain telephoned the honorary secretary that two local fishing cobles were at sea, and as a sudden gale had sprung up from the south-south-east and the weather was deteriorating asked permission to launch the life-boat. At 2 o'clock the life-boat *Friendly Forester* was launched in a very rough sea and heavy rain and proceeded in the direction where the cobles were known to be fishing. The fishing coble *Georgina* was reached and escorted back to safety. The life-boat then proceeded to look for the other coble *Northern Star*.

The gale had increased to force nine and visibility was down to half a mile. At 2.55 the life-boat found the *Northern Star* about four miles north-east of Flamborough Head and escorted her back to the North Landing. The skipper of the *Northern Star* expressed appreciation of the life-boat service and said both he and his crew were pleased to see the *Friendly Forester*. The life-boat returned to her station at 4 p.m.

**Blyth, Northumberland.** At 2.30 p.m. on 13th January, 1965, the coastguard informed the honorary secretary that three cobsles fishing off Coquets were in difficulty owing to a deterioration in weather conditions. The life-boat *Winston Churchill* (Civil Service No. 8) was launched at 2.55 in a near gale from the south-south-east and a very rough sea. It was three hours after high water. After two cobsles had entered the harbour safely the life-boat proceeded out towards the coble *Mary Robinson*. She made contact with her at 3.38 and escorted her back to harbour arriving at 4.15. The life-boat was finally housed at 8 p.m.

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**Tynemouth, Northumberland.** At 3.48 p.m. on 22nd January, 1965, the coastguard informed the honorary secretary that the fishing boat *Progress* had broken down three to four miles north-east of Tynemouth Pier. The motor fishing vessel *Contester* had proceeded towards her and had begun towing the *Progress* towards the Tyne. The life-boat *Tynesider* was launched at 4.10 in a light southerly breeze and a slight sea. It was two hours after low water. The life-boat escorted both vessels to the North Shields fish quay and then returned to her station at 6 p.m.

### PARAVANE TOWED

**Holy Island, Northumberland.** On Tuesday, 9th March, 1965, the coastguard informed the honorary secretary that an unidentified object had been seen one and a half miles north of Megstone and as the life-boat *Gertrude* was to launch for a routine exercise the honorary secretary said that a search would be made. The life-boat launched at 1 p.m. in a light south-easterly breeze and a slight sea. It was half an hour after low water. The life-boat reached the object and it was found to be a minesweeper's paravane which was taken in tow and handed over to naval authorities. The life-boat then returned to her station at 2.30.

**Filey, Yorkshire.** At 11.10 a.m. on 16th March, 1965, the coastguard informed the honorary secretary that a fishing coble, five miles east of Filey buoy, was at sea in worsening weather conditions. The life-boat *The Isa & Penryn Milsted* was launched in a moderate breeze and rough sea. The tide was four hours before high water. The coble *David & Ann* was escorted back to Filey and the life-boat reached her station at 1.15 p.m.

### COBLES ESCORTED

**Amble, Northumberland.** At 12.55 p.m. on 19th March, 1965, the coastguard informed the honorary secretary that two fishing cobsles were due back at the harbour and as there was a rough sea asked if the life-boat would escort the cobsles over the harbour bar. At 1.5 the life-boat *Millie Walton* proceeded on the flood tide

and waited at the harbour bar. There was a light north-easterly breeze and a rough sea. The two cobsles the *Provider* and *New Dawn* of Amble were escorted over the bar and at 1.30 the life-boat returned to her station.

#### DENTAL CARES

**Skegness, Lincolnshire.** At 11 a.m. on 15th January, 1965, the coastguard informed the honorary secretary that a man aboard the Lynwell lightvessel required urgent dental treatment and the use of the life-boat was requested. The life-boat *Charles Fred Grantham* was launched at 12.30 p.m. in a fresh south-westerly breeze and smooth sea. The tide was two hours flood. The life-boat reached the lightvessel and the patient was taken aboard. At 3 o'clock the sick man was landed and the police took him by car to a dentist. The life-boat reached her station at 3 p.m.

#### North Sunderland, Northumberland.

At 11.30 a.m. on 19th March, 1965, the life-boat motor mechanic informed the

honorary secretary that two cobsles from Craster had been unable to enter Craster harbour and were lying off North Sunderland harbour. There was a light north-easterly breeze and a rough sea and at noon the life-boat *Grace Darling* was launched on the flooding tide and escorted the cobsles into the harbour. The life-boat then put to sea on a routine exercise and then stood by until the local boats were safely in the harbour. The life-boat returned to her station at 4.30 p.m.

Other life-boats called out during the first three months of the year were:

**Humber, Yorkshire** - 1st and 18th January, and 25th March.

**Bridlington, Yorkshire** - 3rd January.

**Scarborough, Yorkshire** - 1st January.

**Filey, Yorkshire** - 1st January.

**Runswick, Yorkshire** - 12th February.

**Tynemouth, Northumberland** - 13th February.

**Blyth, Northumberland** - 2nd March.



By courtesy of]

[United Press International

The *Sailfin* being towed by a tug to Lowestoft Harbour

## SOUTH-EAST ENGLAND

### DOCTOR TO LIGHTVESSEL

**Great Yarmouth and Gorleston, Norfolk.** At 1.55 p.m. on 31st January, 1965, the superintendent of Trinity House asked the honorary secretary for the use of the life-boat to take a sick man off of the Corton Lightvessel. At 2.5 the life-boat *Louise Stephens* with a doctor on board was launched in a moderate north-easterly breeze and a moderate sea. It was one hour before low water. The life-boat embarked the patient who when landed was taken to hospital. The life-boat returned to her station at 4.2 p.m.

**Walton and Frinton, Essex.** At 9.18 p.m. on 6th January, 1965, the coastguard informed the honorary secretary that a fishing boat with four men on board was overdue. At 9.45 the life-boat *Edian Courtauld* proceeded to search for the fishing vessel in the Cork Rocks, Languard Point Outer Ridge Buoy area, where the vessel was last reported to be. There was a gentle westerly breeze and a slight sea. The tide was flooding. At 10.18 the life-boat reported that she had run into patchy fog. About a quarter of an hour later the life-boat found the fishing boat, *Maid Marion*, with her engine broken down, took her crew of five on board and the boat in tow. The crew of the fishing boat were given refreshment and the life-boat proceeded towards Felixstowe dock. On passage they met the owner of the *Maid Marion* who was searching in another boat. The rescued crew and the boat were handed over to the owner and the life-boat returned to her station at midnight. The owner of the *Maid Marion* made a donation to the Institution's Funds.

### DOCTOR TO RADIO LONDON

At 6.32 p.m. on 24th February, 1965, the coastguard informed the honorary secretary that the wireless transmitting station Radio London about three miles east-south-east of Walton pier had a sick man on board and that a doctor was required. The life-boat *Edian Courtauld*

was launched at 7.40 with a doctor on board. There was a gentle north-north-easterly breeze and a slight sea, the tide was ebbing. The doctor went aboard the wireless station to attend to the sick man and returned on board the life-boat thirty-five minutes later. The life-boat returned to her station at 8.50 p.m. The doctor donated his fee to the branch funds and a donation was also received from the owner of the wireless station.

### LIFE-BOAT HIT BOTTOM

**Clacton-on-Sea, Essex.** At 11.3 a.m. on 17th January, 1965, the coastguard informed the honorary secretary that a rowing boat, 600 yards off the beach, was in apparent difficulty at Holland Haven. The life-boat *Sir Godfrey Baring* was launched at 11.20 in a west-south-westerly gale, and a very rough sea. It was one hour before high water. The life-boat reached the rowing boat at 11.45 which was then 60 yards from the beach in broken water. The coxswain first tried to rescue the four men on board the rowing boat from seaward of the boat but in doing so the rowing boat nearly capsized and he decided that he must go inside on the leeshore to rescue the men although the life-boat had earlier touched bottom on the lee side. The life-boat was held using her engines close to the rowing boat and the four men were rescued at the first attempt. During the rescue the life-boat hit bottom several times and as the last man was taken aboard two heavy seas hit the life-boat and brought her broadside to the beach but by going astern on both engines she reached deep water. The rowing boat could not be salvaged and sank within five minutes of the rescue. Because of the severe weather conditions the life-boat went to Brightlingsea arriving at 1 p.m. and remained there until the next day.

**Southend-on-Sea, Essex.** At 5.30 a.m. on 21st February, 1965, the coastguard informed the honorary secretary that a 40 foot cabin yacht *Cedefore* near the Mid Barrow Lightvessel needed assistance. At 6.5 the life-boat *Greater London II* (Civil Service No. 30) was launched in a moderate north-east breeze and a moderate sea. The tide was ebbing.

The life-boat found the *Cedefore* moored to the lightvessel with engine trouble and at 8.25 took her in tow and headed for Leigh Ray. The *Cedefore* was secured at Leigh and her crew of four landed at Southend. The life-boat returned to her station at 1.50 p.m.

## DUTCH TRAWLER

**Walmer, Kent.** At 8.44 a.m. on 5th January, 1965, the coastguard informed the honorary secretary that the East Goodwin lightvessel reported an unidentified vessel, apparently aground on the Goodwin Sands, in a position west north west two miles from the lightvessel, and would report again as visibility was improving. After a further message had been received from the lightvessel that the vessel was high and dry, the life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 9.1. There was a moderate westerly breeze and a smooth sea, it was four hours before high water. An air-sea rescue helicopter later identified the vessel as the Dutch trawler *Marian Ellen*. At 10.5 the life-boat arrived but the water was still very shallow, and she manoeuvred alongside the trawler. Two members of the life-boat crew were put aboard the *Marian Ellen* to try and help refloat her. After running out a kedge anchor into deeper water the trawler was refloated at 11.30. The two men returned to the life-boat which then returned to her station at 1.45 p.m.

**Dover, Kent.** At 10.30 p.m. on 16th January, 1965, the police informed the honorary secretary that two men had set out for the Mole in a small dinghy leaving a third man on the beach who was to be picked up after one of the men had been landed on the Mole. As the dinghy did not return the third man had informed the police. At 11.30 the life-boat *Elizabeth Elson* on temporary duty at the station proceeded to search for the dinghy in a south-westerly gale and a rough sea. It was one hour after high water. Nothing was found by the life-boat, but a tug reported that a body had been seen close to the upturned dinghy near the Eastern Arm but it was not possible to recover it because of the rough sea and the life-boat

returned to her station. On reaching the shore the life-boat's motor mechanic found a ladder, lashed it to the Eastern Arm, succeeded in securing the body to a rope and brought it ashore.

**Dover, Kent.** At 1.45 p.m. on 3rd February, 1965, the coastguard informed the honorary secretary that a small local motor boat *Mary Rose* was in difficulty having lost her propeller one mile east-south-east of St. Margarets Bay. The life-boat *Southern Africa* proceeded at 2 o'clock in a light north-westerly breeze and a slight sea. It was two hours after high water. She reached the *Mary Rose* at 2.30 and then towed her into Dover harbour arriving at 4 p.m.

## TEN MEN RESCUED

**Dover and Dungeness, Kent.** At 4.58 a.m. on 29th March, 1965, the coastguard informed the honorary secretary that the Dutch ship, *Katherina Kolkman* was in collision with the British coaster



on

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[Associated Press

The Belgian trawler *Zeemalspit* aground—Yarmouth  
life-boat picked up her crew of five

*Gannet* five miles south of Folkestone, and was believed to be sinking. At 5.18 the Dover life-boat *Southern Africa* proceeded in thick fog and a smooth sea to the position of the *Katherina Kolkman*. The tide was flooding. Visibility was practically nil but the life-boat picked up ten men who were eventually transferred to the *Gannet* which had already four survivors on board. The master of the

*Katherina Kolkman* was badly injured and taken off the *Gannet* by helicopter. One man was still missing, he was believed to have gone down with the sunken vessel, but the life-boat continued to search for him until 10.43 when she returned to her station. The Dungeness life-boat was also called out, and searched for the missing man, eventually returning to her station at 11 o'clock.

### LANDED INJURED MAN

**Southend-on-Sea, Essex.** At 1.2 p.m. on 18th March, 1965, the coastguard informed the honorary secretary that a man on board the dredger *Foremost* that was anchored at No. 5 sea reach buoy had injured his back and was unconscious. At 1.36 the life-boat *Greater London II, Civil Service No. 30*, was launched in a gentle north westerly breeze and a slight sea. The tide was ebbing. The injured man was put onto a stretcher, taken aboard the life-boat and at 2.43 landed at Southend Pier. The life-boat was re-housed at 3.45 and the patient taken to hospital by ambulance.

The Southend-on-Sea life-boat was also called out on 17th January and 7th February.

### YACHT RESCUED

**Ramsgate, Kent.** At 8.45 a.m. on 23rd January, 1965, the coastguard informed the honorary secretary that red flares had been observed approximately half a mile west from Margate Hook Beacon. A helicopter was sent to investigate but after finding the yacht *Starshine II* of Faversham aground with four persons on board the life-boat was asked to stand by. The life-boat *Michael and Lily Davies* was launched at 9.33 in a gentle westerly breeze and a moderate sea. She reached the yacht at 11.35 and placed two members of her crew aboard to secure a line so as to tow the yacht to Ramsgate after she refloated. The *Starshine II* was towed to Ramsgate harbour and the life-boat reached her station at 5.15 p.m.

### ENGINE FAILURE

**Ramsgate, Kent.** At 12.34 a.m. on 20th March, 1965, the East Pier watchman informed the honorary secretary that a small boat, with an outboard motor, was in difficulties because of an engine failure and drifting seawards half a mile from the pier. The life-boat *Michael and Lily Davis* put out at 12.40 in a moderate southeasterly breeze and a slight sea. It was high water. The life-boat found the outboard motor boat *Moss Rose* of Ramsgate with four people on board, one mile east-north-east of Ramsgate. The boat was taken in tow and the life-boat reached her station at 1.20 p.m.

The Ramsgate life-boat was also called out on 19th March.

### TRAWLER PULLED CLEAR

**Lowestoft, Suffolk.** At 10.15 a.m. on 20th February, 1965, the coastguard informed the honorary secretary that the trawler *Sailfin* of North Shields had grounded on Newcombe Sands. The life-boat *Frederick Edward Crick* proceeded at 10.25 in a north-easterly gale and a rough sea. It was two hours before high water. The life-boat reached the *Sailfin* and after four attempts, a tow line was secured to the trawler which had a crew of nine who did not wish to be taken off. The trawler could not be pulled clear of the sands and as it was almost high water, the life-boat stood by to make a further attempt. In the meantime the tug *Richard Lee Barber* arrived but being unable to get a line to the *Sailfin* because of shallow water and rough sea, asked the life-boat to assist in passing a line. This she did and the trawler was pulled clear stern first and towed into the North Roads when the tow line was changed to forward. The skipper of the trawler then reported that his rudder was jammed and the life-boat stood by to assist and to relay messages from the tug to the trawler as the tug did not have radio telephony. On attempting to enter the harbour, the *Sailfin* grounded a second time on a shingle bank alongside the North Pier and six of her crew were taken off by the life-saving apparatus team. It was now one hour to low water and the life-boat and tug stood by in the inner harbour when helped by the tug and a favourable wind and tide, the trawler was safely eased along the shingle bank and round the end of the pier into harbour. The life-boat reached her station at 11.5 p.m.

### TANKER ON FIRE

**Eastbourne and Newhaven, Sussex.** At 8.5 a.m. on 27th March, 1965, the coastguard informed the honorary secretaries at Eastbourne and Newhaven life-boat stations that the Liberian tanker *Otto N. Miller* of Monrovia was on fire and required assistance. The Newhaven life-boat *Kathleen Mary* was launched at 8.20 and the Eastbourne life-boat *Beryl*



*By courtesy of]*

*[Press Association*

**A woman from the Norwegian tanker *Nora* being helped  
ashore from Eastbourne life-boat**





By courtesy of]

[Topic

The *Otto Miller* and the *Nora* after their collision at sea

*Tollemache* five minutes later. There was a moderate south-westerly breeze and a moderate sea. The tide was ebbing. The position of the *Otto N. Miller* had been given as ten miles south of Beachy Head, and it was later learnt that the tanker had been in collision with the Norwegian tanker *Nora* of Bergen. At about 10 o'clock a message was received from the coastguard that the crew of the *Nora*, with the exception of her captain, had been taken on board the British motor vessel *Vives*, but that one man was missing and that the fire on board the Liberian tanker was under control.

Both life-boats with the help of a helicopter from R.A.F. station Manston carried out a search for the missing man but all that could be found was a life-jacket. The tanker *Nora* was also on fire and the *Vives* went alongside and at her master's request transferred her crew back on board. A tug was assisting the Liberian tanker and a tug was requested

for the *Nora*. After a further search for the missing man, the Eastbourne life-boat brought ashore thirty-three survivors from the *Nora*, including two women—at the request of her Captain—and reached her station at 3.30 p.m. The Newhaven lifeboat stood by the *Nora* while the tug *Meeching* fought the fire on board her and when the master decided that the fire and towage was under control she left for her station with one of the *Nora's* crew on board, arriving at 5.30. p.m.

#### DIVERTED ON PASSAGE

**Life-boat O.N. 44-001.** At 1 p.m. on 14th February, 1965, the life-boat O.N. 44-001 received whilst on passage between Littlehampton and Cowes a radio message from the coaster *Chartsman* that she had recovered a capsized sailing dinghy two miles north of Ryde Pier. The life-boat altered course to search for survivors of the capsized dinghy and

arrived at the initial position at 1.25. A body was recovered at 2.10 and although life appeared to be extinct artificial respiration was immediately applied without success. The body was handed over to the Portsmouth Police at 3.15 p.m. and the life-boat then continued on her passage to Cowes.

#### SEARCH FOR AIRCRAFT

**Shoreham Harbour, Sussex.** At 5.25 p.m. on 5th January, 1965, the coastguard informed the honorary secretary that an aircraft with two occupants was overdue at Shoreham Airport. The life-boat *Dorothy and Philip Constant* was launched at 6.35 in a light west-north-westerly breeze and a slight sea. It was low water. In conjunction with a helicopter and a Shackleton aircraft the life-boat searched an area between Brighton and Worthing and ten miles out from the shore. After searching for nearly four and a half hours the life-boat was recalled and returned to her station at 11 o'clock.

The Shoreham life-boat was also called out on 28th January and 9th March.

#### ENGINE FAILURE

**Selsey, Sussex.** At 1.15 p.m. on 11th January, 1965, the coastguard informed the honorary secretary that the German motor vessel *Atlantis* then two miles south-west of Littlehampton had broken down with engine trouble and required assistance. The life-boat *Canadian Pacific* was launched at 1.29 in a moderate south-westerly breeze and moderate sea with a flooding tide and came up with the *Atlantis* at 2.30. The broken engine part was put on board the life-boat and taken to Littlehampton for repair. At 4.45 the repair was completed and the life-boat returned to the motor vessel and stood by her until the *Atlantis* was under way. She then returned to her station arriving at 7.2 p.m. and was re-housed at noon on the 12th January, 1965.

At 2.55 p.m. on 26th January, 1965, the coastguard informed the honorary secretary that an unknown vessel was seen apparently broken down off Bognor Regis. The life-boat *Canadian Pacific* was launched at 3.25 in a moderate north-easterly breeze. It was three hours

before high water. She arrived alongside the motor fishing vessel *Jane* at 4.5 which was under way but with her steering damaged by rocks. The life-boat towed her into Littlehampton arriving at 5.27 and returned to her station at 7.35 p.m.

#### DOCTOR TO LIGHTVESSEL

At 4.55 p.m. on 7th March, 1965, the coastguard informed the honorary secretary that there was a sick man on board the Owers lightvessel and a request was made for the use of the life-boat to take out a doctor. At 5.15 the life-boat *Canadian Pacific* was launched with a doctor on board in light airs and a corresponding sea. The tide was ebbing. The sick man was taken aboard the life-boat and landed at Selsey where an ambulance conveyed him to hospital. The life-boat returned to her station at 7.35.

The Selsey life-boat was also called out on 2nd January.

**Yarmouth, Isle of Wight.** At 10.26 p.m. on 19th February, 1965, the coastguard informed the honorary secretary that the Belgian fishing vessel *Zeemansblik* was aground two miles west by north of St. Catherine's Point. The life-boat *The Earl and Countess Howe* was launched at 10.43 in a moderate east-north-east breeze and smooth sea. The tide was flooding. The life-boat received a message that the crew of five of the *Zeemansblik* had been taken off by a boat from the coastal tanker *Esso Jersey*. The life-boat went alongside the *Esso Jersey* and took off the five survivors. The life-boat then returned to her station arriving at 2.15 a.m. and the five men were provided with clothing and accommodation by the Shipwrecked Mariners Society.

#### HELICOPTER AIDS RESCUE

At 9.30 a.m. on 12th February, 1965, the coastguard informed the honorary secretary that the motor vessel *City of Waterford* of Dublin, six miles south-west of St. Catherine's Point, was on fire and that the crew of nineteen were taking to the boats. The life-boat *The Earl and Countess Howe* proceeded at 9.43 and a doctor was embarked en route at Totland

**Pier.** There was a moderate south-westerly breeze and a smooth sea. It was low water. The life-boat was informed by radio that two ships in the vicinity of the *City of Waterford* would pick up the crew. A further message was received that the German ship *Jacob Becker* had picked up three of the crew who were suffering from extensive burns. Two of these men were taken off by helicopter and the *Jacob Becker* then steamed towards the life-boat which drew alongside and put the doctor and the motor mechanic aboard to render first aid. The injured man was transferred to the life-boat and conveyed to Yarmouth where an ambulance was waiting to take him to hospital. The *City of Waterford* was taken in tow by the frigate H.M.S. *Lizard* and a naval fire fighting vessel dealt with the fire. The life-boat returned to her station at 1.15 p.m.

Other life-boats called out in the South Eastern district during the first three months of the year were:

**Clacton-on-Sea, Essex** – 16th and 29th January.

**Margate, Kent** – 19th January, 7th February and 11th March.

**Dungeness, Kent** – 28th February.

**Newhaven, Sussex** – 11th February.

**Sheringham, Norfolk** – 25th March.

**Bembridge, Isle of Wight** – 14th February.

## CHANNEL ISLES

### SERVICE TO SARK

**St. Peter Port, Guernsey.** At 10.30 a.m. on 30th January, 1965, the St. John Ambulance brigade informed the honorary secretary that a sick person on Sark needed to be transported to Guernsey and requested the services of the life-boat. At 1.45 p.m. the life-boat *Euphrosyne Kendal* proceeded to Sark with three members of the St. John Ambulance Brigade on board. There was an east-north-easterly gale and a rough sea, the tide was flooding. At 3.15 the life-boat reached Sark, the patient was embarked and some twelve minutes later the life-boat was returning to Guernsey. The patient was landed at 4.30 and the life-boat returned to her station at 5 p.m.

## SOUTH-WEST ENGLAND

### SICK MEN LANDED

**Penlee, Cornwall.** At midday on 1st January, 1965, the honorary secretary was informed that a sick man needed to be landed from the motor vessel *American Shipper*, at approx. 3 p.m. The life-boat *Solomon Browne* launched at 2.50 proceeded to Newlyn to pick up a doctor and ambulance crew in a moderate west north westerly wind and a moderate sea. It was one hour and a half before high water. The life-boat arrived alongside the motor vessel at 3.55 and the sick man was transferred to her. The life-boat then returned to Newlyn, arriving at 5 o'clock and was re-housed at 2 p.m. the next day.

At 11 p.m. on 3rd January, 1965, a message was received by the honorary secretary that a sick man needed to be landed from the German motor vessel *Clipper* at approx. 4.15 a.m. The life-boat *Solomon Browne* launched at 3.10 proceeded to Newlyn in a gentle north easterly breeze and a slight sea where she picked up the doctor and ambulance crew at 3.30. The sick man was taken off the motor vessel at 4.25 six miles south of Penzance and the life-boat returned and reached Newlyn at 5.10. The life-boat was moored at Newlyn until she was re-housed at 2.30 p.m.

### MAN OFF CLIFFS

At 9.50 a.m. on 22nd January, 1965, the coastguard informed the coxswain that a man had been washed off the cliffs at Lands End. The life-boat *Solomon Browne* was launched at 10.6 in a strong west-north-westerly breeze and a very rough sea. The tide was ebbing. The life-boat arrived off Lands End at 11.10 and carried out a search with the co-operation of two helicopters. Owing to the very bad weather conditions there was little hope of success and at 1.20 the life-boat arrived at Newlyn to wait for suitable weather conditions to re-house. The life-boat returned to her station at 10.30 on the following day.

## INJURED SEAMAN

**St. Ives, Cornwall.** At 8.15 a.m. on 20th January, 1965, the honorary secretary received a request from a doctor in St. Ives for the use of the St. Ives life-boat to take an injured seaman, with suspected fractured ribs, from the Belgian trawler *Jacqueline* and land him at St. Ives for transportation to Penzance hospital. He immediately informed the coxswain who fired the maroons, mustered the crew, and the life-boat *George Elmy*, on temporary duty at the station, launched at 8.35 with the doctor on board. After the seaman had been examined by the doctor he was taken on board the life-boat, firmly strapped to a stretcher, and conveyed to West Pier where an ambulance took him to Penzance hospital, arriving at 9.9 a.m.

At 10.57 a.m. on 15th March, 1965, the coastguard informed the honorary secretary that a Belgian trawler *De Ruyter* of Zeebrugge was in need of assistance in St. Ives Bay. The life-boat *Edgar, George, Orlando, and Eva Child* was launched at 11.14 in a strong southerly breeze and rough sea. It was half an hour after low water. At 11.30 the life-boat met the trawler and embarked one of the crew who was suffering from head pains. The life-boat proceeded to St. Ives and landed the man for medical attention and at 1 p.m. the life-boat returned the man to the trawler. She then returned to her station arriving at 1.45.

## KEEPER UNCONSCIOUS

**St. Marys, Scilly Isles.** At 8.45 p.m. on 9th March, 1965, the honorary secretary was informed by Lands End radio that a keeper on Round Island Lighthouse had been found unconscious. The honorary secretary contacted the lighthouse and at 11 o'clock the life-boat *Guy and Clare Hunter* was launched in a strong south-easterly breeze and a moderate sea. The tide was ebbing. The patient was transferred to the life-boat on a stretcher and landed at St. Marys, where an ambulance conveyed him to hospital. The life-boat returned to her station at 2.10 a.m. on the following morning. The man died later in hospital.

The St. Marys life-boat was also called out on 14th February.

## INJURED MAN ON ISLAND

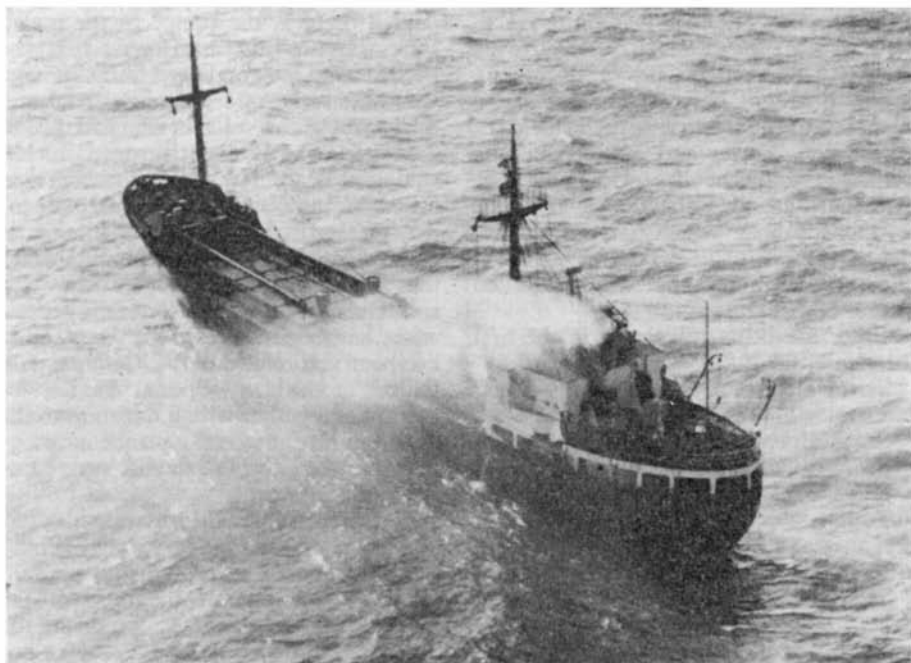
**Poole, Dorset.** At 3.16 a.m. on 29th January, 1965 the police informed the honorary secretary that the Warden of Brownsea Island had informed them that a man with head injuries and practically unconscious had landed on the island. When the man recovered he said that his motor cruiser *Hazelwood II* was on fire at the western end of the island with his wife and dog on board or on a raft. The life-boat *Bassett Green* proceeded to search the area at 3.40 in a fresh east-north-easterly breeze and a rough sea. The tide was flooding. The life-boat in conjunction with several other boats searched a wide area and at 5.55 a helicopter was called out. The woman and dog were not found and the life-boat returned to her moorings at 8.53.

## BOYS RESCUED

**Exmouth, South Devon.** At 9.30 a.m. on 21st March, 1965, the police at Dawlish informed the honorary secretary that three boys had been cut off by the tide at the Parson & Clark rocks near Dawlish. The life-boat *Michael Stephens* slipped her moorings at 9.55, there were light airs from the south-east and a smooth sea. As it was high water the life-boat was able to proceed across the Pole Sands and, on arriving at the position, saw the last of the boys being hauled up the cliff by the Dawlish Fire Service. Three men had swam some eighty yards to comfort the three boys and help in their rescue. The boarding boat manned by three of the life-boat's crew went in and the three men were brought back to the life-boat. The men who were extremely cold were given hot refreshments and landed at Exmouth where they were taken home by car. The life-boat reached her station at 11.30. The action of the three men has been referred to the Royal Humane Society.

## DOCTOR TO TRAWLER

**Padstow, Cornwall.** At 12.35 a.m. on 3rd March, 1965, the honorary secretary was asked by Ilfracombe radio station to take a doctor out to the Belgian trawler



By courtesy of ]

The Irish steamer *City of Waterford* which the  
Yarmouth life-boat went to aid

[Press Association



By courtesy of ]

The Danish motor vessel *Northwind* which the Torbay  
life-boat stood by

[Western Morning News

*Sanantonias* to attend to two injured men. At 1.20 a.m. the life-boat *Joseph Hiram Chadwick* proceeded with a doctor on board in a light northerly breeze and a slight sea to the trawler. The doctor went aboard the trawler and after examining the men found that there was no need to take them ashore. The doctor returned to the life-boat which arrived at her station at 3.00.

The Padstow life-boat was also called out on 18th February.

Other life-boats called out in the first three months of the year were:

**St. Peter Port, Guernsey**—17th January.

**St. Helier, Jersey**—17th January.

**Fowey, Cornwall**—28th January.

**Rhyl, Flintshire**—28th January.

**Tenby, Pembrokeshire**—31st January, 23rd and 27th February.

**Minehead, Somerset**—12th January.

**St. David's, Pembrokeshire**—23rd February.

**Angle, Pembrokeshire**—19th March.

**Torbay, South Devon**—28th March.

## WALES

### SOLDIERS RESCUED

**Tenby, Pembrokeshire.** At 2.23 a.m. on 19th March, 1965, the coastguard informed the honorary secretary that two soldiers were missing from a canoe east of St. Govans Head and at 2.38 the Tenby life-boat *Henry Comber Brown* was launched. There was a gentle west-north-westerly breeze and a moderate sea. It was one hour after low water. The honorary secretary then drove to Merrion Camp with a coastguards-man where they met the major commanding the 22nd Special Air Service Regiment who were in training at the camp. The Troops had been taking part in a night exercise going around St. Govan's Head in two-man canoes when, being unable to make a landing, they decided to return against the tide. At about 10 p.m. one of the canoes had overturned and three further canoes had then closed with it and all four had formed a raft in what were now heavy seas. A helicopter from the Royal Naval Air Service at Culdrose which had been taking part in the exercise lifted two soldiers in very difficult conditions and

landed them at the camp. In the meantime the life-boat had arrived at the position and took on board four survivors who were suffering from minor shock and the bodies of two soldiers who had died of exposure. The life-boat returned to her station at 9.30. The Angle life-boat was called out but was recalled. The commander of the Royal Naval Air Station at Culdrose has referred to the authorities the action of the helicopter crew for special recognition and a letter of appreciation has been received by the Tenby life-boat station from the Commanding Officer of the 22nd Special Air Service Regiment together with a donation to the Institution's funds and a plaque in recognition of the efforts of the life-boat crew.

**The Mumbles, Glamorganshire.** At 10.15 a.m. on 23rd January, 1965, Trinity House, Swansea, informed the honorary secretary that one of the crew of the Helwick lightvessel was sick and as the Trinity House vessel *Alert* was not available the use of the life-boat was requested. At 11 o'clock the life-boat *William Gammon-Manchester and District XXX* was launched with a doctor on board in a fresh south westerly breeze and a smooth sea. The tide was ebbing. The life-boat drew alongside the Helwick lightvessel at 12.50 p.m. and the doctor went aboard. Half an hour later the life-boat left with patient on board and she reached her station at 4 o'clock when the sick man was landed.

### LIGHTVESSEL MASTER ILL

At 12.45 p.m. on 6th February, 1965, the Superintendent of Trinity House informed the honorary secretary that the Master of Scarweather lightvessel was sick and asked for the life-boat to take a doctor out to him. At 1.46 the life-boat *William Gammon - Manchester and District XXX* was launched with the honorary medical adviser on board. The life-boat reached the lightvessel and the doctor went aboard. The master of the lightvessel was transferred to the life-boat and the doctor returned on board. At 4.15 p.m. the patient was landed on the life-boat slip and conveyed by stretcher to a waiting car and taken to his home.

### TOW ROPE PARTED

**Angle, Pembrokeshire.** At 11.20 p.m. on 9th January, 1965, the coastguard informed the honorary secretary that a Belgian trawler was towing another Belgian trawler whose engine had broken down off St. Annes Head. The tow rope had parted and the assistance of the life-boat was required. The life-boat *Richard Vernon and Mary Garforth of Leeds* was launched at 11.59 in a west-north-westerly wind of near gale force and a rough sea. It was two hours after high water. The life-boat reached the position and the Coxswain found that the tow rope had been re-connected between the two trawlers and the life-boat escorted them until they were off the Milford Docks and then returned to her station at 3 a.m. on the 10th January.

### AMPHIBIOUS CRAFT SANK

**Moelfre, Anglesey.** At 3.30 p.m. on 18th February, 1965, the coastguard informed the coxswain that an amphibious craft with five men on board, employed to make improvements to a sewage pipe for the local authorities, had sunk suddenly. Three men had reached the shore but two other men were missing. At 4.20 the life-boat *Watkin Williams* was launched in calm air and a smooth sea, to search for the missing men. It was two hours before low water. The bodies of the missing men were recovered at 5.40 and the life-boat returned to her station at 6.05. Three survivors were taken to hospital by helicopter.

### AIRCRAFT CRASHED

**St. Davids and Tenby, Pembrokeshire.** At 4.15 p.m. on 23rd February, 1965, the coastguard informed the honorary secretary at St. Davids that an aircraft on a training flight from the Royal Naval Air Station at Brawdy with a crew of two had crashed three miles south south west of Brawdy. The life-boat *Joseph Soar (Civil Service No. 34)* was launched at 4.36 in a light northerly breeze and a calm sea. The tide was ebbing. The life-boat established contact on the very high frequency radio with a helicopter which directed the life-boat to the scene of the crash where oil was seen

on the sea. A second helicopter which had been operating with a diver returned to base shortly before the life-boat arrived in the area. A flare was dropped by the first helicopter and her crew asked the Coxswain to carry out a search for possible survivors. At 5.40 the life-boat echosounder showed an object on the sea bed about 100 yards from the flare dropped by the helicopter. A lead line with a life-jacket attached was dropped over the position and a grapnel was dragged across the area without success. The tug *Empire Netta* arrived from Milford at eight o'clock and she dropped a Dan buoy. The life-boat left the area at 8.20 after recovering the lead line and life-jacket and reached her station at 9.20. In the meantime the Tenby honorary secretary had been informed at 7.55 that flares had been reported six to seven miles north east of St. Govans lightvessel. Some delay had been experienced by the lightvessel in passing this message because of interference on the radio frequencies. The life-boat *Henry Comber Brown* was launched at 8.14 and the radar station at the Manorbier School of Artillery reported seeing an object which was thought to be the casualty. However the object disappeared from the radar screen during the unsuccessful search and in view of the loss of the aircraft from the Royal Naval Air Station at Brawdy the life-boat continued searching. This was called off at 11.15 and the life-boat reached her station at 1.30 a.m. on the 24th February.

**Moelfre, Anglesey.** At 2.30 p.m. on 3rd March, 1965, the coastguard informed the honorary secretary that a young man on board the German motor vessel *Rolfe* one mile and three quarters north of Moelfre was believed to be suffering from appendicitis and needed to be taken ashore. As a helicopter was already on its way to the *Rolfe* it was decided not to launch the life-boat immediately. There was a east-south-easterly gale and driving snow. The pilot of the helicopter reported that he could not locate the ship and at 3.20 the life-boat *Watkin Williams* was launched with a doctor on board in a very rough sea. The tide was ebbing. While on her way to the position of the German vessel the

life-boat was informed by radio that the helicopter had found the *Rolfe*, picked up the patient and was taking him to hospital. Owing to the severe weather conditions the life-boat had to be moored alongside the pier pontoon at Menai Bridge and was not rehoused until the 6th March.

#### **WOMAN PASSENGER ILL**

**Fishguard, Pembrokeshire.** At 4 p.m. on 3rd March, 1965, the harbour master informed the honorary secretary that a passenger on board the motor vessel *Monte Aracus* of Bilbao was sick and needed medical attention. At 4.35 the life-boat *Howard Marryat* was launched on the flooding tide. There was a gale blowing from the south east and a rough sea. The life-boat embarked the patient, a woman, and landed her at the life-boat-house at 6.30 where an ambulance took her to hospital.

#### **ISLE OF MAN**

##### **RADIO CAROLINE CALL**

**Ramsey, Isle of Man.** At 11.25 a.m. on 27th January, 1965, the coastguard informed the honorary secretary that one of the personnel of Radio Caroline, a wireless transmitting station in Ramsey Bay, was suffering from excessive bleeding of the mouth due to dental treatment. No other boat being available, the life-boat *Thomas Corbett* was launched at 12.20 p.m. There was a strong east-north-easterly breeze and a rough sea and it was two hours before low water. The life-boat reached Radio Caroline at 1.39 and the sick man was taken aboard. The life-boat landed the sick man and then returned to her station at 3.35 p.m.

#### **NORTH-WEST ENGLAND**

##### **SPEED BOAT TOWED IN**

**New Brighton, Cheshire.** At 6.10 p.m. on 12th March, 1965, the honorary secretary was informed that a speed boat in the River Mersey was in difficulties and needed assistance. The life-boat, *Norman B. Corlett* was launched at 6.18 in a light south-easterly breeze and a smooth sea.

It was low water. At 6.40 the speed boat with her engine broken down and two people on board, was taken in tow and brought back to New Brighton, and the life-boat returned to her station at 6.55.

#### **SCOTLAND**

**Stornoway, Outer Hebrides.** At 8.30 p.m. on 29th January, 1965, the coxswain informed the honorary secretary that the M.F.V. *Moirra Herd* was aground at Red Beacon, Holm Head. The life-boat *James and Margaret Boyd* proceeded to the casualty at 9.10 in a gentle easterly breeze and slight sea. It was three hours after high water. At 9.30 the life-boat arrived at the stranded vessel which was progressively listing to starboard with the falling tide. The crew of the *Moirra Herd* were taken aboard the life-boat for safety and the life-boat then stood by to await the flood tide in the small hours of the morning. The *Moirra Herd* began to come upright at half flood about 2 a.m. and at their own request the crew were put back on board. The life-boat towed the stranded vessel off the rock at 3.20 and escorted her back into Stornoway Harbour where they arrived at 3.50. The life-boat returned to her moorings at 4.30 a.m.

##### **TRAWLER DRIFTING**

At 6.17 a.m. on 3rd March, 1965, the coastguard informed the honorary secretary that the Aberdeen trawler *Ben Arthur* was dragging her anchor and drifting on to the shore at Goat Islands in Stornoway Harbour, and that her engines were broken down. At 6.40 the life-boat *The Rankin* on temporary duty at the station, was launched in a very rough sea. There was a storm blowing from the south west, and the tide was ebbing. The trawler *Marwood* also of Aberdeen, which was standing by, was passed a towline twice but it parted on both occasions. The skipper asked the life-boat to take the towline and after several attempts the life-boat secured a line from the stern of the *Ben Arthur* and held her to windward whilst her anchor was being weighed. The life-boat towed the *Ben Arthur* to Esplanade Quay, where she was safely



moored. The life-boat returned to her station at 9.50 a.m.

The Stornoway life-boat was also called out on 19th January and 25th March.

#### UNIDENTIFIED OBJECT

**Barra Island, Outer Hebrides.** At 12.30 a.m. on 3rd February 1965, the coastguard informed the honorary secretary that the trawler *Star of Freedom* of Fleetwood had struck an unidentified object fifteen miles east-south-east of Barra Head. There was a light northerly breeze, a slight sea and the tide was ebbing. The life-boat *R.A. Colby Cubbin No. 3* was launched at one o'clock and proceeded towards the vessel reaching her at 1.30. The *Star of Freedom* was escorted by the life-boat and beached so that repairs could be carried out and the life-boat returned to her station at 2 a.m. when she was re-housed.

#### COASTER ON ROCKS

At 7.32 p.m. on the 16th February, 1965 the coastguard informed the honorary secretary that the coaster *Glencoy* had gone ashore and needed assistance. The life-boat *R.A. Colby Cubbin No. 3* was launched at 8.5 in a light variable wind and a rough sea. The tide was ebbing. The life-boat reached the coaster at 9.20 when her crew were taken aboard to await high water. She then assisted to tow her off the rocks, and returned to her moorings at 9.20 a.m. on the 17th February. A gift was made to the life-boat crew by the owners of the coaster, and the life-boat crew donated part of this gift to the branch funds.

**Stronsay, Orkneys.** At 10.40 a.m. on 8th January, 1965, the coastguard informed the honorary secretary that the Danish gunboat *Vaedderen* had a seriously sick man, the skipper of Grimsby trawler *Northern Chief*, on board and was proceeding to Stronsay. It was agreed that the life-boat would intercept the gunboat off Auskerry lighthouse and stand by whilst the sick man was lifted off by helicopter. There was a near gale from the south-west and a rough sea. The tide was flooding. The life-boat *The John Gellatly Hyndman* proceeded at 11.10 with the motor mechanic in command

and came up with the *Vaedderen* at 11.55 when they awaited the arrival of a helicopter from Lossiemouth. The helicopter lifted the sick man after two attempts and conveyed him to Kirkwall where an air ambulance was waiting to convey the patient to Renfrew. The life-boat returned to her station arriving at 1.50 p.m.

#### PATIENT TO HOSPITAL

At 11.40 a.m. on 27th January, 1965, a surgeon at Kirkwall hospital asked the honorary secretary if a life-boat could take an emergency patient from the Island of Eday to the hospital. The life-boat *The John Gellatly Hyndman* was launched in a gentle easterly breeze and slight sea at 12.5 p.m. It was one hour before low water. She arrived at the island at 12.55 when the patient was embarked arriving at Kirkwall at 2.40. The life-boat reached her station at 6.15 p.m.

At 5.10 p.m. on 9th February, 1965, a doctor informed the honorary secretary that a patient on the Isle of Eday required hospital treatment and no other boat being available requested the use of the life-boat. At 5.30 the life-boat *The John Gellatly Hyndman* proceeded to Eday to pick up the patient and a nurse. There was a strong north-westerly breeze and a rough sea. The tide was ebbing. The sick man and nurse were landed at Kirkwall at 8 o'clock and the life-boat awaited the return of the nurse who was to be conveyed back to Eday. The life-boat eventually returned to her station at 11.40 p.m.

#### SURVIVORS ON RAFT

**Stromness, Orkneys.** At 5 p.m. on 25th January, 1965, the coastguard informed the honorary secretary that they had received a Mayday from the trawler *Kingston Turquoise* of Hull approximate position fourteen miles north-north-west from Hoy Head. The life-boat *Archibald and Alexander M. Paterson* was launched at 5.20 in light airs and a smooth sea. The tide was ebbing. The life-boat proceeded to the distressed trawler and was informed by radio that a Shackleton aircraft was due in the vicinity of the casualty at 6.50. The life-boat

made radio contact with the aircraft which with the use of flares had sighted two rafts with survivors on board. The aircraft had dropped marker flares for the guidance of the life-boat and she reached the rafts at 7.48 by which time a strong breeze had sprung up from the north-east. The sea was choppy. Nineteen men were picked up by the life-boat and one man was reported missing. As the survivors were wet and cold the life-boat returned to Stromness leaving the fishing cruiser *Norna* to search for the missing man. The life-boat returned to her station at 10.56 p.m.

**Wick, Caithness-shire.** At 2.30 p.m. on 2nd January, 1965, the coastguard informed the coxswain that the trawler *Northern Queen* of Grimsby had engine failure about thirty eight miles east-north-east of Wick, and that her engineer had a badly injured leg. There was a strong north-easterly breeze with a rough sea. The tide was ebbing. The life-boat *City of Edinburgh* launched at 2.45 with a doctor on board and came up with the trawler whose engine had been repaired, eighteen miles off Wick. The doctor was transferred and with the trawler following the life-boat returned to the shelter of Wick where the injured man and doctor were taken on board and landed at the harbour. The life-boat returned to her station arriving at 8.15 p.m.

#### ANCHOR DRAGGING

**Aith, Shetlands.** At 12.30 p.m. on 19th February, 1965, the honorary secretary received information from North Muckle Roe that a motor fishing vessel appeared to be in difficulties in a dangerous position west of Lothian Ness, north west of Muckle Roe. The life-boat *John and Frances Macfarlane* proceeded to the casualty at 12.50 and reached her about an hour later. There was a strong northerly breeze and a moderate sea. The tide was ebbing. The propellor of the casualty the motor fishing vessel *Dorothy George* of Lerwick was foul and although she had an anchor out she was dragging towards the rocks with the inshore wind. A line was passed to the trawler and the

life-boat towed her into Roesound where she could be safely beached and with the receding tide the obstruction around the propellor could be cleared. The life-boat returned to her station at 4.10 p.m.

**Lerwick, Shetlands.** At 12.14 p.m. on 13th February, 1965, the coastguard informed the honorary secretary that a man aboard an open motor boat situated at Ness of Sound was trying to attract attention. The life-boat *Claude Cecil Staniforth* was launched at 12.29 in a very strong northerly gale and a very rough sea. It was three and a half hours after high water. The motor boat *Silver Spray* was reached at 12.53 when a member of the life-boat crew was placed on board to help the owner. She was then towed by the life-boat at reduced speed back to harbour which was reached at 1.35

**Peterhead, Aberdeenshire.** At 4.15 a.m. on 2nd February, 1965, the coastguard informed the honorary secretary that a man was severely injured on board motor fishing vessel *Fertile Vale* which was 15 miles east by south of Peterhead. There was a light southerly breeze a slight sea and it was three hours after high water. The life-boat *Julia Park Barry of Glasgow* was launched at 4.45 with a doctor aboard and on reaching the motor boat found that the man had died. The life-boat returned to her station at 8.30 and was re-housed at 2.30 p.m.

#### FISHING VESSEL ESCORTED

**Aberdeen.** At 3.42 p.m. on 13th January, 1965, the coastguard informed the honorary secretary that a fishing vessel, close inshore off Belhelvie coastguard look-out, appeared to be broken down. As there was a strong south-east breeze which would soon drive the vessel onshore it was decided to launch the life-boat. At four o'clock the life-boat *Ramsey-Dyce* proceeded in a rough sea. It was low water. The life-boat met the fishing vessel *Jubilee* of Aberdeen and escorted her back to port. The Skipper said that the fuel pipe had choked but their engineer had managed to clear it. The life-boat reached her station at 5.45.

**Dunbar, East Lothian.** At 9.53 a.m.

on 10th January, 1965, the police informed the honorary secretary that a yawl approximately half a mile off North Berwick Point had capsized and seemed to have disappeared. At 10.8 the life-boat *Margaret* proceeded to investigate in a fresh southerly wind and a choppy sea. The tide was ebbing. In conjunction with a helicopter from Leuchars the life-boat searched the area. Only a lifebuoy and the yawl's tiller were found and after three hours the life-boat was recalled and returned to Dunbar at 1.30. There had been one man on board the yawl which had been caught abeam by a heavy sea when returning to harbour.

### FLASHING LIGHT

**Longhope, Orkney.** At 3.30 a.m. on 15th March, 1965, the coastguard informed the honorary secretary that a quick flashing light that appeared to be travelling westwards had been observed half a mile off Cantick Head lighthouse. The life-boat *T.G.B.* was launched at 4 o'clock in a light southerly breeze and a slight sea. It was low water. The life-boat reached the flashing light, which was mounted on an orange coloured plastic buoy. The life-boat took the buoy, which had no marking on it, in tow and arrived at her station at 5.40. The buoy had been used by a Naval recovery vessel to mark the position of a crashed helicopter, but it had broken adrift during a heavy gale.

### MASTER SERIOUSLY ILL

**Eyemouth, Berwickshire.** At 10.50 a.m. on 19th March, 1965, the honorary secretary was informed that the master of the motor fishing vessel *Sea Scout* was seriously ill and the *Sea Scout* was lying just outside Eyemouth bay and was unable to enter the harbour owing to the state of the tide. At 11 o'clock the life-boat *Swn-y-Mor* (Civil Service No. 6) proceeded to the fishing vessel embarked the sick man and landed him at Eyemouth at 12.10. The life-boat returned to her moorings at 12.15 p.m.

### LANGUAGE DIFFICULTIES

**Islay, Inner Hebrides.** At about 1 a.m. on 24th March, 1965, the coastguard informed the honorary secretary that the Spanish motor fishing vessel *Redondela* of

Vigo was aground on Rhuda-na-Leacon three miles south of Carraig Fhada Light. The life-boat *Francis W. Wotherspoon of Paisley* was launched in a moderate south easterly breeze and a corresponding sea. It was two hours before low water. The life-boat reached the *Redondela*, which was aground amidships, but on an even keel, and although language difficulties were experienced, the coxswain understood that no leakage could be observed. The life-boat stood by until the flood tide when the *Redondela* was eventually re-floated with the help of the life-boat and the life-boat returned to her station at 11.10.

The Islay life-boat was also called out on 28th January and 16th March.

**Campbeltown, Argyllshire.** At 8.15 p.m. on 26th March, 1965, the coastguard informed the honorary secretary that a rowing boat about one mile north of Pirn-mill with two men on board appeared to be drifting towards Loch Ranza. At 8.35 the life-boat *City of Glasgow II* proceeded on the ebbing tide to the position of the rowing boat. There was a light southeasterly breeze and a slight sea, visibility was poor. When the life-boat reached the given position nothing was found and a flare was fired, four fishing vessels joined in the search, and H.M.S. *Lynx* which was in the vicinity established radio contact with the life-boat and the vessels made sweeps of the area. The *Lynx* had heard shouts, and asked the life-boat to close in and investigate with her. The rowing boat was located and the occupants taken aboard the life-boat and landed at Loch Ranza. The life-boat returned to her moorings at 4.45 a.m. on the following morning.

Other life-boats called out during the first three months of the year were:

**Barra Island, Outer Hebrides** – 3rd January.

**Fraserburgh, Aberdeenshire** – 14th January and 8th February.

**Stronsay, Orkneys** – 19th January and 1st March.

**Stromness, Orkneys** – 22nd January, 6th February and 15th March.

**Aith, Shetlands** – 6th March.

**Broughty Ferry, Angus** – 13th March.



By courtesy of]

[Les Goodge

Peel life-boat with the harbour in the background

## IRELAND

**Kilmore, Co. Wexford.** At 10 a.m. on 26th January, 1965, the Irish Lights Office asked the honorary secretary for the use of the life-boat to convey a sick man from the Coningbeg Lightvessel to the mainland. The life-boat *Ann Isabella Pyemont* was launched at 10.30 in a gentle easterly breeze and a slight sea. The tide was flooding. The patient was taken off the lightvessel and landed at 1.15 p.m. The life-boat returned to her station at 1.30.

### SICK MAN

At 12.20 p.m. on 11th February, 1965, the honorary secretary was informed that a sick man on the Coningbeg Lightvessel needed to be taken ashore. No other suitable boat being available the life-boat *Ann Isabella Pyemont* proceeded to the lightvessel in a light westerly breeze and a smooth sea. It was high water. The sick man was taken aboard and landed at Kilmore Quay at 3.35. The life-boat returned to her station at 3.40.

## INJURED ON TRAWLER

**Dunmore East, Co. Waterford.** At 6.55 p.m. on 19th January, 1965, Waterford Harbour Commissioners were informed by Land's End radio station that there was a badly injured man with a cut artery on board the French trawler *Drakkar* which was fishing south of Hook Tower, Co. Wexford. The trawler was proceeding to Waterford Harbour and was asking for immediate medical assistance. As no other suitable boat was available it was decided to send the life-boat *Annie Blanche Smith* and she proceeded at 7.15 with the honorary medical adviser on board in a south westerly wind of storm force, and a very rough sea. It was high water. The life-boat came up with the trawler two miles east-south-east of Dunmore East and put the doctor aboard. The trawler then followed the life-boat to the shelter of the harbour where the doctor and injured man were transferred. The life-boat returned to her station at 9.20 and the man was taken to hospital.

## APPENDICITIS

**Galway Bay.** At 6.0 p.m. on 3rd January, 1965, the local doctor informed the honorary secretary that he had a patient with appendicitis requiring hospital treatment and had failed to obtain a boat for the journey to the mainland. He requested the use of the life-boat and at 6.30 the life-boat *John R. Webb*, on temporary duty at the station, with the patient on board, proceeded one hour after high water in a light north-easterly wind to Rossaveel on the mainland. The patient was landed and conveyed by ambulance to hospital. The life-boat returned to her station arriving at 10 o'clock.

At 3.15 p.m. on 20th January, 1965, the local nurse informed the honorary secretary that a young woman needed hospital treatment and as no other was available requested the use of the life-boat. At 3.45 the patient and nurse were embarked and the life-boat *John R. Webb*, on temporary duty at the station, set out on a flooding tide. The patient was landed at Rossaveel on the mainland and the life-boat returned to her station at 7.45.

## PATIENT LANDED

At 5 p.m. on 30th January, 1965, the local doctor asked the honorary secretary for the use of the life-boat to convey a patient who was seriously ill to Rossaveel on the mainland as the weather was unsuitable for the small boats available. At 6 p.m. the life-boat *John R. Webb*, on temporary duty at the station, proceeded to Rossaveel with the doctor and patient on board. There was an easterly gale and a rough sea. It was one and a half hours after high water. The patient was landed at Rossaveel and conveyed by ambulance to hospital. The life-boat returned to her station at 10 o'clock.

At 1 p.m. on 5th February, 1965, the local doctor informed the honorary secretary that he had a maternity patient to send to hospital and owing to the nature of the case and the coldness of the weather requested the use of the life-boat. There was a moderate easterly breeze and a slight sea. It was low water. At 2.30 the life-boat *Mabel Marion*

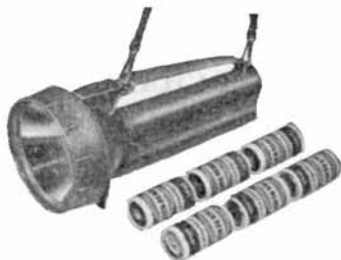
*Thompson* proceeded to the mainland with the patient and a nurse on board and landed them at Rossaveel. The life-boat returned to her station at 5.35.

## CHILD WITH APPENDICITIS

At 12.30 p.m. on 15th March, 1965, the local doctor requested the life-boat to pick up a child casualty, suffering with appendicitis, from Inishere Island. The life-boat *Mabel Marion Thompson* was launched at 2.30 in a strong south-westerly breeze and rough sea. It was one and a half hours before high water. The life-boat embarked the patient, together with the doctor and proceeded to Rossaveel, where an ambulance conveyed the child to hospital. The life-boat then returned to her station, arriving at 8 p.m.

At 3.30 p.m. on 19th March, 1965, the local doctor informed the honorary secretary that a child on Inishere island with appendicitis would have to be taken to hospital on the mainland. The sea was

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too rough for any local boat to make the journey, and at 4.45 the life-boat *Mabel Marion Thompson* left, with a doctor on board, for the island in a strong easterly breeze. The tide was flooding. When the life-boat reached the island the child was taken on board and conveyed to Rossaveel on the mainland when an ambulance took the patient to hospital.

#### SERVICES REQUESTED

At 12.15 p.m. on 22nd March, 1965, the local doctor informed the honorary secretary that he had a patient with suspected appendicitis, and requested the services of the life-boat. The mail steamer bound for Galway would be calling at Inishmaan and Inishere and at 1 o'clock the life-boat *Mabel Marion Thompson* proceeded with the doctor and patient on board to Inishere. There was a fresh easterly breeze and a smooth sea, the tide was ebbing. The patient was put on board the mail steamer and at 3.30 the life-boat returned to her station.

The Galway Bay life-boat was also called out on 2nd January.

#### TRAWLER GROUNDED

**Howth, Co. Dublin.** At 6.21 a.m. on 23rd March, 1965, the Baily lighthouse keeper informed the honorary secretary that the 60 foot trawler *Xmas Morn* of Howth had grounded on Skerries Island inside Rockabill. At 6.50 the life-boat *A.M.T.* proceeded in a fresh north easterly breeze and a rough sea. It was three hours after high water. The life-boat reached the position at 8.35 and found the trawler high and dry on a lee shore on the north side of Shinnick island. There were three fishing vessels in the area and the life-boat stood by until attempts could be made to refloat the *Xmas Morn*. At 1.15 p.m. towing lines were secured from the life-boat to the trawler and eventually the *Xmas Morn* refloated. The life-boat returned to her station at 4.50.

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## ROUGH SEAS

**Wicklow.** At 8.15 a.m. on 18th January, 1965, an Irish Lights inspector asked the honorary secretary for the use of the life-boat *J. W. Archer* to take a sick man off the Codling Bank lightvessel fourteen miles east of Wicklow. The life-boat was launched at 8.50 in a strong north-westerly wind and a moderate sea. It was three hours after low water. On reaching the lightvessel the sick man was transferred to the life-boat with difficulty because of the rough seas. He was conveyed to Wicklow where an ambulance was waiting to take him to hospital. The life-boat reached her station at 12.40 p.m.

## FULL GALE BLOWING

**Fenit, Co. Kerry.** At 8.10 a.m. on 4th March, 1965, the master of the motor vessel *Isborg* of Reykjavik radioed that he required a pilot. The vessel was in Ballyheigue bay in a very dangerous position half a mile from the shore. There was a full gale blowing from the north east and a very rough sea. At 9.45 the life-boat *Mary Stanford* on temporary duty at the

station proceeded on the ebbing tide to the *Isborg*. The first officer of vessel stated over the radio that no vessel could go alongside in the heavy swell. The life-boat was asked to guide the *Isborg* to Fenit, where she was berthed at 1 p.m. The life-boat returned to her station at 1.30.

## INJURED MAN

**Baltimore, Co. Cork.** At 3.45 p.m. on 18th March, 1965, the Bantry harbour master informed the honorary secretary that there was a seriously injured man on board the Spanish trawler *Luna y Sol* twenty miles south of Baltimore. The life-boat *Sarah Tilson* with a doctor on board, was launched at four o'clock in a moderate westerly breeze and a rough sea. The tide was flooding. When the life-boat came alongside the trawler the doctor was placed on board and rendered medical aid. The man was then transferred to the life-boat which proceeded to Baltimore, where he was taken to hospital. The life-boat then returned to her station arriving at nine o'clock.

Other life-boats called out in the first three months of the year were:

**Howth, Co. Dublin** - 15th February and 22nd February.

**Dun Laoghaire, Co. Dublin** - 22nd February

**Donaghadee, Co. Down** - 7th March.

## NORTH-WEST ENGLAND

Other life-boats called out in the first three months of the year were:

**Holyhead, Anglesey** - 17th January and 3rd March.

**Llandudno, Caernarvonshire** - 5th March.

**Port St. Mary, Isle of Man** - 13th March.

*The following report was received too late for inclusion in the March issue:*

## FLARE SEEN

**Helvick Head, Co. Waterford.** At 2.30 p.m. on 27th December, 1964, the honorary secretary saw a flare being burnt from a small fishing boat at the approach to Dungarvan harbour. There was a strong north-easterly wind and a rough sea. It was three hours after high water. The life-boat *John and Lucy Cordingley* proceeded at 2.45 towing the boarding boat and came up with the fishing boat with one man aboard. He was suffering from exposure and was taken aboard the life-boat which returned to her station at 4.15.

## EASTER LAUNCHES

In the period from Good Friday, 16th April to Easter Monday, 19th April, inclusive, there were twenty-seven launches by life-boats and eight launches by inshore rescue boats.

These services resulted in the saving of nineteen boats and sixty lives. Twenty-six of the above launches were to yachts and other small pleasure craft.

## TRURO PUBLISHER

Many enquiries have been received from readers of *THE LIFE-BOAT* asking for the address of the publishers of *Wreck and Rescue Round the Cornish Coast*, by Cyril Noall and Grahame Farr, 21s., which was reviewed in the March issue. The publishers are D. Bradford Barton, Ltd., of Truro.

### *The Nore Review*

Richard Wakeley, aged 12, Penn Cottage, Nore Road, Portishead, near Bristol, produces *The Nore Review* which he writes and illustrates, distributing carbon copies on foolscap paper to readers.

In December he wrote to Cdr. Bevan "The profits (subscriptions and contributions from readers) are now nearing the 10s. mark. When I reach that amount I will send it to you, probably in a month or two's time."

The December issue of *The Nore Review* (Vol. 3 No. 3) includes an article on "Launching a Ship" (with diagrams), a serial story, and No. 3 in a foreign port series on Piraeus. An earlier issue included an article on the 48' 6" prototype life-boat with diagrams explaining the self-righting mechanism.

*The following report was received as this issue of THE LIFE-BOAT went to press:*

### TRAWLER ASHORE

**Stronsay, Orkneys.** At 8.30 a.m. on 12th March, 1965, the coastguard informed the honorary secretary that the Aberdeen trawler *Loch Kildonan* was ashore on sand in Holland Bay. There was a fresh south-south-easterly breeze with a rough sea. It was one hour before low water. The life-boat *The John Gellatly Hyndman* was launched at 11.40 a.m. to assist the trawler to refloat on the rising tide. When she came up with the casualty the life-boat found that the crew with the exception of the skipper and engineer had been taken ashore by the life saving apparatus team in the trawler's life-raft. A line was made fast and at 4.36 p.m. the trawler was pulled off the sands. The life-boat started towing her towards Kirkwall but at 6.40 the casualty's rudder, which was jammed, was freed and she was able to proceed under her own power, with three life-boatmen on board to help navigate her. The *Loch Kildonan* escorted by the life-boat arrived in Kirkwall at 8.40 and after the crew had had a meal the life-boat returned to her station, arriving at forty minutes past midnight on the 13th March.