

THE LIFE-BOAT

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Notes of the Quarter

THE first quarter of 1963 was a period in which a number of important advances were made in the development of life-boat design and in the task, which is a continuous one, of modernizing and re-equipping the life-boat service as a whole. During this period a new type of life-boat was completed. This was the 48-foot 6-inch Oakley life-boat, which is described in detail on page 452 and illustrated on pages 472 and 473.

In the summer of 1958 the first of the Oakley type of life-boat was completed. This was the 37-foot boat, and a number of these life-boats are now in service. The Oakley life-boat, as is generally known, is a self-righting boat, but the most important quality of the boat is not simply that she will right herself automatically if she capsizes but that she is a more stable boat than comparable life-boats of the non-self-righting type, her self-righting quality being provided by an ingenious system of shifting of water ballast. The same principle has been applied in the new 48-foot 6-inch boat, but this is, of course, a boat of a larger type with a cabin and shelter for the crew and survivors. At the time of going to press the new life-boat is on her way to Leith, where she will be inspected by representatives of life-boat societies from many countries who are attending the ninth international life-boat conference.

The 48-foot 6-inch life-boat is not the only type on which the Institution is working. Designs have been submitted for a life-boat which will be some 70 feet in length, will have a higher cruising speed than existing life-boats in the fleet and from which it will be possible to launch a smaller boat for inshore rescue work. When inviting designs for the new type of life-boat the Institution made it clear that steel construction might be acceptable. Extensive tank tests will have to be carried out before a

prototype life-boat can be built, and some two or three years may elapse before this prototype can be effectively tested under service conditions.

NEW FAST RESCUE CRAFT

Concurrently with these important developments in the design of life-boats experiments have been carried out with a new type of fast rescue craft designed primarily for inshore rescue work in the summer months. These craft are inflatable and are constructed of a tough nylon material proofed with neoprene. They can be driven at 20 knots or more, a 40 h.p. outboard motor being mounted on a wooden transom. The types with which the Institution has been experimenting are 15 feet 9 inches in length and have a beam of 6 feet 4 inches. Craft of this type are being placed at the life-boat stations at Aberystwyth, Gorleston, Redcar and Wells, and trials will be carried out at other points on the coast between life-boat stations. The craft will normally be manned by a crew of two with two additional helpers to assist in launching where necessary. Those who man them will receive service rewards on the same scale as members of life-boat crews. An illustration of this new type of rescue craft is to be found on page 475.

WORST WINTER IN MEMORY

The winter of 1962-1963 was as severe as any in living memory, and an examination of the accounts of services in this number of the *Life-boat* will show continual references to sleet, snow and ice, with more than one instance of a life-boat being used to convey people or supplies when places had been cut off by blizzards. In the course of the winter one outstanding service by a life-boat led to the winning of the Institution's highest award for gallantry, the gold medal. The medal, which is being presented by Princess Marina, Duchess of Kent, at the international

life-boat conference in Edinburgh, was awarded to Coxswain Hubert Petit, of St. Peter Port, Guernsey, for the rescue of nine people from the Norwegian motor vessel *Johan Collett* on the night of 5th/6th February. A full account of the service appears on this page. Coxswain Petit is only the third man to receive the Institution's gold medal since the end of the second world war, and it is an interesting fact that one of the others was also a Channel Islander. This was Coxswain Thomas King, of St. Helier, whose medal was awarded in 1949. The third gold medallist was Coxswain Richard Evans, of Moelfre. Another service of exceptional merit in appalling conditions was carried out by the Lizard-Cadgwith life-boat on the 28th and the 29th December, 1962, when an east-north-easterly gale reaching force 11 was blowing, and the life-boat carried out a search for approximately 14 hours, conditions being such that during the entire search the life-boat's drogue was streamed. A

framed letter of thanks was sent from the Chairman of the Institution to Coxswain George Mitchell and his crew. This service was briefly referred to in the March 1963 number of the *Life-boat* on page 440.

SUPPORT FROM AMERICAN WIVES

A delightful ceremony of an unusual kind took place in Aldeburgh recently when the Mayoress of Aldeburgh, Mrs. Dudley O. Knowles, issued membership badges of the ladies' life-boat guild to the 38 wives of the fighter pilots of the U.S. 91st Tactical Fighter Squadron of the 81st Tactical Fighter Wing stationed at the R.A.F. station at Bentwaters, Suffolk. There has been no previous example of a group of American women joining a ladies' life-boat guild *en masse* in this fashion, and the example of the wives was soon emulated by their husbands, when eleven members of the Tactical Fighter Wing became active associate members of the Aldeburgh and District ladies' life-boat guild.

Third Gold Medal since the war

At 3.15 on the afternoon of 5th February, 1963, Niton radio informed St. Peter Port radio in Guernsey that the Norwegian motor vessel *Johan Collett* needed help immediately. Her position was fourteen miles west-north-west of Les Hanois lighthouse.

The assembly signal was made at 3.30, and at 3.45 the St. Peter Port life-boat *Euphrosyne Kendal*, which is one of the 52-foot Barnett class, left her moorings. At that time a near gale was blowing from the south, but the wind was increasing, the sea was rough and the weather was overcast, visibility being moderate. It was high water.

Message from Frigate

Coxswain Hubert Petit set a course close inshore south of the island in order to avoid a $3\frac{1}{2}$ knot foul tide. By going inside the rocks and keeping only about fifty yards off shore the life-boat made good time to Les Hanois lighthouse and passed it at 4.46. An hour earlier a message had been received from the South African frigate *President Kruger* that she expected to reach the

casualty about six o'clock and that some six other vessels were also making for the position to give help if needed.

The *Johan Collett*, a vessel of 1,995 gross tons, with an overall length of 258 feet, a beam of 41 feet and a loaded draught of approximately 19 ft. 6 ins., was bound from Tunis to Ghent. Her cargo of zinc concentrates had shifted, causing a severe list to starboard.

Ship's Boat Lowered

At five o'clock her master decided to lower the ship's boat while the weather conditions still allowed him to do so, and eleven of the crew were transferred to the s.s. *Bonnard* and later landed at Ostend. At 6.4 three more of the crew left in a rubber raft and were picked up by the s.s. *Kaupanger*. By this time the *President Kruger* had reached the scene, and four of the merchant ships which had been standing by left.

Coxswain Petit was ably assisted in navigating to the scene of the casualty by his son, John Petit, a master mariner. Mechanic E. C. Pattimore also helped by taking occasional D/F bearings of

the *President Kruger*, and the frigate gave useful assistance by taking check bearings of the life-boat.

The life-boat reached the *Johan Collett* at 6.30. By then the weather had deteriorated, the wind had shifted to the south-east and was blowing a gale, and visibility was about four miles. There was a long low swell and seas estimated at some fifteen feet between trough and crest. It was snowing and there was severe icing on the windscreen. The depth of water around the *Johan Collett* was about 36 fathoms.

Heavy List to Starboard

The *Johan Collett* was lying stopped in the trough of the sea with her port beam to the wind. She had a heavy list to starboard with her gunwale awash. Her master had earlier refused an offer of a tow and was awaiting the arrival of the tug *Abeille 10* from Cherbourg. The life-boat stood by and tried to communicate by masthead signalling lamp, but the seas were so heavy that the signals were largely obliterated as the life-boat fell into the trough, and eventually the *President Kruger* relayed the life-boat's R/T signals to the *Johan Collett* by lamp.

At 9.35 the master of the *Johan Collett* asked the life-boat to take off his chief engineer and two apprentices. To do this Coxswain Petit had to make four runs into the starboard or lee quarter of the casualty. On the first run the blocks and falls swinging from the davits of the ship's boats impeded him and they had to be hauled inboard. He then took one man off at each successive run, remaining alongside each time just long enough for a man to jump.

Full Gale Blowing

The tug *Abeille 10*, which was preceded by H.M.S. *Ark Royal*, reached the scene at 10.41, and after seven attempts secured a tow line to the *Johan Collett*, this operation lasting nearly an hour and a half. The tug began towing into the wind at about 3 knots, and this immediately increased the motor vessel's list to 35-40 degrees.

The weather had grown steadily worse. A full gale gusting to force 10 against the 3-knot tide was causing very rough steep seas, and the *Johan Collett*

was on her beam ends with seas sweeping her port side. There were still six men on board.

At 12.45 these men decided to abandon ship, and Coxswain Petit ran in under her port quarter. He could hardly have had more difficult conditions as the vessel was still being towed at about 3 knots.

Illuminated by Searchlight

Coxswain Petit had to manoeuvre the life-boat so that her starboard side was alongside the motor vessel's port quarter on the top of a sea, allowing enough time for the survivors to jump aboard. With the *President Kruger* illuminating the scene by searchlight he made six more runs in. On the first run the life-boat's bow was swung off by a huge sea, but the coxswain positioned her accurately on the second and third runs, when first one man and then two men jumped aboard the life-boat.

On the fourth run one man jumped, but on the fifth the man who was about to jump hesitated for a second and fell twenty feet into the life-boat. On the sixth run the master jumped and fell on the outside of the guard rail. Three members of the life-boat's crew succeeded in dragging him inboard just before the life-boat struck heavily against the motor vessel's quarter.

Nine Survivors Landed

The time was now 1.17 in the morning, and the life-boat made for St. Peter Port with the nine survivors. She eventually arrived at 6.45.

For this service the gold medal for gallantry has been awarded to Coxswain Hubert Ernest Petit. Bronze medals were awarded to Motor Mechanic Eric Clifford Pattimore and John Hubert Petit. The thanks of the Institution inscribed on vellum were accorded to Bowman John William Le Page, Assistant Mechanic Robert Lewis Vowles and crew members Alfred William Ogier, Reuben Martel and Henry Charles Bisson.

A letter of thanks signed by the Chairman of the Committee of Management was sent to Captain M. R. Terry-Lloyd, who commanded the frigate *President Kruger*.

Rescue by 14-foot rowing boat

About eight o'clock on the evening of 8th December, 1962, the trawler *Boston Heron* ran aground at Stilamair, an uninhabited island south-west of Scalpay in the Little Minch. A south-south-westerly gale was blowing, gusting to force 9, and the sea was very rough. It was one hour after low water. The night was dark with an overcast sky and occasional rain showers.

At 9.30 the Stornoway coastguard informed the honorary secretary of the Stornoway life-boat station, Captain Alexander Mackay, of the casualty, and at 10.5 the Stornoway life-boat *The James and Margaret Boyd*, which is one of the 52-foot Barnett type, left her moorings.

Hampered by Outlying Rocks

When the life-boat reached the scene of the casualty she found four motor fishing vessels, *Scalpay Isle*, *Venture*, *Marion* and *Jahan*, standing by. Neither the life-boat nor any of the fishing vessels could get close enough to give effective help because of the outlying rocks.

The *Scalpay Isle* therefore made for Tarbert, where she embarked the life-saving apparatus company, whom she landed on the north side of Stilamair Island.

In the meantime a 14-foot open rowing boat manned by six men put out from Scalpay Island. She was able to approach closer to the trawler, and although she could not get alongside she rescued the master, who was clinging to a rock in a state of exhaustion, and two other men who had managed to swim ashore. The rowing boat then returned to Scalpay and the survivors were taken to Tarbert.

The Tarbert L.S.A. team succeeded in rescuing two more men by breeches buoy, but it was learnt later that seven of the crew were drowned. Five of the bodies were recovered.

For this service the thanks of the Institution inscribed on vellum were accorded to the six men who manned the rowing boat. They were: William MacSween, Senior, William MacSween, Junior, Finlay MacSween, Neil Cunningham, Norman Cunningham and Calum Gillies.

The new 48-foot 6-inch life-boat

THE Institution has produced its first life-boat of the larger class, with a cabin and shelter for the crew and survivors, which incorporates the self-righting principle. This is a 48-foot 6-inch life-boat designed by Mr. R. A. Oakley, Surveyor of Life-boats and built by Messrs. William Osborne at Littlehampton. The life-boat has a water ballast tank sited beneath the engines. This fills automatically when the boat enters the sea, and if the life-boat should capsize, 2 $\frac{3}{4}$ tons of water would be speedily transferred into a righting tank on the port side. The water would pass through three trunks or pipes, in each of which is fitted a valve designed to open when the boat is heeled over to an angle of about 110 degrees. The boat has been subjected to capsizing trials which prove that she would right herself in 5/7 seconds.

All controls in the life-boat are centralized near the coxswain at the wheel, and for the first time a radar set is being fitted into one of the Institution's life-boats.

Conrad Memorial

In the wheelhouse shelter there is a bulkhead at the fore-end incorporating the instrument panel on the starboard side and the electronic consol on the port side. In the consol are housed the medium wave radio transmitter and receiver, the very high frequency radio receiver and transmitter, the echo sounder recorder, the radar display unit and the radio direction finder.

For many years enquiries have been made with the object of finding a radar set which can be of practical use in a life-boat. The set being fitted in the 48-foot 6-inch boat is the new Decca

type 202 set. It has been provided as a memorial to the great novelist Joseph Conrad. Conrad was born on 3rd December, 1857, and to mark the centenary of his birth an appeal was launched with a letter signed, among others, by the Poet Laureate for funds to provide a new life-boat as a Conrad memorial. Although contributions came in from a number of countries the amount received fell far short of the cost of a life-boat, and with the agreement of Conrad's family the money subscribed is being used for the radar set.

Characteristics of Boat

The following table shows the main characteristics of the new life-boat and of a comparable boat of the non-self-righting type, the 47-foot Watson boat.

	<i>New Design</i>	<i>47' 0" Watson</i>
Length	48' 6"	47' 0"
Beam	14' 0"	13' 0"
Displacement, estimated	27 tons	23 tons
Water ballast	2½ tons	Nil
Weight of ballast keel	3 tons	3 tons
Speed	9 knots	8.8 knots
Maximum righting moment	43.5 tons ft. at 44°	34.3 tons ft. at 37°
Righting moment at 90°	33.5 tons ft.	11.5 tons ft.
Range of stability	180°	105°

Before the new life-boat was built extensive tank tests were carried out with various models. The results of the tests were most encouraging and suggested that the new boat's performance in heavy seas might well be superior to that of the 47-foot Watson type. This was a striking advance, for up to 1959 the trend in life-boat design had been towards the building of non-self-righting life-boats, as they were considered more stable and therefore less liable to capsize than life-boats of the self-righting

type. In 1959 the 37-foot Oakley life-boat, which is a self-righter, came into service, but this was an open boat with a shelter but no cabin.

More Initial Stability

One of the most important features of the new life-boat is that she has decidedly more initial stability than the 47-foot type. The deck area liable to swamping has been reduced and any water shipped passes down tubes through the bottom of the boat, each tube being fitted with a non-return valve.

The new life-boat is propelled by twin Gardner 6 LX diesel engines, each developing 101 brake horse power at 1,200 revolutions per minute, driving the propellers through 2:1 reduction gears. Each propeller is designed to absorb 95 brake horse power so that a reserve of 6 brake horse power is left to minimize loss of speed when the boat is punching through heavy head seas.

The air for the engines and ventilation of the boat is delivered by three electric fans. If the life-boat capsizes the fans are switched off automatically and the ventilation trunks closed by automatic valves to prevent water from rushing in.

Passage to Edinburgh

There are three watertight doors, one leading from the steering position to the after cabin, one from the after cabin into the engine room, and one from the engine room into the forward cabin. If the after door of the engine room and fore cabin emergency hatches are left open, the coxswain's attention is called by red warning lights.

The new life-boat, which is named *The Earl and Countess Howe*, after completing extensive sea trials in the Littlehampton area, made the passage to Edinburgh, where she was shown at the ninth international life-boat conference. She will eventually be stationed at Yarmouth in the Isle of Wight.

Naming Ceremonies in 1963

At the time of going to press it is known that naming ceremonies of new life-boats will take place at Salcombe on

20th June, Sunderland on 4th July, Boulmer on 6th July and Shoreham on 18th July.

Annual General Meeting

H.R.H. PRINCESS MARINA, DUCHESS OF KENT, President of the Institution, once again attended the annual general meeting of the governors of the Institution at the Central Hall, Westminster, on the 2nd April, 1963. The meeting was an exceptional one in that as many as fourteen medals for gallantry were presented, and there were a number of other awards. Reporting on the past year's work, Earl Howe, Chairman of the Committee of Management, said: "My first duty today is to report to you on the work of the life-boat service in 1962. In the course of that year the lives of 422 people were saved by our life-boat crews. This is six higher than the figure for 1961, which was the busiest year that our life-boat service had known in time of peace.

"In other respects too, the year was one of notable achievement, particularly in the technical field. During the year work continued on the building of a new type of life-boat, which has now been completed. This life-boat is the 48-foot 6-inch Oakley boat, and she is the first life-boat of the larger class with a cabin in which the self-righting principle has been incorporated. A few years ago we introduced the 37-foot Oakley boat, which was revolutionary in that it was a self-righter yet had greater initial stability than other life-boats of comparable size which had been built before. Now we have taken a further important step forward, and the new life-boat will be shown to representatives of life-boat societies all over the world at the Ninth International Conference, which is to be held in Edinburgh in June and which Your Royal Highness has graciously consented to open.

Design for New Life-boat

"We have also invited designs from a number of leading boat builders for another new kind of life-boat, which will be 70 feet in length, will have a higher cruising speed than other life-boats and from which it will be possible to launch a smaller or, as it is sometimes called, a 'daughter' boat for inshore work.

"On the financial side results have also been satisfactory, and for this we have to thank the wonderful body of voluntary workers who devote so much time and effort to raising money for us in all parts of the country. The work they did last year was truly magnificent and reflected in the results, but even so I feel I must sound a note of warning. As the few examples of technical developments which I have mentioned may indicate, we are engaged in a huge programme of reconstruction and re-equipment, our reserves for a service of this nature are not high, and there is no doubt whatever that we shall have to raise more money in the future to carry out our task of giving our life-boat crews the best of everything. We shall carry out that task—have no doubt about that; and I believe that with the help of all our splendid voluntary workers we shall raise the necessary funds.

Seaham Disaster Fund

"The year was, as I have suggested, in very many ways a successful one, but it was not without tragic losses. Last year six members of our life-boat crews gave their lives on service. Five of them were involved in the capsizing of the Seaham life-boat last November: the other was a member of the New Brighton crew. These were terrible losses. It has been our privilege, as it always is, to give pensions to the dependents of these men out of the Institution's general funds, and in addition it is gratifying to learn that the fund launched by the Chairman of the Seaham Urban District Council raised over £48,000. But nothing can compensate for the loss that is felt.

"We did, of course, make a most thorough inquiry into the circumstances of the disaster and a most detailed examination of the boat, and from this it was clear that the cause of the disaster was simply the terrible state of the sea just outside the harbour at the time when the life-boat was returning. Even after all the pounding she received following the capsizing the boat was still seaworthy, and such is her condition that after re-engining her and carrying

out certain repairs we shall place her in the reserve fleet.

Experts from Many Countries

"This disaster was not attributable to any defect in the boat or its machinery. Nevertheless, our task of constantly improving our life-boats goes on and will go on. The real purpose of the conference in Edinburgh this year is to enable experts from all over the world to come together and to learn from each other's ideas and experiences. We in this country have led the world in the life-boat service, but we are certainly not too proud to learn all we can from our friends overseas.

"Before I propose formally that the report and accounts be adopted I have the extremely pleasant task of welcoming once again Your Royal Highness, whom we are all delighted to see here again. I wish I could tell you what an enormous encouragement it is to the whole service, men and everybody, that you should be able to come here and see us as you have today. I have much pleasure too in introducing our guest speaker. This year we are to have an address from someone who has served as coxswain of a life-boat for a number of years. He is also a member of our Committee of Management. This is Mr. P. Denham Christie, who until recently was coxswain of the Tynemouth life-boat.

"Other guests I am delighted to welcome include His Excellency the Netherlands Ambassador. I am glad too, to think that there are many members of Parliament, whose constituents have won awards for gallantry, and many heads of civic authorities present."

Presidential Address

The report and accounts for 1962 were adopted, and the president, vice-presidents, treasurer and other members of the Committee of Management and the auditors were elected.

PRINCESS MARINA then gave her presidential address. After thanking the Chairman for his welcome she said:

"This has been as bad a winter as any of us can remember; it has been an

especially gruelling one for our life-boat crews. Lord Howe has already referred to the tragedy at Seaham which shocked and distressed us so deeply. Once again, on behalf of you all, I would like to express our heartfelt sympathy to the families of the very gallant men who lost their lives in that catastrophe.

Fourteen Medallists

"Conditions at that time were terrible everywhere; this will be evident to you when you hear some of the accounts of services undertaken by life-boat crews from all over the country. And it is not without significance that last year, for instance, there was only one medallist to come up to this platform; this year there will be no less than fourteen.

"A number of these splendid actions were undertaken by men such as Thomas Fawcus, of Blyth, and Sidney Cann, of Appledore, both of whom have been in the service of the Institution for very many years.

"But there were also a number of most gallant rescues carried out by much younger men, and some of these you will see on this platform this afternoon, when I have the honour of conferring upon them their medals and awards.

Visit to Edinburgh

"This year, I am greatly looking forward to the International Conference which is to take place at Edinburgh and to the opportunities it will give me of meeting representatives of many life-boat societies from overseas. I am sure the exchange of ideas will be of the greatest value to everyone and a most rewarding experience.

"Finally, I would like to send my good wishes to all those who work so faithfully on behalf of the Life-boat Institution. In particular, I send once more my congratulations to the life-boat crews on their outstanding record this year, and my very best wishes to them for the future. I would also like to add my thanks and sincere wishes to all those who through their voluntary efforts help to keep this magnificent service alive and uphold its splendid reputation throughout the world."

Princess Marina then presented:

TO COXSWAIN MALCOLM MACDONALD, of Stornoway, the silver medal for gallantry for the rescue of two of the motor fishing vessel *Maimie* on 30th January;

TO MOTOR MECHANIC JOHN MACLEOD the bronze medal for the same service;

TO ASSISTANT MECHANIC JOHN MACDONALD the bronze medal for the same service;

TO COXSWAIN HAROLD CAMPINI, of Rhyl, the silver medal for the rescue of the crew of three on board the hovercraft *V43-001* on 17th September;

TO COXSWAIN SIDNEY CANN, of Appledore, the silver medal for a service to the Royal Fleet Auxiliary tanker *Green Ranger* on 17th/18th November;

TO COXSWAIN THOMAS FAWCUS, of Blyth, the silver medal for the rescue of the crew of two of the motor vessel *Paullgate* on 18th November;

TO BOWMAN JOHN KERR the bronze medal for the same service;

TO COXSWAIN COLEMAN HERNON, of Galway Bay, the bronze medal for the rescue of the crew of eight of the Dutch motor vessel *June* on 16th January;

TO ASSISTANT MECHANIC BARTLEY MULLEN the bronze medal for the same service;

TO PATRICK QUINN the bronze medal for the same service;

TO THOMAS JOYCE the bronze medal for the same service;

TO COXSWAIN WALTER SEMPLE, of Cloughey, the bronze medal for the rescue of the crew of five of the Dutch coaster *Frida Blokzijl* on 7th March;

TO COXSWAIN HAROLD PARKINSON, of Lytham-St. Anne's, the bronze medal for the rescue of the crew of four from the yacht *Lone Seeker* on 21st July;

TO CAPTAIN ARTHUR JENNINGS, of Alderney, the bronze medal for the rescue of the crew of seven of the motor vessel *Riduntan* on 28th March;

TO MR. G. G. WRIGHT and MR. L. S. BETTISON the thanks of the Institution inscribed on vellum for the rescue of one man and five children from a cabin cruiser near Conway on 16th September;

TO MISS LIZETTE JOHNSON and MASTER MICHAEL JOHNSON engraved wrist watches for their parts in the same service;

TO MASTER CHRISTOPHER DUFFY, of Hamworthy, an engraved wrist watch for the rescue of an eight-year-old girl on 10th June;

TO MR. NIGEL HARDING and MR. DAVID METTAM engraved wrist watches for the rescue of one man, two women and a dog at Axmouth harbour on 15th July;

TO MASTER DEREK HUMFRYES of Bembridge, an engraved wrist watch for the rescue of a man, a woman, and a boy from a dinghy on 31st July.

Earl Howe then asked Mr. P. Denham Christie, a member of the Committee of Management, to propose the usual resolution of appreciation of the Institution's coxswains and crews, its local committees and officers of station branches, financial branches and the ladies' life-boat guild.

In doing so, he said: "I would like to tell you about the life-boat from the point of view of those who man and serve the boats.

"In the old days the coxswains and crews used, in the main, to be inshore fishermen, though in certain cases every able-bodied man turned out to launch or man the boat, and sometimes the women had to do the launching.

"Now, with the alteration in fishing methods, and the fact that motor life-boats, with their longer range, may be stationed where there are no fishing boats, the fisherman is not always available, and we have to draw on the ordinary Briton's understanding of the sea.

Policeman, Carpenter and Printer

"In the Tynemouth life-boat the second coxswain was a builder's foreman, and we had a policeman, a joiner, a carpenter, a printer, and a young shipyard manager.

"In some cases it has even been known for the local clergyman to be pressed into service, but the position of clergymen in ships is a disturbing one. In days of old, when the king gathered together a fleet of ships, he went to the church to supply his senior officers as there were few other suitable people who could read and write. So monks were appointed as admirals, and as monks

could have no belongings of their own, they were made archdeacons to enable them to keep their pay, and anything else they obtained from their appointment. Later on, however, ideas changed, probably in the days of the Armada, when every ship had her clergyman, and some forgot that man must do what he can to help himself when in difficulties, and many ships were lost through the crew being called from handling sails and gear in an emergency in order to pray. So today, clergymen—together with ladies—who also take men's minds from their work—are classed as menaces aboard ship.

Time of Great Advance

"The fact that the crew of the boat is made up of such a mixture of people has on more than one occasion been thrown in my face with the contemptuous remark, 'Oh, amateurs, surely you can do better than that!'"

"My reply is, 'Volunteers, certainly, with all the advantages of the volunteer, but there is nothing amateurish about their work: trained as a team, trusting each other, and with boats and gear on which they can rely, you won't find crews to touch them anywhere in the world.'

"With regard to boats, I would just like to say this: now is a time of great advance. Future boats are going to be built that are far finer and better life-boats than those we have at present, but I myself have been frightened on occasions during service with the terrible and lonely feeling of inadequacy, but never once have I had a moment's fear that the boat would not do what I wanted her to do or more.

Long Periods of Waiting

"Imagination is caught by the life-boatman who goes to sea in weather which causes others to run for safety, and whose only thought is the saving of life. There are other sides to the job—work on the boat to keep her in a first-rate state, exercises at sea, long periods of waiting, and the feeling of being tied, of never going out without leaving an address, cancelling your evening's enter-

tainment if the weather deteriorates and you feel you should remain in easy call, and the quickening of the heart if the 'phone rings at an unusual time, so it is actually a relief when a call does come.

"It is perhaps during this period of waiting that the good coxswain does his best work in keeping up the efficiency of the boat and the morale of his crew, so that when they go to sea they work as a well-trained team. In service it is not his job to try and earn medals—in fact it is his duty to avoid as much risk as possible and to know when to wait and when to take a calculated risk, for smashed boats and injured crews do not make rescues. There are times when the decision to wait is of much more value to the shipwrecked than just to go in regardless of everything, but it is a very hard decision for the coxswain to make.

Happy Crew an Efficient One

"So, you see, a very brave man who ignores danger is not necessarily the best coxswain, for he needs vision to weigh up a situation, self-discipline to take the unpopular decision, moral courage to face uninformed criticism ashore and not to let it affect his judgment, and the organizing ability and imagination to keep the crew keen, efficient and happy during long periods of inactivity between calls. For a happy crew is an efficient one.

"In the life-saving team are others too: the honorary secretary who authorizes the launch, the head launcher and his helpers, who have the work of launching the boat, preparing the slip-way and gear for her coming back, putting on hot soup for the crew, and then waiting and waiting—and wondering what is happening. Plenty of work and worry and none of the excitement. Behind them are the committees and those who work for funds and never even see a life-boat, but know that their efforts have made possible every rescue around our coast.

"The big rescue job only comes along occasionally. A description of some of the work of the Tynemouth boat will show the usual sort of thing that happens.

"Two boys and a dog put out in a small boat in a 20 m.p.h. offshore wind, and once clear of the shelter of shore began rapidly drifting towards Norway in an increasing sea. They were very pleased to see the life-boat when picked up two miles off the coast, but their pride rapidly overcame their gratitude when it came to explaining what had happened to the press and to their friends.

"A swimmer went out in a heavy on-shore swell and got into difficulties, so that two life-boats had to search over a bad reef in breaking water and in failing light, with little hope of success.

Dimly out of Blackness

"One Sunday night we received a call to a German trawler 30 miles out into a very stormy North Sea; afterwards there was some doubt whether it had been a real SOS or a hoax, but we did not know that at the time.

"That night the phrase 'brotherhood of the sea' took on a new meaning for me; as we neared the search area in shocking weather we sighted dark form after dark form dimly appearing out of the blackness—a trawler, a coaster, another trawler, and a lordly mailboat, brilliantly illuminated and rolling so heavily that it made me queasy to watch her; all of them searching hour after hour for signs of survivors, at enormous cost to their owners and inconvenience to their crews and passengers.

"Eventually the search was called off, and dawn found us wet, cold and desperately disappointed approaching the piers; as we entered we saw a small fishing boat sheltering behind the north pier where no boat would normally think of lying, and as we came past she followed us upstream: she had run for shelter as we went out the night before; her crew had listened to our search all night on their radio, and they felt that they must at all costs see us safely over the bar. Talk of 'sympathy in action'. I cannot tell you how much it meant to us at that hour.

Went on Fishing

"Comedy plays its part; one night we went out to collect a badly injured

engineer from a trawler, and she was late due to engine trouble, so we decided to go ashore and raid the larder and come out again. As we cast off the second time someone threw on board a very early edition of the newspaper, and as we left harbour we delightedly read a glowing account of the service we had not yet performed.

"Then there was the man that we came upon at the harbour entrance as we returned from a service call, fishing happily and so intent on his line and deaf to the calls of a large crowd gathered on the cliff top, that he never realized that he had drifted out of smooth water into a really frightening sea, and who, when we had towed him to safety, smiled kindly upon us—and went on fishing.

"Helicopters always gave us a nasty feeling that they might settle on us, and one nearly did. She proved extremely difficult to come alongside because her rotor tips kept suddenly appearing out of the sea in unexpected places and at incredible distances from the machine.

Fog the Main Worry

"It was fog, however, that really worried me. The design of small, transistorized navigation instruments is now making such rapid strides that many of them are becoming suitable for fitting in life-boats. But even a year ago you only had compass, hand lead-line and your own ears to find your way home perhaps for four or five miles along a rocky coast, grope your way through a harbour entrance you never even saw, and then navigate a mile of a river in fog so thick that you could not see bows from cockpit. This is the most difficult thing I ever had to do; it leaves you with nerves raw, eyes sore and strained, and dog-tired. Above all things preserve me from fog.

"The head sea in heavy weather is not the greatest danger; the going out can be wet and even exhilarating, but the sea, like other enemies, is at its deadliest when you turn your back upon it, for it comes up behind, lifts your stern, thus reducing your rudder area, and at the same time forces your bow down into the water, so that there is a risk that the boat swings violently

broadside on and is rolled over and over by the next wave.

Value of Drogue

"We have, however, a device we use in these cases; it is called a drogue and is a conical-shaped sleeve made of very stout canvas, open at the ends. It is most effective but gives a peculiar sensation of life hanging on a thread—as indeed it does. Such a simple device, but it must have saved thousands of lives, and it is to my mind the most important piece of equipment in the life-boat.

"On these occasions the worst moment is just before reaching home, when the waves begin to build up in the shallowing water and form extremely steep following seas.

"I remember one occasion with the harbour entrance completely obscured when the boat was in the trough, and an awe-inspiring view when on the crest, with a cauldron of breaking water to the side of the entrance and the end of the pier taking a terrific battering and huge sheets of flying spray forming fans of white tracery many times the height of the lighthouse.

"The drogue was tending to jump, so the line was paid out a little, and you could feel the tension ease as it became obvious that the drogue was holding the stern up to the seas, and one by one we were attracted by the wonder and beauty of the scene, and very vividly to my mind came the words: 'They that go down to the sea in ships and occupy their business in great waters, these men see the works of the Lord and the wonders of the deep.'

A Small Boat Sailor

"You know, whoever wrote the one hundred and seventh psalm must have been a small boat sailor—it is so wonderfully and magnificently true.

"I have tried to tell, very simply, how the day to day work of the life-boat affects the lives of some of those taking part, and with all my heart I move the adoption of the resolution."

The resolution was carried unanimously and Princess Marina then presented the certificate of an honorary life governor to:

MRS. W. D. GALE, of West Cowes.

Her Royal Highness then presented bars to their gold badges to:

MISS M. TART, Dungeness;
MRS. C. LEYLAND, O.B.E., Southend-on-Sea;

and gold badges to:

MRS. A. EDDY, Central London;
MRS. R. MATHERS, Dundee;
ALDERMAN G. T. PAINE, M.B.E., J.P., Dungeness;
MR. W. MILLS, Forest Row;
MRS. E. P. LE MASURIER, Jersey;
MR. J. M. F. GROAT, Longhope;
MRS. C. C. SAYLE, Rhyl.

Captain G. E. Barnard, a member of the Committee of Management and Deputy Master of Trinity House, moved a vote of thanks to Princess Marina, saying:

Thanks of Elder Brethren

"It is an honour and privilege for me to move this vote of thanks to your Royal Highness for coming here today to preside over this meeting and to present the awards won by the members of the crews of your life-boats who have hazarded their own lives in services to all in danger from the seas and rocks around our coasts during this past year and others who have rendered valuable service in saving life to the Institution.

"I am sure that it is right to say that those who have received awards this afternoon must feel doubly rewarded that you, Madam, have been able to be here today to make these presentations.

"As in many previous years, there have been numerous dangerous services during the year, all brought to a safe conclusion apart from that off Seaham on the 17th November last, which Your Royal Highness has mentioned and in which casualty Your Royal Highness showed such a deeply sympathetic concern. Those who suffered most were heartened and the whole service is very grateful.

"Among the many missions undertaken by your life-boats a number are on behalf of Trinity House and I would particularly wish to express the thanks of the Elder Brethren for the ever-willing assistance given.

"Mr. Christie has already said something of the life facing life-boatmen. Many times during my thirty-five years at sea, most of it spent in large, powerful steamers, the sight of gale-driven breaking seas has been awe-inspiring and even frightening in their destructive force. What they must look like from a 48-foot 6-inch life-boat in shoal water I can only imagine, but whatever it may be the crews take it all as part of the day's work.

Tribute to Coxswains' Skill

"When we consider the sort of weather conditions and the many services carried out, it is not perhaps surprising that there has been an occasional casualty; it is much more surprising that there have been so few. This is a great tribute, not only to the skill of the coxswains and crews of your life-boats, but also to the seaworthy qualities of these boats as stressed by Mr. Christie in his speech. As the Earl Howe has already said, we are never complacent about this matter of quality. Improvements and possibilities for improvement are under constant consideration.

"Your Royal Highness, we are greatly indebted to you, and I am sure all present will be very ready to support this vote of thanks."

Seconding the vote, Sir Charles Baring, a member of the Committee of Management, said:

"In the usual way it would be entirely inappropriate for me to introduce a personal note into the proceedings, but I should be less than human if I did not make a brief reference to one who so often presided at these meetings. Your predecessor, my Lord Chairman, so often spoke of the charm and distinction with which Her Royal Highness discharges her duties, and it is warming to know that to the end of his life he retained the happiest memories of the kindness and consideration which our President extended not only to him and the Committee of Management but to the crews and workers of the Institution.

Isle of Wight Awards

"It is therefore a great privilege for me, as a new member of the Committee

of Management, to be allowed to take part in these proceedings and above all it is an honour for me to be associated with this expression of thanks to our President for her presence here today. In addition, perhaps you will allow me to say, my Lord Chairman, as representative of the Isle of Wight life-boat board, that it is a great honour for the members of the board to know that a young man (I will not say of tender years, for that will offend him, but certainly very young) has been awarded a wrist watch for gallantry, and also honoured is a lady who is a member of the ladies' guild in the Isle of Wight.

"Perhaps I should explain the Isle of Wight is still part of the United Kingdom. A lady asked me the other day where the Customs and Currency Office was. I assured her that with or without a railway the Isle of Wight was still part of the United Kingdom.

Carried with Acclamation

"The grace and fervour and freshness which Your Royal Highness brings to us as President commands our constant admiration. Perhaps I may mention an attribute which is more enduring, and that is the sincerity which you, Madam, bring to your task. This is a quality which springs straight from the heart and must always command our respect and affection.

"For the family reasons that I have mentioned, may I assure you, Madam, that this occasion will remain for me a treasured memory and with a great feeling of obligation I beg leave to second this vote of thanks."

The vote of thanks was carried with acclamation.

Supporting Princess Marina on the platform were His Excellency the Netherlands Ambassador; the Mayor and Mayoress of Westminster; the members of Parliament for Blyth, Edinburgh, N. Devon, South Fylde, Torrington, W. Flint, West Southend, and the Western Isles; the mayors and mayoresses of forty-nine towns and boroughs; the chairmen of two urban district councils; representatives of the Ministry of Transport; donors of life-boats or their representatives, including

the Manchester Unity of Oddfellows and the Canadian Pacific Steamship Company; representatives of charitable trusts which have been actively supporting the life-boat service; honorary life-governors and vice-presidents of the Institution; members of the Committee of Management; the President of the Ladies'

Life-boat Guild and the chairman and vice-chairmen of the Central London Women's Committee of the Institution.

In the evening those who had received awards for gallantry and their families saw the Black and White Minstrel show at the Victoria Palace.

New District Inspectors appointed

As a consequence of the steady increase in the number of services by life-boats and the need to train crews in the use of new types of rescue craft and equipment it has been decided to increase from the 1st July, 1963, the number of the Institution's operational districts from five to six in order to ensure that district inspectors have the time to carry out their duties of supervision fully at all stations.

The following are the new districts with the names of the district inspectors:

Scottish district: (Lieut.-Commander L. A. Forbes, R.N.), to include the whole of Scotland;

North-Eastern: (Commander L. F. L. Hill, R.N.R.), to include all life-boat stations on the north-east coast of England from Berwick-upon-Tweed to Skegness inclusive;

South-Eastern: (Lieut. E. D. Stogdon, R.N.V.R.), to include all life-boat stations from Wells to Yarmouth, Isle of Wight, inclusive, as well as the Channel Islands stations;

South-Western: (Lieut. P. F. Gladwin, R.N.R.), to include all life-boat stations from Poole to Angle inclusive;

North-Western: (Lieut.-Commander H. H. Harvey, R.N.R.), to include all life-boat stations from St. David's to Workington, inclusive, as well as the stations in the Isle of Man.

Irish district: (Lieut.-Commander D. B. Cairns, R.N.R.), to include the whole of Ireland.

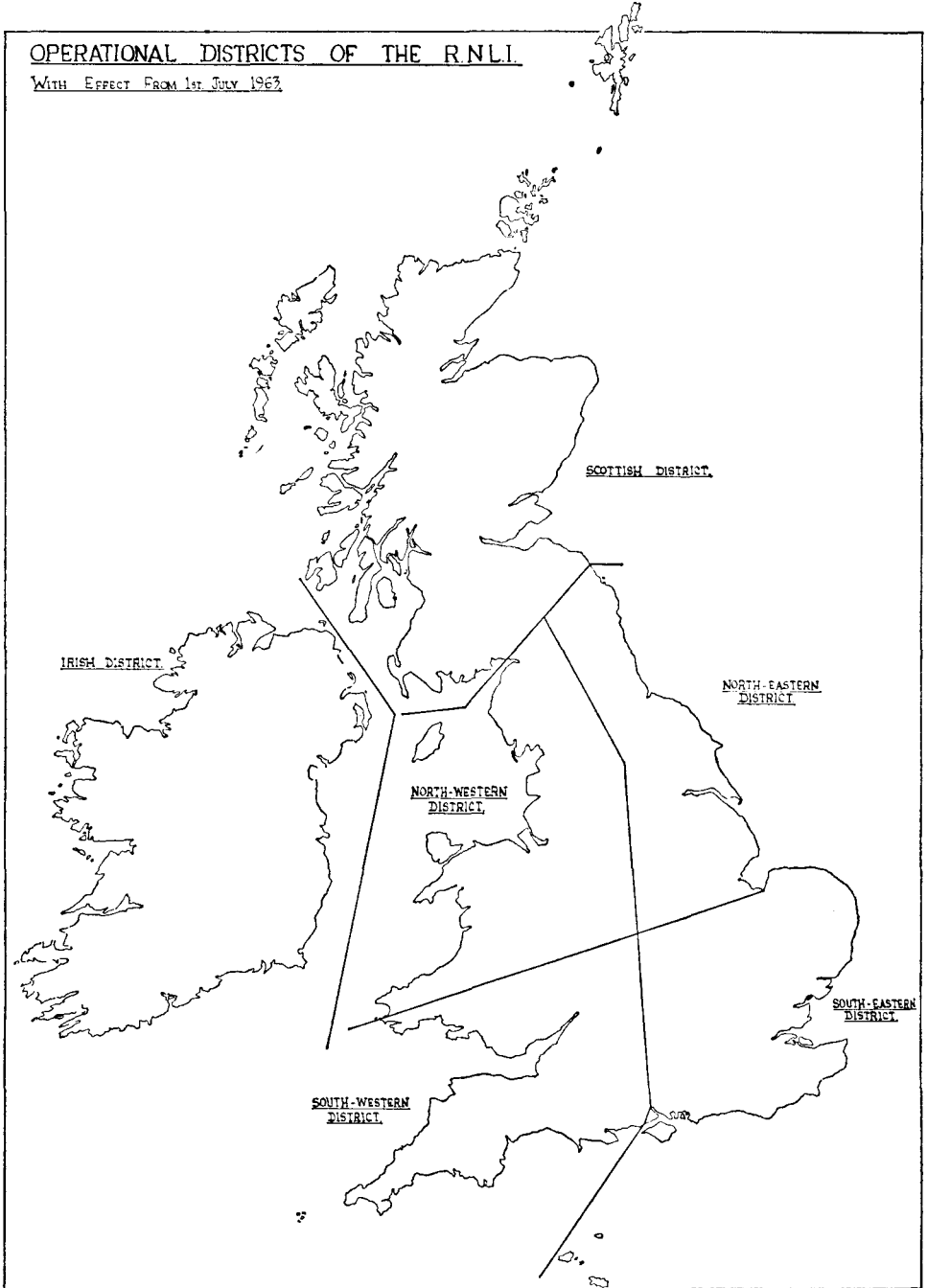
Two new district inspectors have been appointed. One is Lieut.-Commander L. A. Forbes, R.N., who was born in 1921. He served as a sub-lieutenant and lieutenant in cruisers and destroyers on the Russian convoys from 1942-1944 and on east-coast convoys for the remainder of the war. He became a torpedo and anti-submarine specialist and was on the instructional staff of H.M.S. *Vernon*. From 1956-1962 he was fleet torpedo and anti-submarine officer in the reserve fleet, and sea trials officer at Portland in charge of sea trials of coastal and in-shore minesweepers.

The other is Lieutenant P. F. Gladwin, R.N.R., who was born in 1930 and who joined the B.P. Tanker Company in 1946. He obtained his master's certificate in 1956 and was promoted Chief Officer five years later. He specialized in hydrographic surveying, his last period of training being in H.M.S. *Scott*, when she was engaged in the North Sea survey. Since 1962 he has been employed by the Milford Haven Conservancy Board.

An Assistant District Inspector has also been appointed for Scotland. He is Mr. G. R. Walton, who was born in 1933 and joined the Blue Funnel and Glen Line in 1949. Five years later he joined the General Steam Navigation Company and was promoted Chief Officer in 1957, gaining a master's foreign-going certificate in 1959.

Lieut.-Commander M. Roden, R.M.N., has been transferred from the post of Northern District Inspector to the head office to serve as personal assistant to the Chief Inspector.

(For Operational Districts Map, see page 462.)



Services of the Life-boats in January, February and March 15 Lives Rescued

JANUARY

DURING January life-boats were launched on service 30 times but rescued no lives.

FIREMEN TAKEN TO BELGIAN TRAWLER

Selsey, Sussex. At 8.20 on the morning of 4th January, 1963, the coastguard informed the honorary secretary that a trawler, later identified as the Belgian trawler *Don Bosco*, had her engine room on fire, and had asked for the help of the life-boat and of fire-fighting equipment. The life-boat *Canadian Pacific* was launched at 8.47 on an ebbing tide. There was a light westerly breeze with a slight sea. The weather was fine. The life-boat, with portable fire-fighting equipment and firemen from Selsey on board, made for the casualty, which was alongside the Owers lightvessel. Shortly after launching, the Chichester fire brigade arrived at Selsey with foam and breathing apparatus. A helicopter from Tangmere, which had rescued three of the trawler's crew from a raft, was asked to transport this equipment and three more firemen to the life-boat.

The life-boat came up with the *Don Bosco* at 9.50 and was advised that the remaining two members of the crew were on board the lightvessel. The trawler had dense smoke coming from her with flames licking the wheelhouse, but although it was realized there was no one on board the firemen on board the life-boat tried to extinguish the fire. This task was taken over by one of the Admiralty fire-fighting tugs which arrived on the scene, and when the fire was extinguished the vessel was taken in tow by one of the tugs to Southampton. The two survivors on board the Owers lightvessel were transferred to the life-boat and taken to Selsey, where they were handed over to the care of the local representative of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society. The life-boat then returned to her station, arriving at 12.40.

DOCTOR TAKEN TO LIGHTVESSEL

Humber, Yorkshire. At 4.33 on the afternoon of the 7th January, 1963, the Superintendent of Trinity House at Great Yarmouth informed the coxswain superintendent that the master of the Dowsing lightvessel had been injured and needed medical help. The life-boat *City of Bradford III* was launched at five o'clock with a doctor on board in a strong easterly breeze and a very rough sea. It was one hour after high water. The life-boat reached the lightvessel at 8.30 and the doctor went aboard her. After being given first aid the injured man was transferred to the life-boat, which then made for Grimsby, where she landed him at 12.45. The life-boat then returned to her station, arriving at 2.30. The master sent a letter of appreciation to the coxswain and made a donation to the funds of the Institution.

GRACE DARLING LIFE-BOAT TAKES FOOD TO LIGHTHOUSE

North Sunderland, Northumberland. At 1.50 on the afternoon of the 9th January, 1963, the local representative of Trinity House asked if the life-boat would take supplies to the Longstone lighthouse because the weather had been too bad for the Trinity House boat to put off. The relief was long overdue and the keepers had been living on corned beef and biscuits for some days. At 2.20 the life-boat *Grace Darling* was launched. There was a moderate east-north-east wind and a moderate sea, and the tide was flooding. The life-boat put provisions on the lighthouse and then returned to her station, arriving at 3.30.

FISHING COBLE TOWED TO HARBOUR

Sunderland, Co. Durham. At 5.22 on the afternoon of the 12th January, 1963, the coastguard informed the honorary secretary that the s.s. *Effra* had reported that she had the local fishing coble *Mardi Gras* with a crew of three in tow four miles south-east of Sunderland north pier. She asked if the life-boat would take over the tow. At 5.55 the

life-boat *Edward and Isabella Irwin* was launched in a light easterly breeze, a moderate sea and an ebbing tide. She found the *Effra*, which had a fouled propeller, three miles south-east of Roker pier. She took her in tow to Sunderland, arriving at 7.35.

TUG TAKEN IN TOW TO HARBOUR

Berwick-upon-Tweed, Northumberland.

At 2.24 on the morning of the 12th January, 1963, the coastguard informed the honorary secretary that red flares had been seen about six miles east of Berwick, and at 2.50 the life-boat *William and Mary Durham* was launched. There was a light north-easterly breeze and a moderate sea, and it was high water. The life-boat made a search in snow showers and found the local tug *T.I.D. 66*, with a crew of four, had broken down three miles to the eastward. She had left Berwick the afternoon before, but her engines had failed off St. Abbs Head and she had drifted southwards. She was at anchor. The anchor was weighed by hand-winch, and the life-boat towed the tug to Berwick harbour, reaching her station at 5.50.

PILOT VESSEL AND TANKER IN COLLISION

Humber, Yorkshire. At 5.50 on the morning of the 12th January, 1963, the coastguard informed the coxswain superintendent that the pilot vessel *J. H. Fisher* and the tanker *Esso Glasgow* had been in collision. Later a message was received from the Humber Conservancy Board that the pilot vessel was sinking. The life-boat *City of Bradford III* was launched at 6.20 in a light north-westerly breeze and a slight sea. It was an hour before high water. The life-boat made for the position, which was a mile and a half south-west of Chequer float, and came up with the *Esso Glasgow*. The coxswain was told that the pilot vessel was making for the beach. The life-boat went inshore and found two ship's boats with eleven survivors on board from the *J. H. Fisher* and three empty life-rafts. The pilots would not leave the boats and the life-boat escorted them to Spurn Point. On the way a pilot was put aboard a Russian vessel by the life-boat. The life-boat reached her

station at 7.35, and the ten pilots were taken to the homes of the life-boat crew.

DOCTOR PUT ON BOARD TANKER IN SNOWSTORM

Humber, Yorkshire. At five o'clock on the morning of the 16th January, 1963, the coastguard informed the coxswain superintendent that there was a sick man on board a tanker two miles south of the Spurn Point coastguard look-out. There was a strong south-easterly breeze and a very rough sea. It was an hour and a half after low water. The life-boat *City of Bradford III* was launched at 6.5 with a doctor on board. She made for the position of the tanker in a severe snow storm. When the life-boat reached her, the tanker *North King* discharged oil to calm the sea, and with great difficulty the doctor boarded the tanker. After he had examined the sick man, the doctor and his patient were taken on board the life-boat, which then returned to her station, arriving at 8.10. The sick man was landed and taken to hospital.

SEVERAL COBLES ESCORTED IN ROUGH SEA

Scarborough, Yorkshire. During the early morning of the 16th January, 1963, the easterly wind increased to gale force and anxiety was felt for the safety of six local fishing boats which were still at sea. At 5.55 the life-boat *J. G. Graves of Sheffield* was launched in a very rough sea, snow showers and a flooding tide just as two of the cobles entered the harbour. She made a search and found the coble *Rosemary* two miles north-north-east of Scarborough castle. She escorted her in and then met the *Premier* five miles to the north-east-by-north. She escorted her to harbour too and then found the *Betty* three miles north-east of the castle. The life-boat accompanied the *Betty* to Scarborough, but by this time conditions had become so bad at the harbour entrance that the life-boat had to spray oil on the sea to make it smoother. The sea was too rough for the sixth coble, the *Rachel*, to enter, and the life-boat escorted her to Whitby before returning to Scarborough. She escorted four more fishing boats into Scarborough harbour and finally reached her station at 4.25 in the afternoon.

FISHING BOAT ESCORTED OVER BAR

Whitby, Yorkshire. At 9.10 on the morning of the 16th January, 1963, the coastguard informed the honorary secretary that the weather was likely to become worse, and that an easterly gale was forecast as imminent. Eight fishing boats were still at sea, and at 10.10 the life-boat *Mary Ann Hepworth* was launched. There was a strong breeze blowing from east-by-north, the sea was rough, and the tide was ebbing. The Scarborough life-boat was at sea escorting fishing boats, and about noon she reached Whitby with one of these boats, the *Rachel*. The Whitby life-boat escorted them over the harbour bar and then put to sea to warn five local fishing boats of the conditions on the bar. The life-boat lay off the bar for over an hour while the tide made and then returned to her station, arriving at 4.12.

TWO LIFE-BOATS OUT TO DUTCH VESSEL ON FIRE

Great Yarmouth and Gorleston, and Caister, Norfolk. At 4.36 on the morning of the 17th January, 1963, the coastguard informed the honorary secretary at Great Yarmouth and Gorleston that a ship was on fire in Yarmouth roads, and a similar message was passed to the coxswain of the Caister life-boat. The life-boat *Elizabeth Elson*, on temporary duty at Great Yarmouth and Gorleston, was launched at 5.16, and at 5.50 the Caister life-boat *Jose Neville* put out with a fire pump and six firemen on board. There was a strong easterly breeze and a rough sea. The tide was ebbing. The Great Yarmouth and Gorleston life-boat reached the position of the ship first. She was the motor vessel *Maria W.* of Rotterdam and her engine room was on fire. Six men from the Trinity House vessel *Mermaid* were helping the Dutch vessel's crew of five to fight the fire, using an auxiliary pump from the *Mermaid*. The Caister life-boat reached the *Maria W.* at 6.30, and the pump and the six firemen she was carrying were put aboard. The Great Yarmouth and Gorleston life-boat then left to return to harbour for another pump, but before she reached the harbour a message was passed to her coxswain at eight o'clock that the fire was

under control and the additional pump was not required. The life-boat reached her station at nine o'clock. A tug had been summoned meanwhile. At 9.25 two of the crew of the Caister life-boat were put aboard the *Maria W.* and the life-boat then took ashore the Dutch vessel's mate and engineer and the six firemen. The life-boat returned to the *Maria W.* with her mate at 12.15 and, when she had been taken in tow by the tug, escorted her into harbour, arriving at four o'clock. The Caister life-boat reached her station at five o'clock.

COBLES ESCORTED AS GALE SPRINGS UP

Scarborough, Yorkshire. On the 18th January, 1963, the weather deteriorated rapidly, and as several local fishing boats were at sea the honorary secretary gave permission for the life-boat to be launched. The life-boat *J. G. Graves of Sheffield* put out at noon in an easterly gale and a rough sea. It was two hours after high water. The life-boat found the fishing boat *Rosemary* three miles north-east-by-north of the castle and escorted her safely into harbour. The fishing boats *Hilda II* and *Betty Sheader* were then met off the castle and they too were escorted in. The life-boat made for a position five miles north-north-east of the castle and there met the fishing coble *Premier*. This boat was also escorted into harbour, and by then conditions had become much worse and the life-boat had to spread oil on the sea. The life-boat finally reached her station at four o'clock.

COXSWAIN'S COBLE ESCORTED INTO HARBOUR

Runswick, Yorkshire. At 11.49 on the morning of the 18th January, 1963, three fishing cobles were at sea in deteriorating weather and some concern was felt for their safety when they would enter harbour. At 12.5 the life-boat *The Elliott Gill* was launched with the bowman in command, as the coxswain and the second coxswain were at sea in one of the fishing cobles, *Bread Winner*. There was a strong easterly breeze and a rough sea. It was two hours before low water. The life-boat found the *Bread Winner* off Staithes, and when the

coxswain had been transferred to the life-boat to take over command, this fishing coble and a second coble, *Coronation Queen*, were escorted safely into harbour. As the third coble had already reached harbour, the life-boat returned to her station, arriving at 2.25.

ESCORT FOR HOLED DUTCH MOTOR VESSEL

Holyhead, Anglesey. At 10.27 on the morning of the 20th January, 1963, the coastguard informed the assistant honorary secretary that a Dutch motor vessel was making water rapidly and needed help immediately. Her position was between the North and South Stacks, west of Holyhead. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 10.37 in a moderate to fresh breeze and a moderate sea. The tide was half ebb. The life-boat reached the motor vessel *Aldebaran* of Groningen at eleven o'clock. The vessel had developed a list and the life-boat escorted her into the inner harbour at Holyhead. The life-boat then stood by while the Anglesey fire service put pumps on board the motor vessel and pumped out the water. The life-boat returned to her station at 11.40. Later, when the motor vessel was in dry dock at Holyhead, it was learnt that she had struck a rock and that this had caused the leak.

WATCHMEN TAKEN OFF SHIPS WHEN HARBOUR IS FROZEN

Clacton-on-Sea, Essex. At 9.50 on the morning of the 21st January, 1963, the honorary secretary received a telephone call from the agent of a number of shipping companies, several of whose vessels were laid up off West Mersea, asking for the help of the life-boat to take out provisions. The watchmen on board the vessels had been due for relief the day before, but the agent's motor launch was frozen up in West Mersea, and it was feared that the watchmen's provisions might be running short. As Brightlingsea harbour was frozen and there was no other boat available, it was arranged for the life-boat *Sir Godfrey Baring* to launch at 3.10 with provisions and two men on board who knew the vessels' positions. The life-boat put out in an east-north-easterly wind of near gale force and a

rough sea. It was one hour after low water and the weather was extremely cold. The life-boat provisioned three vessels and landed twenty-one men and a woman from twenty-one vessels. Because of the severe weather conditions she then made for Brightlingsea, which she reached at 11.10, and she returned to her station the next morning.

ESCORT AFTER CARGO VESSEL IS REFLOATED

Lowestoft, Suffolk. At 1.8 early on the morning of the 22nd January, 1963, the coastguard informed the honorary secretary that a cargo vessel had gone aground on Newcombe sands. The coastguard made signals to her by morse lamp to ask if she needed help, but no reply was received, and at 2.28 the life-boat *Cunard*, on temporary duty at the station, put out in an east-south-easterly breeze and a moderate sea. It was one hour after low water. The life-boat made for the position given, and found the motor vessel *Hoocreek* of London. She had just refloated and her skipper asked the life-boat to escort her into deeper water. This was done, and the life-boat returned to her station, arriving at 3.52. It was learnt later that the coaster had struck a sandbank because the South Holm buoy had apparently broken adrift.

TOW FOR FISHING BOAT WITH ENGINE TROUBLE

Peterhead, Aberdeenshire. At 5.17 on the afternoon of the 23rd January, 1963, the coastguard informed the honorary secretary that red flares had been seen from the Peterhead look-out two and a half miles east-by-north from Peterhead. The life-boat *Julia Park Barry* of Glasgow made for the position at 5.36 in a gentle westerly breeze and a slight sea. It was low water. The life-boat found that the fishing boat *Carnation* of Peterhead had engine trouble and was drifting towards Peterhead. The fishing boat with three men on board was taken in tow to Peterhead by the life-boat, which reached her station at 7.19.

LINE FIRED TO MOTOR VESSEL AGROUND

Caister, Norfolk. At eight o'clock on the morning of the 25th January, 1963,

the coastguard informed the honorary secretary that a vessel was ashore at Winterton but did not require any help. Two hours later the superintendent of the company to whom the vessel belonged telephoned the coxswain and asked if the life-boat would launch to lay out an anchor. The coxswain consulted the honorary secretary, and at 11.45 the life-boat *Jose Neville* was launched in a light west-north-westerly breeze and a slight sea. The tide was half ebb. The life-boat found the motor vessel *Crescence* of Rochester ashore on the beach, and an anchor was laid. The life-boat then returned to her station, arriving at 8.10. The vessel was still ashore on the 27th January, and the superintendent again telephoned the coxswain to say that the tug *Foreman* of Hull was unable to close the *Crescence* enough to connect a tow line. He asked if the life-boat could help. She was launched at two o'clock in the afternoon and on reaching the position took a 300-fathom rope from the tug to the *Crescence*, which was passed aboard by means of the line-throwing gun. The life-boat stood off to await the flood tide and the return of the tug, which was then some distance away. At six o'clock the tow rope was put aboard the tug, but during this operation the tug steamed over the life-boat's anchor and the tow rope had to be cut. The life-boat could do nothing further, and she returned to her station, arriving at seven o'clock.

NIGHT SEARCH FOR DRIFTING CABIN CRUISER

Selsey, Sussex. At 7.55 on the evening of the 26th January, 1963, the coastguard informed the honorary secretary that a message had been received from the Owers lightvessel that a cabin cruiser was drifting north of the lightvessel and had not replied to signals. At 8.10 the life-boat *Canadian Pacific* was launched. There was a light north-north-east breeze and a smooth sea, and the tide was half flood. With the help of her searchlight and parachute flares the life-boat searched widely, but she found nothing and returned to her station at 1.10 early on the 27th. It was decided to resume the search at daybreak, and at 6.30 the life-boat put to sea again. The

lightvessel had reported seeing the cabin cruiser drifting in a westerly direction, and at 8.10 the life-boat found the *Dee Dee* with no one on board. The life-boat towed the cabin cruiser to Littlehampton, returning to her station at noon.

The following life-boats went out on service but could find no ships in distress, were not needed, or could do nothing.

St. Mary's, Scilly Islands.—January 4th.

St. Mary's, Scilly Islands.—January 5th.

Llandudno, Caernarvonshire.—January 7th.

Hartlepool, Co. Durham.—January 15th.

Kirkcudbright.—January 16th.

Padstow, Cornwall.—January 17th

Great Yarmouth and Gorleston, Norfolk.—January 17th.

Walmer, Kent.—January 18th.

Walton and Frinton, Essex.—January 26th.

Tenby, Pembrokeshire.—January 28th.

Mumbles, Glamorganshire.—January 31st.

FEBRUARY

DURING February life-boats were launched on service 29 times and rescued 11 lives.

THREE LIFE-BOATS OUT TO DUTCH VESSEL

Port Erin, Port St. Mary, and Douglas, Isle of Man. At 4.15 on the morning of the 5th February, 1963, the coastguard informed the honorary secretary of the Port St. Mary life-boat station that a vessel was ashore on the south coast of the Isle of Man. The coxswain of the Port Erin life-boat was also told, and the life-boats *R. A. Colby Cubbin No. 2* and *Matthew Simpson* put out at 4.40 and five o'clock respectively. There was a south-easterly gale and a very rough sea. It was two hours after high water. At 5.15 the coastguard reported that the motor vessel *Grietje* of Groningen with a crew of eight had been found three miles south of Douglas. When the

Douglas life-boat *White Star*, on temporary duty at the station, was launched at 5.50 the other two life-boats were recalled, Port Erin reaching her station at 6.8, and Port St. Mary at 6.35. The Douglas life-boat reached the position of the motor vessel in a blinding snow-storm but was unable to close her because of the rocks, and she therefore stood off. The life-saving apparatus team had also arrived at the position and a line was secured to the vessel, but her crew did not wish to be brought ashore by breeches buoy, preferring to remain on board for the time being. At 7.40 a rubber life-raft was floated ashore from the *Grietje* with six of her crew in it, and they climbed the cliffs, using rope ladders which had been placed in position by the life-saving apparatus team. Later the captain and chief mate also went ashore in the life-raft. The life-boat, which had been standing by all this time, then returned to her station, arriving at 8.55.

LAUNCH IN WORST BLIZZARD IN LIVING MEMORY

Portpatrick, Wigtownshire. On the 5th February, 1963, the worst blizzard in living memory occurred and all road and air transport came to a halt. By the 8th there was an acute shortage of food, and as there was no prospect of the road being opened for several days the life-boat *The Jeannie* was launched with the second coxswain in command at 6.30 in the morning to go to Stranraer for supplies. She took with her two local officials who had been marooned at Portpatrick and landed them at Stranraer. The life-boat returned with six passengers for Portpatrick and food, medical supplies and mail, and then took supplies to Killantingan lighthouse. She finally reached her station at 3.45.

TRAWLER BREAKS FROM MOORINGS IN STRONG GALE

Rosslare Harbour, Co. Wexford. At 1.5 on the afternoon of the 5th February, 1963, Ilfracombe radio station informed the honorary secretary that the principal keeper of the Tuskar Rock lighthouse had seen a trawler fire a flare or a rocket two and a half miles south-east of the

lighthouse. At 1.25 the life-boat *Douglas Hyde* left her moorings in a strong south-south-easterly gale and a rough sea. The tide was half flood. After a very rough passage the life-boat reached the trawler *Achroite* of Mull at 2.45 and found her making little headway because of lack of steam. The trawler asked to be escorted to Rosslare Harbour for shelter. This was done and the trawler and the life-boat reached Rosslare Harbour at four o'clock, when the trawler was moored alongside the quay. The life-boat reached her moorings at 4.45.

An hour later the life-boat crew had just secured the boarding boat when they noticed that the trawler had broken her mooring cables in the gale and was drifting towards the mail steamer *St. David* and Rosslare Bay. The crew of the trawler were on board, and it was known that there was no steam power. The life-boat crew put out in the boarding boat, but before they reached the life-boat the trawler fouled the stern haul-off wire of the mail steamer and was held. The life-boat crew did not board the life-boat but made for the pier, where they helped to pull the trawler free from the steamer and back to the quay wall. This operation lasted nearly three hours in the storm conditions. The boarding boat was finally secured at 8.30. Later the trawler again broke free, this time with no crew on board, and went aground in Rosslare Bay.

THIRD GOLD MEDAL AWARDED SINCE END OF WAR

On the 5th/6th February, 1963, the St. Peter Port life-boat rescued nine people from the Norwegian motor vessel *Johan Collett*. For this service, a full account of which appears on page 450, among other awards made was that of the gold medal to Coxswain Hubert Petit.

COASTER AGROUND NEAR HARBOUR ENTRANCE

Amble, Northumberland. At nine o'clock on the morning of the 6th February, 1963, the coxswain told the honorary secretary that a coaster had run aground at the harbour entrance.

The life-boat *City of Bradford II*, on temporary duty at the station, left her moorings at 9.15 in a rough sea. There was a strong south-easterly breeze blowing, and it was one hour after low water. The life-boat reached the coaster *Northgate* and helped to take ropes from the ship to the quayside. She reached her moorings at 11.30. The master of the *Northgate* made a gift to the life-boat crew.

LIFE-BOAT BRINGS EXPECTANT MOTHER TO HOSPITAL

Campbeltown, Argyllshire. At 11.30 on the morning of the 8th February, 1963, the coastguard informed the honorary secretary that as a result of an exceptional blizzard in Kintyre every road was completely blocked, telephones were out of order, and Southend was without electricity. It was learnt that the local doctor had been cut off by the snow and that there were two expectant mothers in need of immediate attention. The doctor asked if one of the women could be conveyed in the life-boat to Campbeltown maternity hospital. The honorary medical adviser volunteered to go with the life-boat *City of Glasgow II*, which put out at 12.25 in a light east-south-easterly breeze and a slight sea. It was high water. The life-boat made for Southend, where she was met by a local boat, which took the doctor ashore. The woman was transferred to the life-boat which at 4.48 reached Campbeltown, where an ambulance took the woman to hospital. Two electricians and a post office engineer, who went to restore the electricity supply and repair a fault in the local telephone exchange, also took passage in the life-boat. A message was later sent from the Southend community to the honorary secretary expressing appreciation of the services rendered.

SICK MAN FROM LIGHTVESSEL BROUGHT ASHORE

The Mumbles, Glamorganshire. At 4.30 on the afternoon of the 10th February, 1963, the honorary secretary received a telephone message from the Superintendent of Trinity House, Swansea, asking for a life-boat to take a doctor to the Scarweather lightvessel, where a man was suffering from severe

headaches. The life-boat *William Gammon—Manchester and District XXX*, was launched at 4.57 in a strong south-easterly breeze and a rough sea. The tide was flooding. The doctor was put aboard the lightvessel and found the seaman in a poor condition. The seaman was brought ashore, and the life-boat reached her station at 7.20.

ESCORT FOR GERMAN COASTER IN TOW

Arklow, Co. Wicklow. At 5.50 on the morning of the 14th February, 1963, the naval base at Haulbowline informed the honorary secretary that the steering gear of the coaster *Milos* of Bremen had broken down off Mizzen Head and that the vessel needed help. At 7.14 the life-boat *Inbhear Mor* was launched in a south-easterly gale and a very rough sea. It was two hours before high water. The life-boat found the *Milos* in tow of the tanker *Irish Holly* five miles north-east of Arklow harbour and escorted the two vessels. At 9.30 off Mizzen Head the tow rope parted and the life-boat helped to reconnect the two vessels. When the *Milos* and *Irish Holly* had reached calmer water and the wind had moderated the life-boat returned to her station, which she reached at 5.45.

ESCORT FOR FIVE COBLES

Filey, Yorkshire. At 10.45 on the morning of the 14th February, 1963, the coastguard informed the honorary secretary that five fishing cobles were at sea in deteriorating weather. The life-boat *The Isa & Penryn Milsted* was launched at 11.25 in a strong south-by-easterly wind and a moderate sea. It was two hours before low water. The five cobles were well dispersed north-east of Filey Brig, but all were escorted safely ashore. The life-boat then returned to her station, arriving at 2.25.

CREW RESCUED FROM FISHING BOAT AGROUND

Stromness, Orkneys. At 5.20 on the afternoon of the 16th February, 1963, the ex-coxswain, after returning from lobster fishing, telephoned the present coxswain to report that the local fishing boat *Desire*, with two men on board, was aground on Clett Skerry off Graemsay.

The coxswain informed the honorary secretary, and at 5.35 the life-boat *Archibald and Alexander M. Paterson* was launched in a light south-easterly breeze and a smooth sea. The tide was ebbing. The coxswain took a flat-bottomed boat with him. The life-boat reached the fishing boat at 5.50 and after rescuing the crew of two of the *Desire* returned to her station at 6.30. The *Desire* was refloated at high water with the help of a local fishing boat.

INJURED WOMAN TAKEN TO MAINLAND

Galway Bay, Co. Galway. At ten o'clock on the morning of the 18th February, 1963, the local nurse asked the honorary secretary if the life-boat would take a seriously injured elderly woman to Rossaveel on the mainland, where an ambulance was waiting to convey her to hospital. No other suitable boat was available, and at 11.30 the life-boat *Mabel Marion Thompson* put out with the patient and the nurse on board. There was an east-south-easterly gale and a choppy sea. The tide was flooding. The two women were landed at Rossaveel, and the life-boat returned to her station, arriving at 3.30.

MAN FROM NORWEGIAN VESSEL OVERBOARD

Barry Dock, Glamorganshire. At 4.40 on the afternoon of the 18th February, 1963, the coastguard informed the honorary secretary that a man was reported overboard from the Norwegian motor vessel *Livanita* of Grimstad two miles west of Breaksea lightvessel. There was a moderate south-easterly breeze with a corresponding sea and snow showers. The life-boat *Rachel and Mary Evans* was launched at 4.55 on an ebbing tide and made for the position given. When she came up with the *Livanita* it was learnt that the man had been picked up. A helicopter then placed a doctor on board, but the man was found to be dead. The life-boat landed the body at Barry and then returned to her station, arriving at seven o'clock.

AIRCRAFT AND LIFE-BOAT SEARCH FOR FISHING BOAT

Barrow, Lancashire. At 10.45 on the morning of the 26th February, 1963, the

Formby coastguard reported that the fishing boat *Signora* of Peel had burnt flares twelve miles north-west-by-west of Haverigg Point. The life-boat *Herbert Leigh* was launched at 11.5 in a strong south-south-east breeze, a rough sea and a flooding tide. At 11.30 a Shackleton aircraft of the R.A.F. reported that the *Signora* was twenty miles north-west of Walney lighthouse. The aircraft guided the life-boat to the position, where the life-boat found that the *Signora's* crew of two had been taken off by the motor vessel *Lairdsbank*. The motor vessel had also taken the *Signora* in tow, but the tow parted. The life-boat then towed the fishing boat to Workington and returned to Barrow at fifteen minutes after midnight.

SECOND SERVICE TO NORWEGIAN MOTOR VESSEL

Penlee, Cornwall. At 8.15 on the morning of the 27th February, 1963, the port medical officer telephoned to say that the motor vessel *Livanita* of Grimstad, which had a sick man on board, was approaching Mount's Bay. He asked if the life-boat would put off to her with a doctor on board, and at eleven o'clock the life-boat *Solomon Browne* was launched. There was a strong south-easterly wind and a rough sea, and the tide was ebbing. The life-boat embarked a doctor at Newlyn, and put him aboard the *Livanita* six miles south of Penzance. The patient, a Spaniard suffering from internal bleeding, was then transferred to the life-boat, which returned to Newlyn, where an ambulance was waiting, at 1.20. The Barry Dock life-boat had been launched to the same Norwegian motor vessel nine days earlier.

The following life-boats went out on service but could find no ships in distress, were not needed, or could do nothing:

Fishguard, Pembrokeshire.—February 4th.

Port St. Mary, Isle of Man.—February 5th.

Port Erin, Isle of Man.—February 5th.

Courtmacsherry Harbour, Co. Cork.—February 10th.



By courtesy of]

[Isle of Man Examiner

LAUNCH OF THE DOUGLAS LIFE-BOAT



By courtesy of]

[Llandudno Photo Agency

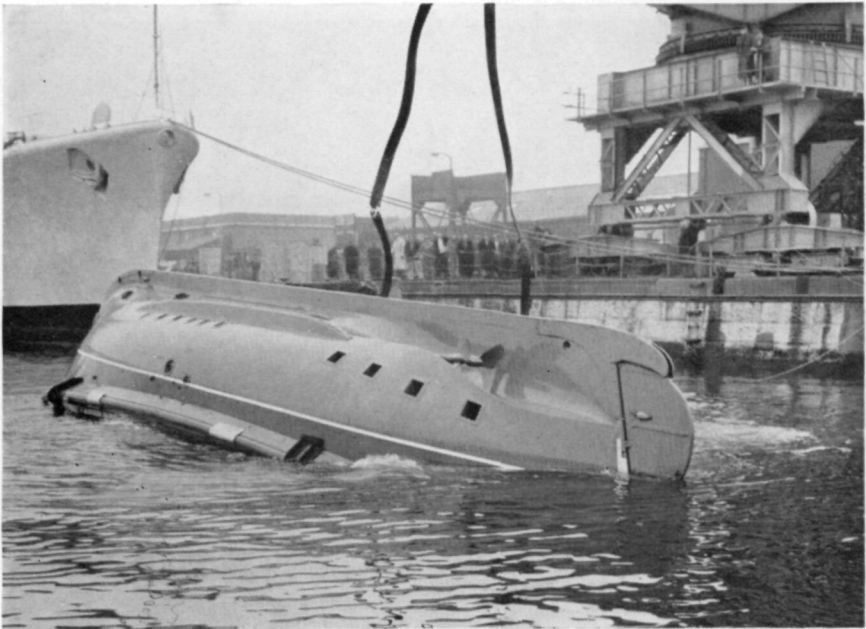
LLANDUDNO LIFE-BOAT IS LAUNCHED



By courtesy of]

[Daily Herald

THE NEW PROTOTYPE 48-FOOT 6-INCH LIFE-BOAT
[See page 452]



By courtesy of]

[Daily Telegraph

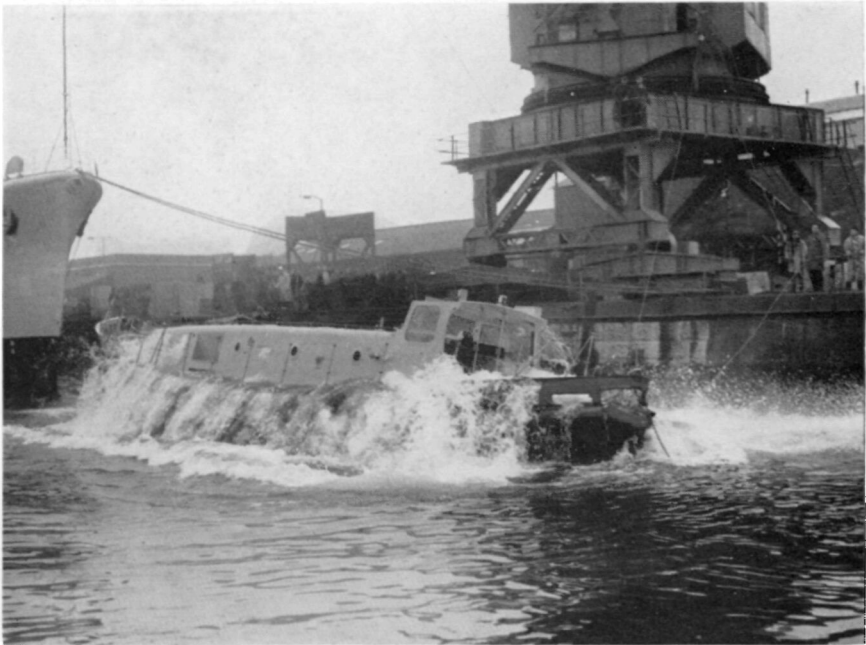
THE LIFE-BOAT IS CAPSIZED



By courtesy of]

[Daily Express

BETWEEN CAPSIZING AND RIGHTING



By courtesy of]

[Sport and General Press Agency

THE LIFE-BOAT RIGHTS HERSELF



By courtesy of]

[Sunbeam Photos Ltd.

ICE FORMATIONS AROUND MARGATE SLIPWAY IN JANUARY



WINTER CONDITIONS AT WALTON AND FRINTON



By courtesy of]

[Daily Telegraph

NEW INSHORE RESCUE BOAT APPROACHES SHORE

[See page 449]



By courtesy of]

[Daily Herald

NEW INSHORE RESCUE BOAT OFF LITTLEHAMPTON

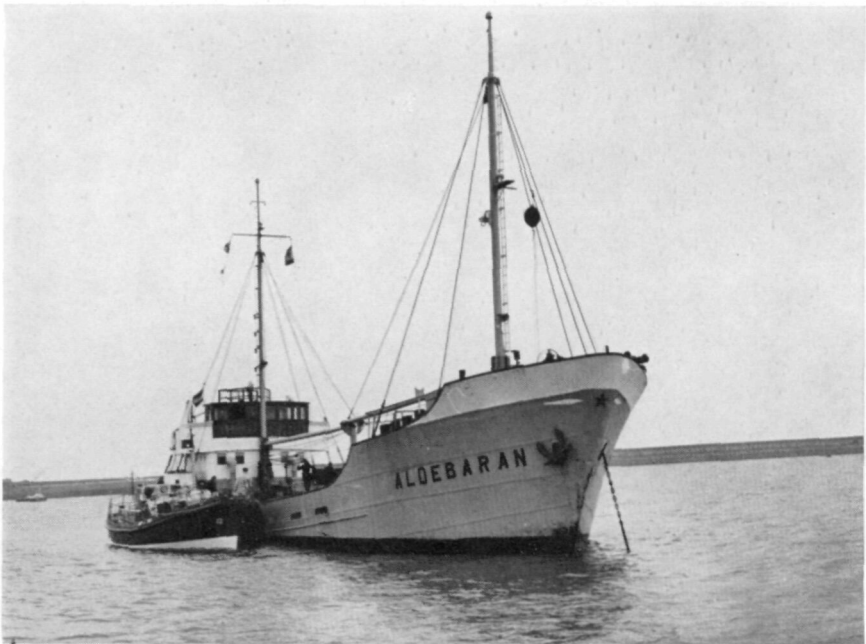


By courtesy of]

[Northumberland Gazette

AMBLE LIFE-BOAT ALONGSIDE COASTER

[See page 468

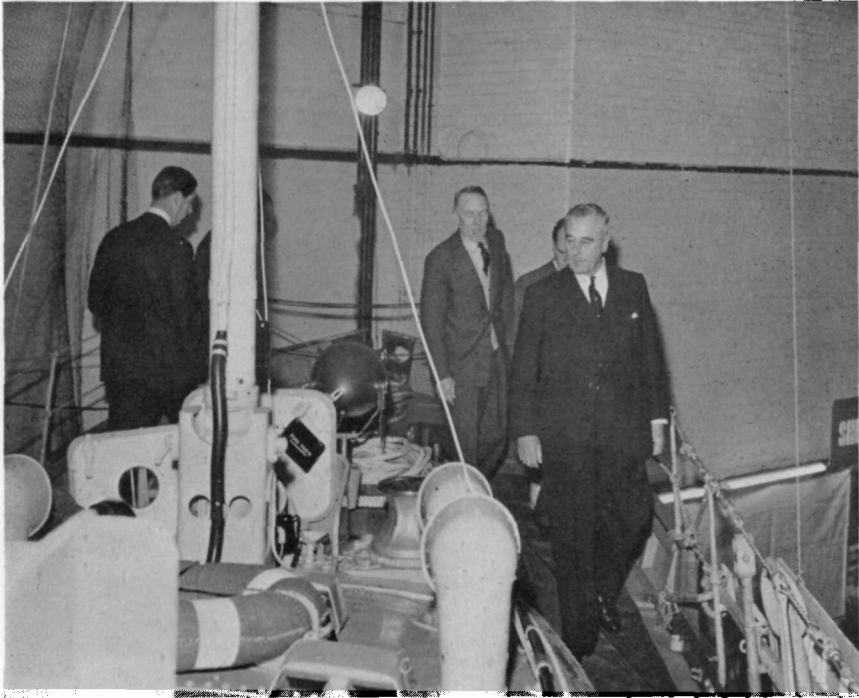


By courtesy of]

[David E. Sutcliffe

HOLYHEAD LIFE-BOAT ALONGSIDE COASTER

[See page 466]



By courtesy of]

[Fox Photos

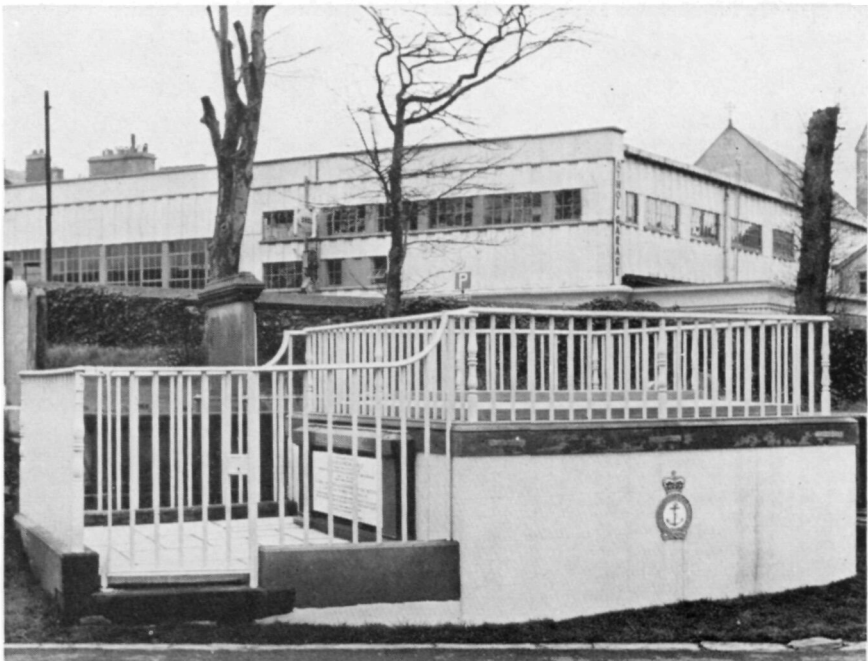
EARL MOUNTBATTEN OF BURMA ABOARD SHOREHAM LIFE-BOAT
The life-boat was exhibited at the International Boat Show in London



THE R.N.L.I.'s NEW MOBILE DISPLAY UNIT



RIGGING LOFT AT R.N.L.I. DEPOT



By courtesy of

[Manx Press Pictures

SIR WILLIAM HILLARY'S TOMB IN DOUGLAS
[See page 487]

Dover, Kent.—February 11th.

Stronsay, Orkneys.—February 11th.

The Lizard-Cadgwith, Cornwall.—February 12th.

Campbeltown, Argyllshire.—February 14th.

Howth, Co. Cork.—February 14th.

Portrush, Co. Antrim.—February 14th.

Wells, Norfolk.—February 16th.

Stornoway, Outer Hebrides.—February 17th.

Filey, Yorkshire.—February 19th.

Angle, Pembrokeshire.—February 25th.

Stornoway, Outer Hebrides.—February 26th.

MARCH

DURING March life-boats were launched on service 34 times and rescued 4 lives.

TOW FOR FISHING VESSEL AGROUND

Lerwick, Shetlands. At 11.45 on the night of the 3rd March, 1963, the coast-guard informed the assistant honorary secretary that the motor fishing vessel *Bountiful* was ashore on the east side of Shetland Isle. Shortly afterwards a further message was received from the coastguard that the vessel was ashore at the north end of Bressay outside the harbour. The life-boat *Claude Cecil Staniforth* put out at 11.54 in a gentle southerly breeze and a moderate sea. It was low water. Four fishing vessels also left harbour to help, and it was learnt from two of the skippers of the fishing vessels speaking on the radio-telephone that the *Bountiful* was on the Bass of Beosetter. On reaching the position the life-boat put a tow line aboard the vessel and towed her into deeper water. The *Bountiful* had not been damaged, and she made for the fishing grounds at Baltasound. The life-boat returned to her station, arriving at 1.26. A monetary gift was received by the coxswain and crew from the vessel's insurers.

LIFE-BOAT AND TUGS TO HELP OF DUTCH VESSEL

St. David's, Pembrokeshire. At 4.45 on the morning of the 4th March, 1963, the coastguard informed the honorary secretary that a Dutch vessel was in

distress, and though the position of the vessel was not known some red rockets had been seen in St. Bride's Bay. The life-boat *Swn-y-Mor* (*Civil Service No. 6*) was launched at 5.15 in a fresh south-easterly breeze and a moderate sea. It was one hour before low water. On reaching Wooltack Point the life-boat sighted the Dutch vessel *Finlandia*, of Zwolle, on rocks in Musselwick Bay, but conditions prevented her from approaching within fifty yards of the vessel. The tug *Dalegarth* had also reached the position, and a line was fired from her but it missed its target. The life-boat crew eventually succeeded in getting a hawser aboard the *Finlandia*, and the life-boat towed her clear of the rocks. The *Finlandia* had been badly holed, and had a severe list to starboard. The tug *Angle Gate*, which had arrived with pumping gear, pumped water from the *Finlandia*, and when this had been done the two tugs, accompanied by the life-boat, towed the vessel to Broadhaven beach, where necessary repairs could be carried out. The life-boat then returned to her station, arriving at 4.30 in the afternoon.

DANISH VESSEL ESCORTED INTO HARBOUR

Fowey, Cornwall. At 5.30 on the afternoon of the 7th March, 1963, Lloyd's agent at Fowey informed the honorary secretary that a vessel had gone ashore north-east of Par harbour while attempting to enter and that she would now try to get off on the morning tide. As a southerly gale was imminent, the life-boat *Deneys Reitz* put out at one o'clock early on the morning of the 8th March to stand by. There was a strong breeze blowing from the south-west with a very rough sea. The tide was flooding. The life-boat found the Danish motor vessel *Idalith* of Æroskobing, which floated under her own power at 4.5. The life-boat escorted her into Fowey harbour and then returned to her station, arriving at 5.30.

NURSE TAKEN TO MAINLAND IN GALE

Islay, Inner Hebrides. At 4.45 on the morning of the 8th March, 1963, the local doctor told the honorary secretary

that a patient of his needed an operation urgently. The doctor had asked for an air ambulance but had been told that because of the bad weather none was available for service, and because of the uncertain weather forecast it was not possible to say when one would be able to take the patient to the mainland. The life-boat *Francis W. Wotherspoon of Paisley* put out at 5.30 in a strong south-easterly gale and a rough sea. It was one hour before low water. The life-boat went to the Portaskaig pier and waited until an ambulance arrived with the patient, who was a nurse. After she had been put aboard, the life-boat made for Oban with another nurse on board accompanying the patient. Both nurses were landed, and the life-boat returned to her station, arriving at 6.55.

DOCTOR TAKEN TO GERMAN MOTOR VESSEL

St. Peter Port, Guernsey. At 6.11 on the morning of the 8th March, 1963, the St. Peter Port signal station informed the honorary secretary that the German motor vessel *Nova* of Stade, which was seven miles south of St. Martin's point, had a sick man on board who needed a doctor. The St. John Ambulance Brigade were asked to find a doctor, and at 6.35 the life-boat *Lloyd's*, on temporary duty at the station, put out with the doctor and ambulance men on board. There was a strong south-westerly breeze with a rough sea. The tide was ebbing. The *Nova* had made good progress with a following wind and tide and was met about a mile south of the pierheads. The doctor, the ambulance men and a member of the crew, who is a pilot, were put on board. The pilot brought the vessel into port, where the sick man received further medical treatment, before the vessel continued on her way. The life-boat reached her station at 7.30.

SICK CHILD TAKEN FROM ISLAND IN GALE

Galway Bay. At eleven o'clock on the morning of the 8th March, 1963, the local doctor asked the honorary secretary if the life-boat could take a child suffering from appendicitis to Rossaveel for hospital treatment. There was a

strong southerly gale with a corresponding rough sea, and the weather was stormy. Because of the weather conditions no other suitable boat was available. The life-boat *Mabel Marion Thompson* put out at noon on a flood tide with the doctor and the child on board. They were both landed at Rossaveel. The return journey of the life-boat took almost two hours against the southerly gale, and she arrived back at her station at 4.15.

BODY FOUND AFTER SEARCH WITH HELICOPTER

Weymouth, Dorset. At 12.55 on the afternoon of the 10th March, 1963, the coastguard informed the honorary secretary that a man and a girl were stranded on some rocks below the cliffs at Lulworth Cove. The life-boat *Frank Spiller Locke* put out at 1.5 in a strong west-south-westerly breeze and a rough sea. The tide was ebbing. A helicopter also took off. The police reported later that the two people were in the water and a search was carried out, in the course of which the helicopter sighted a body floating in the sea. This was recovered by the life-boat, which was in radio contact with the helicopter. The life-boat then returned to her station, arriving at 4.55.

YACHT TOWED TO HARBOUR

Ramsgate, Kent. At 7.40 on the morning of the 13th March, 1963, the coxswain informed the honorary secretary that a yacht was aground on the harbour bar and in need of help. The weather was fine with light airs and a smooth sea. It was low water. The life-boat *Michael and Lily Davis* put out at 7.50 and came up with the yacht *Doric II*. She stood by until the yacht refloated at 9.3 and then took her in tow to Ramsgate harbour. The life-boat reached her station at 1.30.

CREW MEMBER INJURED ON BOARD YACHT

Plymouth, Devon. At 9.27 on the evening of the 13th March, 1963, the honorary secretary was informed that a small white yacht with two men on board was on the breakwater 200 to 300 yards east of the fort. The life-boat

Thomas Forehead and Mary Rowse put out at 9.41 in a south-south-westerly wind of near gale force and a heavy swell. It was two hours after high water. On reaching the position the life-boat found that the yacht had been washed over the breakwater into the Sound. The Queen's Harbour Master's launch picked up one man who was clinging to the yacht's rudder while the life-boat picked up a lifebuoy about a hundred yards away. Two of the life-boat's crew then boarded the yacht, a converted ship's boat named *Luisa*, to see if anyone could be found. While on board one of the crew cut his hand severely, and the life-boat took him ashore immediately, where an ambulance was waiting. He was taken to hospital, where five stitches were inserted in his hand. The life-boat had meanwhile put out again to search for the missing man. Two of the crew were landed on the breakwater to search the extreme end but no one was found. During the service searchlights from H.M.S. *Tartar* at Breakwater Fort helped, with the life-boat's own searchlight, to light up the area. Eventually the search was abandoned, and the life-boat towed the *Luisa* into Millbay Docks, where she was berthed. The life-boat finally reached her station at 3.5.

SICK MAN FROM LIGHTVESSEL LANDED

Kilmore, Co. Wexford. At 7.50 on the morning of the 15th March, 1963, the local agent for the Irish Lights office informed the honorary secretary that one of the crew of the *Barrels* lightvessel was suffering from a heart complaint. There was a gentle south-westerly breeze with a heavy swell. The life-boat *Ann Isabella Pyemont* was launched at 8.20 on a flooding tide. She reached the lightvessel at 9.33, and the sick man was taken on board. The life-boat returned to her station at 11.20, and the patient was landed.

SICK MAN TAKEN FROM ISLAND

Islay, Inner Hebrides. At 11.50 on the morning of the 18th March, 1963, the medical officer for the Isle of Colonsay informed the honorary secretary that he had a patient suffering from a gastric

perforation requiring immediate hospital treatment. The doctor had been in touch with the R.A.F. station at Leuchars to ask for a helicopter, but because of adverse weather conditions the helicopter could not operate. At 12.14 the life-boat *Francis W. Wother- spoon of Paisley*, put out in a north-westerly gale and a choppy sea. It was an hour and a half before low water. The life-boat went to the Isle of Colonsay and embarked the sick man. He was conveyed to Port Askaig, where an ambulance was waiting to take him to Islay airport, and thence by aircraft to a Glasgow hospital. The life-boat reached her station at 3.45.

MAN TAKEN ON BOARD AND DINGHY TOWED IN

Hastings, Sussex. At 3.58 on the afternoon of the 22nd March, 1963, the coastguard informed the motor mechanic, in the absence of the honorary secretary, that the Bexhill police had reported a dinghy apparently in distress half a mile off East Parade, Bexhill. There was a near gale from the north-north-east with a choppy sea. The tide was flooding. The life-boat *M.T.C.* was launched at 4.11 and made for the position given. She came up with the dinghy *Jenny* at 4.55 and found another dinghy, which had gone to the *Jenny's* help, alongside her. The one man in the *Jenny* was taken on board the life-boat. The life-boat escorted the second dinghy safely ashore, and then returned to her station, with the survivor on board and his dinghy in tow, arriving at 6.10.

YACHT TOWED IN WITH GALE IMMINENT

Exmouth, Devon. At 11.30 on the night of the 25th March, 1963, the coastguard informed the honorary secretary that he had an auxiliary yacht under observation whose engine had broken down off Sidmouth beach. The owner intended sailing westwards along the coast. At 1.45 in the morning the district officer of H.M. Coastguard asked for the life-boat to be launched to this boat as a south-west gale was forecast for the area. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, put out at 2.25 in a

fresh southerly breeze with a rough sea. It was low water. Soon after leaving harbour the coxswain was informed that a strong gale was imminent. The life-boat came up with the yacht *Sgumain* at 3.30 and informed the owner about the gale warning. The owner agreed that the life-boat should tow the yacht to Exmouth, where she arrived at 6.15.

HIRED BOAT FOUND IN TIDE RACE

Port Erin, Isle of Man. At 4.20 on the afternoon of the 26th March, 1963, the honorary secretary was informed by the coxswain that a boat had been hired out to two students on condition that they stayed inside the breakwater. After a time the boat owner, finding they were not in the bay, had gone to look for them. He went to the adjoining headland, but could not see them. When the boat became overdue it was decided to launch the life-boat, and at 4.29 the life-boat *Matthew Simpson* put out in a light south-south-westerly breeze and a slight sea. It was two hours before low water. The missing dinghy was found under sail on the north side of the Calf of Man and taken in tow by the life-boat. The life-boat was finally rehoused at 5.40. When the dinghy was examined it was found to have a broken rudder pintle, and it would have been impossible for the students to return to Port Erin without help as they were in a tide race.

MOTHER REPORTS SONS MISSING IN BOAT

Torbay, Devon. At 11.50 on the night of the 26th March, 1963, the coastguard informed the honorary secretary that the mother of two young men had reported that they had not returned home after leaving Brixham at six o'clock for Dartmouth in the motor launch *Karen*. At 12.25 the life-boat *Princess Alexandra of Kent* left her moorings in a light south-west-by-westerly breeze and a choppy sea. It was an hour and a half before low water. The life-boat carried out a search along the coast towards Dartmouth, and off Scabbacombe beach a flashing light was seen close inshore near the rocks. The life-boat approached the position and

found the *Karen* with her engine broken down and the two young men on board. The boat was taken in tow to Brixham harbour, where the mother of the two men was waiting with a car to take them home to Kingswear. The life-boat reached her station at 1.55. The mother sent a letter of appreciation and a donation to the Institution's funds.

U.S. AND SPANISH VESSELS IN COLLISION

Hastings, Sussex. At 8.30 on the evening of the 27th March, 1963, a local resident informed the honorary secretary that he had seen a red flare south-east of Hastings. The life-boat *M.T.C.* was launched at 8.45 in a gentle south-westerly breeze and a slight sea. It was one hour after low water. Soon after the life-boat was launched information was received from the coastguard that the s.s. *Mormaclake* of New York and another vessel had been in collision nine and a half miles south-east-by-east of Hastings. At 9.27 the coastguard reported that the American vessel did not require any help but that the other vessel, the motor vessel *Conquistador*, of Seville, needed a tug. The life-boat reached the position at 10.20 and stood by. The bow of the *Conquistador* was almost severed. The coxswain was unable to get the Spanish crew to understand his messages. When the French tug *Hardi* arrived eleven Spaniards who had boarded the *Mormaclake* earlier were transferred by the life-boat to the tug, which then took the *Conquistador* in tow with sixteen men still on board. No further help was needed and the life-boat returned to her station, arriving at 2.15.

COBLE TAKEN IN TOW TO HARBOUR

Filey, Yorkshire. At nine o'clock on the morning of the 29th March, 1963, the coastguard informed the honorary secretary that ten local fishing cobsles were at sea in deteriorating weather. Only four regular life-boat crew members were ashore, but a full crew were soon assembled, and at 9.20 the life-boat *The Isa & Penryn Milsted* was launched with the bowman in command. There was a moderate to fresh south-easterly breeze and a rough sea. The

tide was half ebb. Seven cobles were found and escorted safely into harbour. The eighth had broken down and had to be taken in tow. While this was being done a message was received that another coble had made for Scarborough and that the tenth was being escorted by the Scarborough life-boat. The Filey life-boat reached her station at 2.45.

TOW TAKEN OVER FROM COBLE

Scarborough, Yorkshire. At 9.35 on the morning of the 29th March, 1963, the coxswain received a message from the Filey fishermen that the Scarborough keelboat *Hyperion* had reported by radio-telephone that the fishing coble *Hilda II* of Scarborough was firing flares two miles east-by-north of Scarborough. The life-boat *J. G. Graves of Sheffield* was launched at 9.40 in a strong south-easterly breeze and a rough sea. The tide was half ebb. The life-boat found the *Hilda II* in tow of the coble *Premier*. The *Hilda II* had a broken shaft. The *Premier's* engine was also faulty, so the life-boat took over the tow to the harbour. The life-boat then returned to escort the *Premier* and three more cobles into harbour and reached her station at 2.20.

SICK MAN BROUGHT TO MAINLAND

Galway Bay. At 11.45 on the night of the 31st March, 1963, a report was received from the local doctor that a man was gravely ill and should be taken immediately to hospital. As no local boats were available, the life-boat *Mabel Marion Thompson* put out at 12.40

in a light south-westerly breeze and a calm sea. It was almost low water. The sick man was embarked together with the doctor and taken to the mainland, but because it was low water he could not be landed at Rossaveel and was taken to Galway. The life-boat then returned to her station, arriving at 8.30.

The following life-boats went out on service, but could find no ships in distress, were not needed, or could do nothing:

Llandudno, Caernarvonshire.—March 2nd.

Swanage, Dorset.—March 3rd.

Broughty Ferry, Angus.—March 5th.

St. Helier, Jersey.—March 8th.

Fraserburgh, Aberdeenshire.—March 9th.

Dungeness, Kent.—March 13th.

Dover, Kent.—March 13th.

Stronsay, Orkneys.—March 14th.

Weymouth, Dorset.—March 16th.

Falmouth, Cornwall.—March 16th.

Courtmacsherry Harbour, Co. Cork.—March 17th.

Portrush, Co. Antrim.—March 20th.

Clacton-on-Sea, Essex.—March 22nd.

Rhyl, Flintshire.—March 24th.

Sennen Cove, Cornwall.—March 31st.

***Mallaig, Inverness-shire.**—November 28th.

***Mallaig, Inverness-shire.**—December 21st.

* The accounts of these services were received too late for inclusion in the March 1963 number of the *Life-Boat*.

Life-boat

The sea runs high, and surging foam
Is spent against the rocky shore,
The moon sails on amidst the clouds
That surge across the angry sky;
No voice is heard, until one word
Is called by lone maroon. 'Distress'.
The lights so newly sprung in windows
Wink reply, and soon the welcome
sound

Of rubber boots is heard to thunder
On the pier, and oilskin coats
Are wrapped about, as stinging rain
Begins to fall; but soon aboard
The winch is loosed, as life-boat slips
Once more to sea - to save.

DEREK H. HILLESLEY.

Obituary

Coxswain W. Watts Williams

Coxswain William Watts Williams, of St. David's, who died on the 7th January, 1963, had served as coxswain of the St. David's life-boat for 19½ years. During this period the St. David's life-boat was launched on service 60 times and rescued 85 lives. He was awarded the silver medal for gallantry for the service to the tanker *World Concord* on the 27th November, 1954, in which the St. David's life-boat rescued 35 lives, and was awarded the bronze medal for a wartime service on the 25th-26th April, 1943, when the life-boat rescued a man from a tank landing craft.

Mr. T. Mervyn Jones, chairman of the Wales Gas Board writes: 'You never enjoy the world aright, 'til the sea itself floweth in your veins, 'til you are clothed with the heavens and crowned with the stars'. How fitting these words of Traherne to describe the life, as the belief, of Captain Watts-Williams of St. David's, whose passing we now mourn.

He first went to sea in a small coaster from his home port – the tiny, lovely harbour of Porth Clais. He sailed the Seven Seas in craft of all kinds. A proud 'Cape Horner' for he had been round under sail, 'Skipper' – as all St. David's residents and visitors of the last 30 years will remember him – retired home only to become the most notable coxswain of the so notable St. David's life-boat. He was coxswain for the epic rescue in the appalling gale of November 1954 of the 35 seamen from the severed stern of the tanker *World Concord*, a rescue that called for 36 runs of his life-boat under the still thrashing propellers of the tanker. It earned for him the silver medal of the Royal National Life-boat Institution, and a distinction of which he was no less proud, the immediate signal from nearby H.M.S. *Illustrious*: 'Congratulations on your superb seamanship'. When age compelled his retirement as coxswain in the summer, with added zeal he kept his boat at St. Justinian and the trips to, from and around Ramsey. For some of us he will forever be a part of the exhilarating vista of

Ramsey Sound and the islands. One of our fondest memories will be that evening last September when, with Richie and Mr. Cox, we joined him, casting off from St. Justinian down the Sound across a calm Porthlysgi, still sun-drenched, but with a slight northerly that beckoned summer's end, making, as we now know, his last ever mooring in the same Porth Clais from which, as a lad, he had first sailed on life's chosen journey.

Talk with the Queen

The tang of the sea was about him, all he loved and did. His face and form was clean, clear, fresh. He looked good – how right the Institution was in featuring as a Welsh coxswain his picture, the fine Joseph Conrad imperial beard had appeared, 'snapped' in the stern of his boat as he crossed the Ramsey Sound. He had a natural dignity that was near regal. Her Majesty, outside the Cathedral in August 1955 stayed talking to Skipper long beyond the programme time, and was heard to comment how much he had reminded her of her grandfather King George V.

A man above all others to be with in a storm – on or off the sea. He would take command, no effort, no dispute. His was the discipline of the dedicated. For the sea he had all the true sailor's respect; whatever the urgings of visitors, or his own need, he would never leave St. Justinian unless the portents of the Ynyscantwr were right. Like all the truly brave, he had a reverent respect for life, and no less a deep, if hidden, tenderness, that won the abiding confidence of little children. In the host of friends and admirers – what a varied mixture they were – could be found many 'sweethearts' who so rightly and perfectly properly loved this so good-looking sailor.

No less was he the ideal companion in the joyous frivolities of life. He was a zestful, boyish Puck to the end of his days. 'Skip' was the first to be invited to any party at, or from, the hospitable 'Farmers'. He enjoyed his life and wished all around him to do so to. He made no claim to be free of faults. He

was so singularly free of the greatest of all – to be conscious of none. The pompous, the bogus, the real fool, he just passed by in disdain. The genuine, however, fallen or foolish, found in him a sterling friend.

His home was his joy and pride. The gracious, gentle lady, the chosen companion of his days, was called, and always revered, as 'Mother'. His daughters and their families grew up as part of his. We prize yet more contemporary

St. David's pictures for his so proper father's delight and pride in the painter.

We mourn with them, for we are but human. But no less may they, comforted by knowing all they were and meant to him, join us all in thanks for a life bravely, joyfully lived.

'Glad did I live and gladly die . . .

'Here he lies where he longs to be,
Home is the sailor, home from the sea'.

Awards to Honorary Workers

Honorary Life-Governor

Mrs. W. D. Gale has been appointed an honorary life-governor of the Institution in recognition of the valuable help she has given to the life-boat service as honorary secretary of the West Cowes ladies' life-boat guild since 1935, and previously as a member of the guild from 1915. She has been presented with a copy of the vote inscribed on vellum and signed by H.R.H. Princess Marina, Duchess of Kent, as President of the Institution.

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. H. CARTMAN, Fleetwood.
THE VERY REV. FATHER E. LAMBE, P.P.,
Baltimore.

Barometer

The barometer with an inscription has been awarded to the following honorary secretary:
MR. P. G. GARON, Southend-on-Sea life-boat station.

Binoculars

The binocular glass with an inscription has been awarded to the following honorary secretaries of life-boat stations:

CAPTAIN G. AYRE, New Brighton and Walsley.
MR. J. CAMERON, Cromarty.
CAPTAIN E. H. CLEMENTS, Stronsay.
MR. B. GALLAGHER, Arranmore.
MR. K. F. SPEAKMAN, Ramsgate.

Bar to the gold badge

The bar to the gold badge has been awarded to:

MRS. C. LEYLAND, O.B.E., Chairman of the Appeals Committee, Southend-on-Sea life-boat station.
MISS M. TART, Life-boat helper, Dungeness life-boat station.

Gold Badge

The gold badge has been awarded to:
MRS. A. EDDY, Member, Central London Women's Committee.
MR. J. M. F. GROAT, President, Longhope life-boat station.
MR. J. C. HILTON, Honorary Secretary, Clovelly life-boat station.
MRS. E. P. LE MASURIER, Chairman, Jersey Guild.
MRS. R. MATHERS, President, Dundee Guild
MR. W. MILLS, Honorary Secretary, Forest Row Branch.
MR. G. T. PAINE, M.B.E., Chairman, Southend-on-Sea life-boat station.
MRS. C. C. SAYLE, President, Rhyl Guild.

Silver Badge

The silver badge has been awarded to:
MR. L. W. APLIN, Exeter.
LIEUT.-COLONEL J. W. H. BENSON, M.C., I.A.(Rtd.), Kilkenny.
MR. H. BIGGS, Broadstairs.
MRS. H. BOYD-ROCHFORD, Mullingar.
MRS. R. BREAKELL, Royton.
MRS. J. N. BROWN, Portadown.
MR. H. BUCKLEY, Oldham.
MRS. J. C. BURGESS, Brierfield.
MRS. R. A. CAVE-ROGERS, Llandudno.
MRS. M. CAVELL, Deal and Walmer.
MR. D. CHALMERS, Stronsay.
MRS. M. CHENEY, Chilterns.
MRS. CHILVERS, Ringwood.
MRS. B. CLARKE, Ripley.
MR. N. CLARKE, Southampton.
MISS F. M. COLEMAN, Shipston-on-Stour.
MRS. COLPOYS, Pyrford and West Byfleet.
MRS. E. L. COPPACK, Connahs' Quay and Shotton.
MISS A. F. COSSEY, Menai Bridge.
MRS. V. DAVIS, Bognor Regis.
MRS. R. DEANE, West Cowes.
MISS S. DICKIE, Dundee.
MRS. DUESBURY, Poole.
MR. F. J. M. GARNER, Stratford-on-Avon.
MR. N. E. GIBBONS, Eltham and District.
MRS. J. S. GORDON, Withnell.
MRS. F. GORRIDGE, Southend-on-Sea.
MISS A. S. HAM, Oxford.

MRS. K. HATTON, Lytham-St. Anne's.
 MISS D. P. HEALEY, Garstang.
 MRS. E. HEYWOOD, Middleton.
 MRS. A. A. HILTON, Lytham-St. Anne's.
 MISS V. HOOPER, Barmouth.
 MRS. HOTHAM, West Cowes.
 MISS O. HUGHES-ROBERTS, South Caernarvonshire.
 MRS. JEBB, Kirkcudbright.
 MR. E. C. JONES, Walton-on-Naze.
 MRS. P. KERSHAW, Lytham-St. Anne's.
 MR. D. C. LYALL, Gourdon.
 MR. H. MALLALIEU, Failsborough.
 MRS. J. MARSH, Widnes.
 MR. S. H. MATTOCK, Tenbury Wells.
 MISS O. MCGEE, Greystones.
 THE MADAME MCGILLYCUDDY, South Kerry.
 MISS M. MCILROY, Belfast.
 MR. J. G. S. MCLEES, B. L., Motherwell.
 MR. W. MITCHELL, Motherwell.
 MISS M. P. MONTGOMERY, Kirkcudbright.
 MRS. A. G. MORRELL, Ongar.
 MISS T. MOTT, Ely and District.
 MRS. J. H. MUSKER, Lymm and District.
 MISS M. G. NEWMAN, Chipperfield.
 MISS D. NORTH, Kirkby Lonsdale.
 MRS. J. PATON, New Brighton and Wallasey.
 COUNCILLOR MRS. E. C. POTTER, Deal and Walmer.
 MRS. M. PRITCHARD, South Caernarvonshire.
 MRS. A. E. RATCLIFFE, Rochester.
 MRS. A. REEVE, Brighthouse.
 MR. J. F. ROBERTSON, Dublin.
 MISS M. RUNCIMAN, North Sunderland.
 MRS. H. W. RUSSELL, Holywell and Mostyn.
 MRS. A. J. SCHERMULY, Deal and Walmer.
 MR. E. SCORGIE, Dumfries.
 MRS. E. SCORGIE, Dumfries.
 MR. H. P. SHARP, Chislehurst.
 MRS. H. R. H. SHARPE, Bray.
 MR. R. SMITH, Johnstone.
 MRS. A. SOUTHWORTH, Withnell.

COMMANDER T. C. SPURWAY, R.N., Dawlish.
 MRS. L. P. STEVENS, Jersey.
 MISS G. E. THOMPSON, Bradford.
 MRS. N. THUELL, Deal and Walmer.
 MRS. E. H. UPTON, Chichester and District.
 MR. L. WARMSLEY, Upminster.
 MR. G. G. WARREN, St. Ives.
 MRS. J. C. WARRY, Southend-on-Sea.
 MISS M. WATKINSON, Heywood.
 MRS. T. WHITTLE, Lymm and District.

Statuette

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

MR. R. COSSONS, Ipswich.
 MRS. A. M. CUNNINGHAM, Dundee.
 MRS. G. J. HACKLAND, Newhaven, Edinburgh.
 MR. AND MRS. R. HILL, Donegal.
 MRS. CHESTER HILLMAN, Eastbourne.
 MR. J. JONES, Holyhead.
 MRS. P. JONES, Larbert.
 MRS. S. LEVER, Lytham-St. Anne's.
 MRS. I. W. LISTON, Newhaven, Edinburgh.
 MRS. SAUNDERSON, Belfast.
 MR. E. WITKOWSKI, Spilsby.
 MR. S. SHECKMAN, Orpington.

Record of Thanks

A record of thanks has been awarded to:
 BRANCH COMMITTEE, Ashby-de-la-Zouch.
 EDGBASTON ROUND TABLE, Birmingham.
 WOMEN'S INSTITUTE, Bromsgrove.
 MR. W. FOX, Coventry.
 ROUND TABLE, Loughborough.
 MR. AND MRS. HAVELOCK AND FAMILY, Maidenhead and District.
 MRS. M. JOHNSTON, Malden and Coombe.
 BRANCH COMMITTEE, Mansfield.
 TOWNSWOMEN'S GUILD, Melrose

Bravest Act of Life-saving

THE Maud Smith award for the bravest act of life-saving by a member of a life-boat crew in 1962 has been won by Bowman John Kerr, of Blyth, for his part in the rescue of the crew of two of the motor vessel *Paullgate* on the 18th November. A full account of the service appeared in the March 1963

number of the *Life-boat* on page 402.

The award, which is an annual one made, according to the terms of a will, by the Committee of Management of the Institution, was won the year before by Coxswain John Stonehouse, of Teesmouth.

Consulting Naval Architect

MR. H. A. LYNDsay, B.Sc., M.R.I.N.A., has been appointed consulting naval architect to the Institution. Mr. Lyndsay, who has been principal officer of Sir J. H. Biles and Company, naval architects and engineers, for over thirty years, is a graduate of Glasgow University. In addition to his membership of the Royal Institute of Naval Architects he is a

member of the Institute of Marine Engineers.

He has designed a great variety of vessels, including merchant ships, dredgers, and numerous small craft now in service in eastern waters. He was the designer of the recently completed R.M.S. *Victoria*, which was built for service on Lake Victoria.

Sir William Hillary's Tomb

A SERVICE of commemoration and re-dedication to mark the restoration of the tomb of the founder of the life-boat Institution, Sir William Hillary, was held at St. George's Parish Church in Douglas, Isle of Man, on 17th March. The preacher was the Lord Bishop of Sodor and Man, the Rt. Rev. Benjamin Pollard. The Lieutenant-Governor, Sir

Ronald Garvey, and Air Chief Marshal Sir Arthur Murray Longmore, who represented the Committee of Management, laid wreaths on Hillary's tomb.

That the work of restoration was carried out was in very great measure due to the efforts of the President of the Douglas branch, the First Deemster S. J. Kneale.

New Year Honours

AMONG those associated with the life-boat service on whom honours were bestowed in the New Year's Honours List were:

Knight Bachelor: Mr. M. Arnet Robinson, a member of the Committee of Management and Deputy Chairman

of the Port of Liverpool and District branch;

Commander of the British Empire: His Honour the First Deemster S. J. Kneale, O.B.E., President of the Douglas branch; Mr. W. D. Opher, President of the Barrow branch.

Portrait on the Cover

THE portrait on the cover is of Coxswain Hubert Petit, of St. Peter Port, Guernsey, who is only the third man to win the Institution's highest award for gallantry, its gold medal, since the war. An account of the service

for which he won his medal appears on page 450.

Hubert Petit was appointed coxswain of the St. Peter Port life-boat in 1948. Since then the life-boat has been launched on service 117 times and has rescued 110 lives.

THE LIFE-BOAT FLEET

150 Life-boats

LIVES RESCUED

from the foundation of the Life-boat Service

in 1824 to 31st March, 1963 - 84,033

RECEIPTS AND PAYMENTS ACCOUNT

1961 £	PAYMENTS.	£	£
	LIFE-BOATS:—		
	New life-boats for the following stations: On account— Aith, Appledore, Boulmer, Howth, Longhope, Lowestoft, Salcombe, Sheringham, Shoreham, St. David's, Sunderland, Weston-super-Mare, Yarmouth (I. of W.), materials for future building and improve- ments and alterations to existing fleet	240,845	
165,777	Upkeep of Cowes office and store	816	
558	Upkeep of and repairs to life-boats	52,523	
46,040	Rentals and maintenance of radio equipment and loud hailers and radio licences	18,193	
18,605	£		
	Salaries of superintendent engineer, sur- veyor of life-boats, inspectors of machin- ery, assistant surveyors of life-boats and machinery, draughtsmen and clerical staff	55,523	
52,707	Travelling expenses	16,779	
15,149	Pensions under the pension scheme	4,086	
3,763	Contribution to 1938 pension scheme	3,806	
4,199			
75,818		80,194	
3,105	<i>Less</i> estimated amount chargeable to life- boat carriages and tractors	3,192	
72,713		77,002	
303,693		389,379	
	LIFE-BOAT CARRIAGES AND TRACTORS:—		
17,696	New carriages	30,388	
565	Repairs to carriages	625	
432	Repairs to tractors	773	
3,105	Estimated proportion of life-boats' expenses as above ..	3,192	
21,798		34,978	
	LIFE-BOAT HOUSES AND SLIPWAYS:—		
40,404	New construction and adaptation	27,871	
23,654	Repairs and maintenance	27,233	
64,058		55,104	
63,482	LIFE-BOAT STORES	65,320	
	LIFE-BOAT DEPOT:—		
—	New construction	156	
12,583	Rates, insurance, equipment and repairs	13,073	
55,271	Salaries of superintendent of depot, assistant and clerical staff and wages of manual workers	56,761	
3,062	Pensions and gratuities under the pension schemes ..	2,981	
1,480	Contribution to 1938 pension scheme	1,309	
814	Provision for additional liability, 1909 pension scheme ..	896	
73,210		75,176	
	LIFE-BOAT STATIONS:—		
34,248	Conveyance of life-boats, carriages, tractors and stores; work to moorings; telephones, postages, etc.	39,419	
7,008	Insurance under national insurance acts and against claims at common law	7,486	
320	Salaries of assistant secretaries, etc., of stations	410	
41,576		47,315	
567,817	Carried forward		667,272

FOR THE YEAR ENDED 31st DECEMBER, 1962

1961 £	RECEIPTS.				£
	SUBSCRIPTIONS, DONATIONS, ETC:—				
11,597	General subscriptions to headquarters	..	..	..	10,280
8,857	" " through station branches	..	..	..	8,607
37,172	" " through financial branches	..	..	..	27,247
36,378	" donations to headquarters	..	..	..	25,146
94,495	" " through station branches	..	..	..	93,711
256,689	" " through financial branches	..	..	..	288,717
1,800	Contributions from harbour authorities towards upkeep of life-boat stations	..	..	..	1,800
246	Contribution boxes to headquarters	..	..	..	304
19,277	" " through station branches	..	..	..	18,868
9,388	" " through financial branches	..	..	..	10,221
475,899					484,901
475,899	Carried forward	..	..	..	484,901

RECEIPTS AND PAYMENTS ACCOUNT

		PAYMENTS.	
1961		£	£
567,817	Brought forward ..		667,272
COXSWAINS, MOTOR MECHANICS AND CREWS:—			
	Cost of wreck services, including allowances to life-boat crews and others, special allowances and recognitions, medals and vellums	19,368	
16,268	Grants to men injured in the life-boat service	1,095	
1,526	Fees of coxswains, bowmen and signalmen, wages of motor mechanics, etc.	145,457	
145,175	Life-boat crews and launchers for exercises	12,633	
10,769	Annuities and gratuities under the regulations to coxswains, bowmen, signalmen, part-time and assistant motor mechanics	4,872	
4,960	Pensions and grants to relatives of deceased life-boatmen and others	15,207	
12,754	Pensions and gratuities under the pension scheme to ex-permanent crews of life-boats	5,952	
4,943			
196,395			204,584
LIFE-BOAT INSPECTORS:—			
	Salaries of chief inspector, deputy chief inspector, inspectors and clerical staff	22,397	
20,120	Travelling expenses	7,287	
6,509	Pensions under the pension scheme	2,320	
2,274	Contribution to 1938 pension scheme	1,795	
2,149	Provision for additional liability, 1909 pension scheme	860	
422			
31,474			34,659
RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC.			
3,818		£	6,158
ADMINISTRATION:—			
	Salaries of secretary, assistant secretary, accountant, internal auditor, and clerical staff	47,954	
44,507	Rent, depreciation, rates, lighting, heating, insurance, etc., of the Institution's headquarters	3,881	
3,995	Insurance under national insurance acts and against claims at common law, etc.	8,551	
7,037	Telephone operator, commissionaires and nightwatchman	3,229	
2,892	Telephones, postages and parcels	3,864	
3,622	Travelling expenses of committee of management	687	
861	Pensions under the pension scheme	1,819	
4,738	Contribution to 1938 pension scheme	2,917	
3,164	Provision for additional liability, 1909 pension scheme	1,729	
2,404			
73,220		74,631	
36,610	Less estimated amount chargeable to raising of funds and publicity	37,315	
36,610		37,316	
8,823	Stationery, office expenses, printing and books	9,757	
630	Auditors' fee	630	
1,180	Legal and professional expenses	3,530	
1,072	Repairs and improvements to Institution's headquarters	2,030	
48,315			53,263
655	GRANTS IN CONNEXION WITH CERTAIN LEGACIES		510
115	CONFERENCE OF LIFE-BOAT SOCIETIES		205
848,589	Carried forward ..		966,651

THE YEAR ENDED 31st DECEMBER, 1962—continued

1961 £	RECEIPTS.	£	£
475,899	Brought forward ..		484,901
	INCOME FROM INVESTMENTS		
85,522	Dividends and interest on investments	91,865	
	<i>Less:—</i>		
1,592	Interest on certain trust funds transferred to Special Purposes Fund	2,121	
	Interest on certain endowment funds transferred:		
672	(a) to general subscriptions, etc. ..	492	
2,485	(b) to General Endowment Fund ..	1,695	
4,749		4,308	
80,773			87,557
	SUNDRY RECEIPTS:—		
7,533	Sale of old stores	6,879	
1,393	Rentals of freehold and leasehold premises	1,456	
698	Underwriting commission	756	
9,624			9,091
566,296	Total ordinary receipts		581,549
566,296	Carried forward ..		581,549

RECEIPTS AND PAYMENTS ACCOUNT

		PAYMENTS.	
1961 £		£	£
848,589	Brought forward ..		966,651
RAISING OF FUNDS AND PUBLICITY:—			
10,280	Salaries of publicity secretary, assistant and clerical staff and wages of manual workers	10,729	
33,442	Salaries of district organizing secretaries and clerical staff	37,961	
6,697	Travelling expenses	7,226	
510	Annual general meeting	363	
15,455	Advertising and appeals	20,432	
42,554	Stationery, printing, books, films, badges, collecting boxes, district offices expenses, postages	54,306	
5,768	Printing and binding the year book and life-boat journal	7,311	
9,543	Salaries and commissions of assistant secretaries, etc., of branches	8,986	
2,865	Pensions under the pension scheme	2,118	
3,411	Contribution to 1938 pension scheme	3,739	
2,523	Provision for additional liability, 1909 pension scheme ..	2,007	
36,610	Estimated proportion of administration expenses as above	37,315	
169,658			192,493
1,018,247	Total payments ..		1,159,144
165	Transfer to General Endowment Fund being the amount of the year's receipts of gifts for endowment purposes		206
	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:		53,799
180,849	Receipts in year of gifts and legacies for special purposes	218,875	
185,047	Less payments in year met from gifts and legacies for special purposes (of which £108,159 relates to new life-boats and £56,917 to other items)	165,076	
Cr. (4,198)	Transfer to Special Purposes, etc., Fund (1961 Cr. see contra.)	£53,799	
65,918	Transfer to Reserve for Replacement of Life-boats (see contra.)		—
154,777	Transfer to General Purposes Fund		175,329
£1,239,107			£1,388,478

THE YEAR ENDED 31st DECEMBER, 1962—continued

£	RECEIPTS.				£	£
961						
66,296	Brought forward ..					581,549
87,599	LEGACIES FOR GENERAL PURPOSES					555,162
53,895	Total receipts for general purposes					1,136,711
	GIFTS AND LEGACIES FOR SPECIAL PURPOSES					
	(The capital to be applied in accordance with the directions of the respective donors.)					
23,805	Civil Service Life-boat Fund				22,599	
52,047	Special gifts				108,507	
04,997	Legacies				87,769	
80,849						218,875
	GIFTS AND LEGACIES FOR ENDOWMENT PURPOSES					
	(The income therefrom to be applied in accordance with the directions of the respective donors.)					
165	Gifts				—	
—	Legacies				206	
165						206
234,909	Total receipts					1,355,792
4,198	<i>Transfer from Special Purposes and Maintenance Fund</i> (see contra.)					—
	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					32,686
65,777	Payments on account of new life-boats in the year ..				240,845	
31,695	Less amount met from gifts and legacies for special purposes				108,159	
34,082					132,686	
100,000	<i>Deduct</i> estimated average annual cost of replacements falling to be met from general purposes receipts ..				100,000	
(65,918)	Transfer from Reserve (1961 Dr. see contra.)				£32,686	
239,107						£1,388,478

NOTE:—This account includes the receipts and payments of the headquarters of the Institution for the year to 31st December, 1962, and of the branches for the year to 30th September, 1962.

Dr.

	GENERAL ENDOWMENT FUND,						
	The income to be applied for the purposes of the Institution						
1961							£
£							
37,653	<i>Loss on change of investments</i>	..	..	..	..	..	—
2,229	<i>Transfer to Life-boatmen's Benevolent Fund Endowment Fund Account</i>	..					—
235,721	BALANCE AT 31ST DECEMBER, 1962	..	..	..	..	..	237,622
£275,603							<u>£237,622</u>
	SPECIAL PURPOSES AND MAINTENANCE FUND,						
	The capital to be applied for the purposes of the Institution						
4,198	<i>Transfer to Receipts and Payments Account (see contra.)</i>	..	..	..			—
297,848	BALANCE AT 31ST DECEMBER, 1962	..	..	..	..	..	353,768
£302,046							<u>£353,768</u>
	RESERVE FOR REPLACEMENT OF LIFE-BOATS,						
—	TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..		32,686
1,140,794	BALANCE AT 31ST DECEMBER, 1962	..	..	..	..	..	1,108,108
1,140,794							<u>£1,140,794</u>
	GENERAL PURPOSES FUND,						
36,046	<i>Loss on change of investments</i>	..	..	..	..	..	—
47	<i>Transfer to Life-boatmen's Benevolent Fund Revenue Account</i>	..			..	..	—
709,710	BALANCE AT 31ST DECEMBER, 1962	..	..	..	..	..	887,942
£745,803							<u>£887,942</u>

STATEMENT OF FUNDS AND RELATIVE ASSETS

1961 £		£
235,721	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors)	237,622
297,848	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors)	353,768
140,794	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 £1,300,000, part of which will be met by special gifts and legacies.	1,108,108
709,710	GENERAL PURPOSES FUND Of this fund £150,887 relates to freehold and leasehold properties necessary to the Institution's work. The balance of £737,055 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 £235,000 and provision of new carriages and tractors £100,000.	887,942
384,073		£2,587,440

(Signed) HOWE,
Chairman
(Signed) S. M. WHORLOW,
Secretary.

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

3 Frederick's Place,
Old Jewry, London, E.C.2.
18th February, 1963

DECEMBER, 1962

1961 £		£	£
	INVESTMENTS at quinquennial valuation on 31st December, 1961, or cost if acquired since:—		
	Representing GENERAL ENDOWMENT FUND		
	Income only available:—		
35,721	British government securities (Market value at 31st December, 1962, £262,600)		237,622
	Representing other funds:—		
	Quoted—		
66,770	British government securities	821,747	
70,984	British corporation stocks	147,016	
18,932	Debenture stocks	65,362	
83,121	Ordinary stocks and shares	894,822	
	(Market value at 31st December, 1962, £1,982,413)		1,928,947
39,807			
75,528	Total quoted investments (Market value £2,245,013)		2,166,569
	Unquoted—		
60,000	Short term loan to local authorities	100,000	
38,602	Mortgages, debentures and other securities	45,219	
			145,219
74,130	TOTAL INVESTMENTS		2,311,788
	FREEHOLD PREMISES (At cost):—		
05,333	Including life-boat depot at Boreham Wood		105,333
	LEASEHOLD PREMISES—(At cost less amounts written off):—		
39,203	Including 42/44 Grosvenor Gardens		45,554
	BRANCH ACCOUNTS:—		
46,577	Balances in hands of branches, 30th September, 1962	161,961	
89,172	Less balance of remittances between headquarters and branches, October to December, 1962	109,399	
57,405			52,562
08,002	BANK BALANCES		72,203
84,073			£2,587,440

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

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

LIFE-BOATMEN'S

		ENDOWMENT FUND
1961		£
£		
295	<i>Loss on change of investments</i>	—
2,589	Balance carried forward at 31st December, 1962, represented by £3,444	
	Conversion 5¼% Stock 1974	3,225
	(Market value at 31st December, 1962, £3,478.)	
<u>£2,884</u>		<u>£3,225</u>
		REVENUE ACCOUNT
116	Grants to beneficiaries	189
121	Balance carried forward at 31st December, 1962	93
<u>£237</u>		<u>£282</u>

(Signed) HOWE,
Chairman.

(Signed) S. M. WHORLOW,
Secretary,

We have examined the above statement with the books and vouchers of the Life-boat
We have also

18th February, 1963.

BENEVOLENT FUND**FOR THE YEAR ENDED 31st DECEMBER, 1962**

1961					£	
£						
2,229	Balance brought forward at 1st January, 1962	..	..	..	..	2,589
580	Subscriptions and Donations received and invested	..	..	..	..	636
75	<i>Appreciation on valuation of investments at 31st December, 1961</i>	..	..	..	..	—
<hr/>						
£2,884						<hr/> £3,225 <hr/>

FOR THE YEAR ENDED 31st DECEMBER, 1962

47	Balance brought forward at 1st January, 1962	..	..	..	..	121
190	Investment income	..	..	..	..	161
<hr/>						
£237						<hr/> £282 <hr/>

men's Benevolent Fund and find the same to be correct and in accordance therewith.
verified the investment.

(Signed) PRICE WATERHOUSE & CO.,
Auditors.

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., the 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, 1963.