

THE LIFE-BOAT

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Portrait of a Coxswain



THE photograph shows Coxswain William Coull, of Girvan, Ayrshire. He was appointed coxswain on 5th May, 1960. Previously, after nearly six months as bowman, he served from September, 1956, as second coxswain. Since he joined the crew in 1956 the Girvan life-boat has been launched on service 23 times and has rescued two lives.

NOTES OF THE QUARTER

EARL HOWE, the former chairman of the Committee of Management, has been appointed honorary chairman for life of the Institution. This appointment brings to an end an active period of work on behalf of the life-boat service extending over 45 years.

LORD HOWE'S SERVICE

It was in 1956 that Lord Howe was appointed chairman of the Committee of Management. He had served on all of the Institution's sub-committees, had been deputy chairman for 10 years, deputy treasurer for 16 years and chairman of the general purposes and publicity committee from 1932 to 1956. So deep has been his interest in every aspect of the service, particularly the operational side, that he managed to visit every single life-boat station. It was an appropriate tribute that the Committee of Management formally asked him to accept a title of honour "as a token of their affection and esteem and in recognition of his many and valuable years of service to the cause".

THE NEW CHAIRMAN

The new chairman of the Committee of Management is Captain the Hon. V. M. Wyndham-Quin, R.N. who joined the Committee in 1937 and has been deputy chairman since 1956. Captain Wyndham-Quin makes a regular practice of taking passage in new life-boats when they are sent to their stations in order to acquaint himself in detail with the qualities of the new boats. He served as a regular officer of the Royal Navy in both world wars and after the last war was naval attaché in Buenos Aires. He has crossed the Atlantic three times under sail.

Two deputy chairmen have been appointed. They are Air Vice-Marshal Sir Geoffrey R. Bromet, who joined the Committee of Management in 1952, and Commander F. R. H. Swann, who joined a year later. After holding a number of important commands in the last world war, Sir Geoffrey Bromet was Lieutenant-Governor of the Isle of Man from 1945 to 1952. Commander Swann is a stockbroker by profession and in the last world war commanded a number of ships including an aircraft carrier. He has had many years' experience of small boats and is Rear Commodore of the Royal Cruising Club. He is chairman of both the Institution's boat and construction and helicopter committees.

THE NEW UNITED STATES LIFE-BOAT

Following a visit of a small delegation from the Institution to the United States a decision has been taken to acquire a 44-foot steel life-boat of the kind now in the service of the United States Coast Guard. This type of life-boat is described in detail on page 9. Intensive trials of the life-boat will be carried out in order to discover whether boats of this type are suitable for service around the coasts of Great Britain and Ireland. In deciding to try out an American life-boat the Committee of Management were prompted by a number of considerations. The chief of these was that it is the Institution's duty to provide the very best boats and equipment which money can produce or skill can devise. Such are the qualities of the 44-foot life-boat that clearly it could not be neglected. The United States Coast

Guard spent some £100,000 in developing the boat, and by taking advantage of their generosity in placing all their knowledge at the Institution's disposal the R.N.L.I. has in fact been saved from expending a comparable sum on development. There also has been the saving of some 2½ years, which would have been needed to construct a new boat in this country starting from scratch.

Until the trials have been completed it is impossible to state whether life-boats of this kind will be accepted for service by the R.N.L.I., but if they are all the boats will, of course, without exception be built in yards in either Great Britain or Ireland.

A BUSY WINTER

Figures for launches on service and of lives rescued by life-boats show remarkable increases during the winter of 1963-4. In every one of the six months from October to March in-

clusive there were more launches on service than in the corresponding months of 1962-3, and in each of these months except November more lives were rescued. The total number of winter launches in 1962-3 was 208, and 76 lives were rescued. In 1963-4 there were 322 winter launches and 119 lives were saved. When it is remembered that in most parts of the country the winter of 1962-3 was the most severe in living memory these figures tell their own story.

FATHER AND SON DECORATED

At the annual general meeting, a full report of which appears on page 13, Coxswain Hubert Petit of St. Peter Port and his son John were both present. The coxswain had already received the gold medal for gallantry at the international life-boat conference in Edinburgh, and at the annual general meeting his son received a



By courtesy of]

Coxswain Petit and his son

[Sport and General Press Agency

bronze medal. Coxswain Petit represents the ninth successive generation of seafaring men in his family, and his son, who is himself a master mariner and holds a pilot's licence, has been appointed to succeed him as coxswain.

John Petit has himself been largely responsible for the construction of a new type of fishing boat. The boat was built in 13 months by himself, his

brother and a friend and has been used successfully for stern trawling. Stern trawling has, of course, been carried out with considerable success in boats with a fairly large deck space, but the Petits' boat is less than 28 feet in length and has a displacement of only nine tons. She has been used effectively for all-purpose fishing with a crew of only two men.

New Committee of Management Members

THE Committee of Management of the Institution welcomes five new members.

Rear-Admiral K. St. B. Collins, C.B., O.B.E., D.S.C., R.N. (Retd.), was Hydrographer of the Navy from 1955 to 1960, when he retired from the Royal Navy. From 1960 to 1963 he was consultant to the survey and mapping branch of the Department of Mines and Technical Surveys in Ottawa.

Commander M. Cunningham, A.R.I.N.A., R.N. (Retd.), is overseas sales director of Vickers Armstrong (Shipbuilders) Ltd.

Sir Knowles Edge, Bt., J.P., is chairman and managing director of William Edge and Sons Ltd., industrial chemists. He is chairman of the Lytham-St. Anne's branch of the Institution, chairman of the British

Federation of Music Festivals, and a member of the Royal Mersey Yacht Club. From 1931 to 1958 he was a member of Bolton Town Council.

Mr. J. Houston-Jackson is managing director of B.P. Tanker Co. Ltd.

Vice-Admiral Sir Geoffrey Robson, K.B.E., C.B., D.S.O., D.S.C., was Lieutenant-Governor and Commander-in-Chief of Guernsey from 1958 to 1963. His previous appointments included President of the Admiralty Interview Board 1950-1, Flag Officer, Scotland, 1952-6, and Commander-in-Chief, South Atlantic 1956-8.

To Major General Ralph H. Farrant, C.B., whose election to the Committee of Management was reported in the March issue, apologies are expressed for stating that he had been awarded the K.B. in the New Year Honours List.

Ladies' Life-boat Guild

LADY EGREMONT, daughter of Captain the Hon. V. M. Wyndham-Quin, chairman of the Institution, has been appointed as the new president of the Ladies' Life-boat Guild.

R.N.L.I. Delegation's Visit to the United States

THE Institution's decision to acquire a 44-foot life-boat of the kind now operated by the United States Coast Guard was a direct consequence of the international life-boat conference held in Edinburgh in June, 1963. At the conference the United States Coast Guard delegation led by Vice-Admiral Donald McG. Morrison, the assistant commandant, presented two papers on this type of life-boat and showed a film and a model. An extract from one of these papers is reproduced on page 9.

All the delegates at the conference were deeply impressed by the description of the new American life-boat, and after careful consideration by the Institution's boat and construction committee, the Committee of Management decided in 1963 that a delegation should be sent to examine the Coast Guard life-boat and that it should have authority to acquire one for trial purposes if it considered this desirable.

FIVE MEMBERS

The delegation was led by the present chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, who was then deputy chairman and also chairman of the operations committee. The other members of the delegation were Commander F. R. H. Swann, chairman of the boat and construction committee and now a deputy chairman, Mr. Peter Guinness and Mr. N. Warington Smyth, both members of the boat and construction committee and Lieut.-Commander W. L. G. Dutton, chief inspector of life-boats.

After preliminary discussions in Washington the delegation visited the United States Coast Guard yard at Curtis Bay, Baltimore, during the week beginning 19th January. They saw a number of vessels under construction including a line of 44-foot life-boats on which building was just beginning. Construction facilities in steel, wood and fibre glass were all inspected, as were the extensive machine shops and rigging lofts.

FLEW TO NEW JERSEY

The party were then flown to the Coast Guard receiving centre at Cape May, New Jersey. This is the east coast depot to which all new entries are sent when they first join the Coast Guard service. Captain Wyndham-Quin and Lieut.-Commander Dutton, who had gone ahead as an advance party, had already visited Cape May, where they had undertaken a short sea trial of a 44-foot life-boat.

The delegation found the living quarters, recreation facilities, training halls and parade ground at the receiving centre most impressive. Opportunities were provided for taking various life-boats to sea for trials, and one day was spent at sea in a buoy tender, the U.S.C.G. *Sassafras*. Various life-boats as well as amphibious aircraft and helicopters carried out exercises for the benefit of the delegation. In another exercise which was arranged a 44-foot life-boat took the 1,300-ton *Sassafras* in tow. Using a nylon line the life-boat maintained a speed of nearly six knots.

The next visit was to Newark where the Institution's delegation were given



The 44-foot steel life-boat

a very impressive demonstration of the so-called Ratan system, which has recently been introduced on an experimental basis. The word Ratan is an abbreviation of Radar and Television Aid to Navigation. The equipment uses a picture provided by a shore based radar which is then transmitted by television for reception aboard vessels in the area. One important advantage of this to small boat sailors is that they require only a low priced television as opposed to an expensive radar equipment and no special training is required for them to benefit from the picture transmitted.

SAW SMALL CRAFT

The delegation then embarked in an 82-foot Coast Guard cutter which has a speed of 22 knots, and reached Base Manhattan, where they were greeted by Rear-Admiral Ross, the commander of the Eastern District. Here they

inspected various types of small craft, spent some time at the Search and Rescue Co-ordination Centre and visited the AMVER Headquarters.

MORE LIFE-BOAT TRIALS

The Atlantic Merchant Vessel Report system (AMVER) is operated by the United States Coast Guard. It is a maritime mutual assistance scheme which provides help in developing and co-ordinating search and rescue efforts in the off-shore areas in the North Atlantic and other waters around the coast of the American continent.

After a visit to the New York boat show the delegation visited the life-boat station at Eatons Neck on Long Island, from which further trials of a 44-foot life-boat were carried out. As at Cape May opportunities were afforded for frank discussions with the group commander and the crews operating boats of this type. Discussions

with the enlisted men, who have carried out many courageous and difficult services, were extremely valuable; the instructions given by Vice-Admiral Morrison that every facility should be given to the R.N.L.I. delegation were carried out to the full, and the crews were frank in their criticisms. The delegation were most impressed by the way in which the Coast Guard service took detailed note of the men's observations which arose from their operational experiences.

TRIBUTE TO LATE PRESIDENT

Before beginning their detailed examination of the work of the U.S. Coast Guard the delegation attended a number of other functions. On Sunday, 19th January, Captain Wyndham-Quin and Commander Swann, accompanied by Captain R. R. Smith and Commander J. D. McCann of the United States Coast Guard and Lieut.-Commander Dutton, laid a wreath on the grave of the late President Kennedy at Arlington National Cemetery. On the same day they visited the tomb of the Unknown Warrior. On the Sunday evening Vice-Admiral Morrison held a reception at his home for the R.N.L.I. delegation. The arrangements made for the delegation's visit were flawless throughout. They received much generous hospitality and during the whole of their visit Commander McCann, the administrative aide to Admiral E. J. Roland, the commandant of the United States Coast Guard, was assigned to help them.

ADMIRAL INVITED

In the course of the visit Captain Wyndham-Quin invited Vice-Admiral Morrison to be the guest speaker at the Institution's annual general meeting.

Admiral Morrison accepted the invitation but was unfortunately prevented by illness from fulfilling it. Rear-Admiral William Shields therefore deputized for him.

COMMITTEE DECIDED

On returning to London the delegation reported to the Committee of Management, which then decided that a 44-foot United States life-boat should be acquired for evaluation purposes. Lieut.-Commander Dutton later returned to the United States for further trials of the boat, and arrangements were made to ship her to the United Kingdom in May.

For many years there has been close and friendly co-operation between the R.N.L.I. and the U.S.C.G. In 1928, for instance, the R.N.L.I. provided U.S. Coast Guard with a Watson cabin life-boat which a Coast Guard delegation considered the most suitable for their purpose of any European life-boat they had seen.

The United States Coast Guard was created in 1790 soon after the American nation was born.

HOW SERVICE DEVELOPED

The first United States Congress accepted 12 lighthouses along the Atlantic sea border and authorized 10 light, fast 50-foot, two-masted schooners to enforce customs and revenue laws. Although both the revenue cutter service and the lighthouse establishment operated independently under the Secretary to the Treasury for over a century, they became part of the Coast Guard in 1915 and 1919 respectively.

In 1852, with the advent of the steam engine, the marine inspection service was established in the Treasury Department with authority to license engineers and pilots and to inspect

hulls, boilers, life-boats, signal lines and fire fighting equipment. This was followed some years later by the creation of the Bureau of Navigation to administer the nation's marine laws. This, like the marine inspection service, was eventually transferred to the Coast Guard.

SEARCH AND RESCUE DUTIES

The Coast Guard is a military service at all times and constitutes a branch of the armed forces of the United States. It operates under the

Secretary of the Treasury during peace time and under the navy in time of war. Some of its more important duties are: law enforcement, search and rescue, aids to navigation, marine inspection, oceanography, weather ocean stations, international ice patrol, merchant marine safety, ice breaking and reserve personnel training.

This is, indeed, a comprehensive service, of which search and rescue includes the operation of 138 life-boat stations and nine air stations with 14 air detachments.

The New U.S. 44-foot Steel Life-boat

The following extract was taken from a paper presented to the ninth international life-boat conference in Edinburgh, 1963, by Lieut.-Commander Robert W. Witter, Chief, Boat Section, Naval Engineering Division, United States Coast Guard.

THE ability to operate satisfactorily in coastal waters under unusually severe adverse weather and sea conditions was a major consideration for the new 44-foot life-boat built by the United States Coast Guard. Features intended to provide excellent seaworthiness characteristics were given high priority in the development of the preliminary design. In the forward sections of the hull, emphasis was placed on lines favourable to easy driving with a minimum of pounding in a seaway. This new boat followed the important seaworthiness requirement of a small moderately fast Coast Guard craft in its ability to proceed into head seas at a maximum speed consistent with due consideration for damage to the boat's structure and equipment and a minimum of physical punishment to the crew. The adequacy of these design considerations was confirmed in evaluation trials following construction of the full-scale boat.

In the determinations of hull scantlings emphasis was placed on highest strength obtainable in the least practicable weight considering the most severe service conditions of rescue at sea, possible grounding, working in ice, heavy surf, and towing assistance. The hull, which is framed by a combination of transverse and longitudinal members, is divided into seven watertight compartments. For safety against possible grounding damage, a double bottom is provided in the forward half-length of the boat. Further grounding protection, when breached, is afforded by a web frame located at the mid-section and extending from keel to cockpit deck level.

Bulkheads are constructed of mild steel, as are the hull framing, raised decks and cockpit deck. The shell plating is constructed of $\frac{3}{16}$ in. Corten steel, a special low carbon formulation possessing high strength and corrosion-resisting properties.

The trunks over the mess and passenger space and the litter space are constructed of aluminium alloy 5086-H32. The trunk over the machinery space is constructed of mild steel. The windshield, dodgers and other parts of the superstructure are constructed of aluminium alloy 5086-H32.

PASSENGER SPACE

The steering station is equipped with engine throttle and starting controls, steering wheel, instrument panel, special-damped compass, and remote-operated electronic equipment.

The passenger space includes two transom seats, fitted with foam rubber cushions and six auto-type safety belts. The mess space is similarly equipped with a single transom for accommodating three persons, in addition to including limited galley facilities consisting of a dresser with sink and hot cup receptacles. An enclosed toilet-space is located convenient to this living area. The litter space includes two transom seats with safety belts for five persons. Stowage is provided for a Stokes litter and fire-fighting chemical foam.

ENGINE POWER

The main propelling machinery consists of two diesel engines each producing 200 shaft horsepower, which are remotely controlled from the steering station by single lever control for both clutch and throttle. Each engine drives a monel propeller shaft through hydraulic reverse reduction gears. The propellers are three-blade cast manganese bronze. The shafting is supported on water lubricated cutlass rubber bearings.

Each engine is equipped with a 2000

watt, 28 volt D.C. alternator with a rectified output and voltage regulator to supply auxiliary electrical power to the boat. Service electricity is controlled and supplied through a distribution switchboard to two 750 watt converter units for 115 volt A.C. power to operate the electronics equipment. Batteries are installed to provide "dead-boat" communications capability.

Starting for the main engines is by means of a hydraulic system with controls to actuate remotely the starting motors. Stored pressure accumulators provide starting reserve during stand-by engine status.

The port engine has a manual clutch-type power take-off for operation of a 120 G.P.M. fire and salvage pump. This engine also drives the hydraulic starting system pump and air compressor. The starboard engine drives the hydraulic steering system pump.

CHIEF STATISTICS

The boat is provided with twin, balanced foil plate rudders of welded construction and controlled by means of a cable system with power assist from the hydraulic steering booster. Quick and precise rudder action is thus afforded.

Towing equipment consists of the 4-in. diameter tow bitt and tow line stowage reel with 100 fathoms of $3\frac{1}{2}$ in. circumference nylon rope. Double bitts are located at each side for side tow positioning.

Minimum hull maintenance is expected from the utilization of "exotic" paint coating systems for all interior and exterior surfaces of the hull.

Principal dimensions and characteristics as developed from design and construction stages are as follows:

Length, overall	44' 10½"	Range of stability,	
Length, design		in excess of	175 degrees
waterline	40'	G.M. (metacentric	
Beam, overall	12' 8"	height)	1·8 feet
Beam, waterline	10' 10"	K.G. (distance from	
Draft	3' 2½"	centre of gravity	
Displacement	15·8 tons	to bottom of keel)	4·8 feet
Fuel capacity	333 U.S.		
	gallons	Adequacy of stability calculations	
Water capacity	16 U.S. gallons	and confirmation of self-righting	
Shaft horsepower,		capability were checked during cap-	
maximum	400	sizing test. This test indicated approxi-	
Trial speed	15·3 knots	mately two or three seconds were	
Endurance	290 miles,	required for return from overturned	
	10 knots	to upright position. Self-bailing of the	
	163 miles,	midships cockpit is achieved through	
	15 knots	the four-inch diameter, non-return	
Block coefficient	0·38	ball-check scupper valves. Approxi-	
Prismatic coefficient	0·52	mately 55 seconds elapsed in clearing	
Midships coefficient	0·73	water scooped in capsizing test.	

Letter to the Editor

SIR – I am a life-boat enthusiast and as such I am particularly interested in boats and equipment. As there must be others like myself, would it be possible to form a R.N.L.I. Enthusiasts' Club? May I, through this journal, ask what support there would be for this idea?

Yours faithfully,
JOHN G. FRANCIS

20a, Transmere Road,
Petts Wood,
Orpington, Kent.
22nd April, 1964.

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, 1964.

AN UNUSUAL GOBLET



A MONUMENTAL glass goblet made in 1810 has been decorated by the well-known artist, Honoria Diana Marsh, who works with diamonds, with a picture of the Weston-super-Mare life-boat *Calouste Gulbenkian*. The capacity of the goblet is nearly 10 pints. It is $12\frac{1}{4}$ inches high and measures 9 inches across the top. The goblet is to be sold to the highest bidder in aid of the funds of the Royal National Life-boat Institution, and offers are invited.

ANNUAL GENERAL MEETING

Princess Marina Presented Medals

THOSE who attended the annual general meeting of the governors of the Institution on 7th April, 1964, were told that 364 people had been rescued by the Institution's life-boats and inshore rescue boats during the previous year, without loss of a single member of the life-saving crews. The meeting, which was held at the Central Hall, Westminster, was attended by H.R.H. Princess Marina, Duchess of Kent, president of the Institution.

NO LIVES LOST

Reporting on the year's work, Captain the Hon. V. M. Wyndham-Quin, deputy chairman of the Committee of Management, said,

"My first duty today is to report on the work of the life-boat service in the year 1963, and a very eventful year it was. It was also a most successful year in every possible way. The true measure of our success is that 354 people were rescued by life-boats; 10 others were rescued by our new inshore rescue boats, to which I will refer later; and individual boat-owners, many of them associated with our inshore rescue scheme, saved the lives of 224 others. All this was done without the loss of a single member of a crew of a life-boat or other life-saving craft in the service of the Institution.

SKILLED CREWS

"That, I think you will agree, is a wonderful record. When disasters do occur much is written about them. This is very understandable, but surely it is also worthy of comment that during the year

in which we experienced just about the worst winter in human memory life-boats were continually out on their missions of life-saving and not a single man was lost and no life-boat was seriously damaged. This is a tribute both to the skill and seamanship of our crews and to the quality of the boats in which they serve.

ADVANCES IN DESIGN

"We have indeed every right to be proud of the quality of our life-boats, but we are never satisfied and we are always trying to improve. In the year on which I am reporting several important advances were made. We put into service a new prototype life-boat, which is now stationed at Yarmouth in the Isle of Wight. This is the 48-foot 6-inch life-boat designed by our own surveyor and the largest boat in our service to incorporate his own ingenious principle of self-righting.

INFLATABLE CRAFT

"Then we introduced a new type of life-saving craft, a small, fast, inflatable boat driven by an outboard motor, capable of well over twenty knots and normally manned by a crew of two. We tried some of them out experimentally last year with marked success, and we shall have 25 of them in service this year. Through these craft we shall, I am certain, be making a major contribution to the increasing problem of casualties in summer months among small boat-owners and holiday makers generally.

"During the year we held a major international conference at which 17 nations were represented and everyone, I think, learned something new about life-boats and their equipment. We made an

important step towards improving communications by deciding to switch over from very high frequency to ultra high frequency radio telephones for communication between life-boats and helicopters and other aircraft. There is no doubt whatever that as a result voices will be heard more distinctly and the dangers of misunderstanding correspondingly reduced. These are only a few of our new developments, but I hope they will give you some idea of the direction in which we are moving and how we are constantly striving to provide our crews with the very best boats and equipment, for clearly they deserve no less.

RISING COSTS

"On the financial side too, our results were satisfactory, and this is due to the tremendous amount of hard work done by our voluntary workers everywhere. But we have got to face the fact that we shall have to raise more and more. Our costs are rising steeply, out of all proportion to changes in the value of money. The reason is simply that we are making so many advances in so many directions that we are bound to spend more and to need more. Last year the service cost something like a million and a quarter pounds. I shall not be at all surprised if this year it costs about one million and three-quarters.

PRESIDENT WELCOMED

"My next and pleasantest duty of all is to welcome your Royal Highness, our president, and to say how delighted we are that you are able to grace this meeting with your presence once again. We all know what a tremendous inspiration the work which you do, Ma'am, is to the life-boat crews in this country, and I know *how delighted and honoured the crews of life-boats from other countries were when you visited them in Leith Docks and showed such a close interest in their work.*

"I want to welcome most warmly Rear-

Admiral Shields of the United States Coast Guard who has kindly consented to be our guest speaker today. Not long ago I led a delegation from the R.N.L.I. to the United States to have a look at their boats and their methods of construction, and I can assure you we were all very much impressed. During this visit we received much kind hospitality from the United States Coast Guard and we were most grateful to them for the excellent arrangements they made. As you may have read in the newspapers we were so impressed by the new United States Coast Guard 44-foot life-boat that we have decided to buy one of these for evaluation purposes. The boat will arrive some time next month and we will subject her to exhaustive trials over a period of about a year.

READINESS TO LEARN

"The decision to buy this life-boat is in accordance with our practice of providing nothing but the best for the crews who man our boats. It is, of course, no reflection upon our own life-boats in which we have supreme confidence, but we are always ready to learn, and if other life-boat services have new ideas or new designs we are always ready to adopt them.

"I would like also to extend a warm welcome to the representatives of the French, Irish, Netherlands and Norwegian governments who are with us today."

UNANIMOUS DECISION

The report and accounts for 1963 were adopted, and Captain Wyndham-Quin read out the nominations for chairman and deputy chairmen. These were: chairman, Captain the Hon. V. M. Wyndham-Quin; deputy chairmen, Air Vice-Marshal Sir Geoffrey R. Bromet and Commander F. R. H. Swann. These were elected unanimously, as were the president, vice-



By courtesy of

Princess Marina congratulates Coxswain Scott when presenting his silver medal

[Topix

presidents and other members of the Committee of Management. Commodore the Right Hon. the Earl Howe was elected honorary chairman for life.

Princess Marina then gave her presidential address.

LORD HOWE'S SERVICE

"I would like first to say how very sorry I am that because of the state of his health Lord Howe is unable to be in the chair to-day. Lord Howe's record of service to the Royal National Life-boat Institution is a truly remarkable one. He joined the Committee of Management as long ago as 1919. From 1931 to 1947 he was deputy treasurer. He has served on all the Institution's sub-committees, in 1946 he was elected deputy chairman of the Committee of Management, and ten years later he became its chairman. During all those years he gave of his time unsparingly and his devotion to every aspect of the work

of the service is known, I am sure, to all of you. I believe I am right in saying that he has visited every single one of our life-boat stations. It is, therefore, a matter of the deepest regret to all of us that he will no longer be serving as chairman of the Committee of Management of the Institution, although I am happy to state that he has been appointed to a title of honour as honorary chairman for life.

"In welcoming me so kindly to-day, Captain Wyndham-Quin, you referred in your speech to the international life-boat conference which was held in Edinburgh and Leith and at which Lord Howe took the chair. It was certainly a most interesting occasion and one which, I am sure, will have long-term beneficial results for the life-boat services in this and many other countries.

AT EDINBURGH

"I had myself the opportunity of inspecting all the vessels which were there, not only five of the R.N.L.I.'s

life-boats but also two life-boats from the Netherlands, a German and a Norwegian rescue cruiser and a fast rescue boat from Sweden. I also had the opportunity of talking to their various crews and meeting a number of the delegates, and it was a wonderful thing to find people from so many nations working together in complete harmony and for one purpose only, that of improving methods for saving life at sea.

OVERSEAS GUESTS

"I am, therefore, particularly delighted that we have here to-day the Chief of Office of Operations of the United States Coast Guard, Rear-Admiral Shields. It was not possible for the United States Coast Guard to send a life-boat to Leith, but I know that everybody was most impressed by the paper they read on their new 44-foot life-boat.

"Another representative of an overseas life-boat service who is present to-day is Lieut.-Commander de Booy, who has just retired from the post of director of the Royal North and South Holland Life-boat Society. He has attended more international life-boat conferences than any man alive. Later I shall be presenting him with a certificate of honorary life governor of the Royal National Life-boat Institution, and I am delighted that not only his father before him, but now Lieut.-Commander de Booy have been accorded this honour.

NAMING CEREMONIES

"When opening the international conference I had the privilege of presenting the gold medal for gallantry to Coxswain Hubert Petit of St. Peter Port in Guernsey. He thus became the third man since the end of the last war to win this very rare award. I am delighted to see him on this platform to-day and this afternoon I shall be presenting medals to two members of his crew.

"Later this year I shall be visiting two life-boat stations in Wales, one in the north at Llandudno and the other in the

south at St. David's, and I shall be naming the new life-boats. To everyone associated with the life-boat service it is always an inspiration to visit the stations and to meet not only the men who put out to the rescue but their wives who support them and all those who work voluntarily for the benefit of the station.

"As you have told us, Captain Wyndham-Quin, last year was one on which the whole life-boat service has the right to look back with pride. I wish to thank you all for everything you have done to achieve such success and to wish you continuing success in all that you are doing for the service."

MEDALS PRESENTED

Princess Marina then presented to:—

Mechanic Eric Pattimore, of St. Peter Port, the bronze medal for gallantry for the rescue of nine of the crew of the Norwegian motor vessel *Johan Collett* on 5th/6th February

John Petit the bronze medal for the same service

Coxswain Lionel Derek Scott, of The Mumbles, the silver medal for the rescue of the crew of the Dutch motor vessel *Kilo* on 18th November

Second Coxswain Francis Taylor, of Wells, the bronze medal for the rescue of the crew of two of the cabin cruiser *Seamu* on 18th/19th May

Coxswain Richard Hickey, of Youghal, the bronze medal for the rescue of four of the crew of the French trawler *Fée des Ondes* on 27th October

Coxswain John Plummer, of Caister, the bronze medal for gallantry for the rescue of the crew of seven of the Lowestoft trawler *Loch Lorgan* on 13th December

Mechanic Joseph Houlihan, of Valentia, the bronze medal for gallantry for the rescue of two men from a dinghy on 2nd September.

ADMIRAL'S REGRETS

Rear-Admiral William Shields, chief of Office of Operations, United States Coast Guard, expressed the regrets of Vice-Admiral Donald McG. Morrison at being unable to attend the meeting because of ill-health. When Vice-Admiral Morrison had headed the United States delegation at the ninth international life-boat conference in Edinburgh the previous year he had formed many friendships with members of the Institution and had been looking forward to renewing them.

Rear-Admiral Shields read Vice-Admiral Morrison's speech. It began with mention of the honour he had been accorded in being the first United States representative to be invited to address the Institution's annual general meeting, and referred to his visit to the international life-boat conference.

NO IRON CURTAIN

"It was there in Edinburgh that the delegates from these eighteen nations exchanged ideas freely – in the saving of life at sea there is no Iron Curtain or Berlin Wall. The Iron Curtain countries as well as those of the free world laid all their cards on the table. 'How can the life-boats be improved? A human life is without price. Let's pool our knowledge. How can we do a better job?' This was 'the spirit of Edinburgh' as unanimously expressed at the conference in 1963. But prior to commenting further on Edinburgh or mutual life-saving problems, I feel that you would appreciate having some understanding of my own service.

"The United States Coast Guard, among other things, is responsible for enforcing or assisting in the enforcement of Federal laws on the high seas and waters subject to the jurisdiction of the United States. These laws govern navigation, shipping, and other maritime operations, and the related protection of life and property. The service also co-ordinates and provides maritime search and rescue facilities for marine and air commerce, and the armed forces. Other functions include promoting the safety of merchant vessels, furnishing ice-breaking services, and developing, installing, maintaining, and operating aids to maritime navigation. The Coast Guard has a further responsibility for maintaining a state of readiness to function as a specialized service of the Navy in time of war or national emergency.

FEWER STATIONS

"During the last year, we operated a total of 323 ships with commissioned officers aboard, 138 aircraft of varying types, and a shore-side establishment of lighthouses, bases, air stations, marine inspection offices and administrative units. An interesting statistic is the number of life-boat stations we operate – interesting in comparison with yours. We have 138 life-boat stations which compares with 150 of yours. You might feel that with our tremendous coast line that this is a small programme. Actually, our communication network, search and rescue co-ordination centres, our larger vessels on patrol, the fact that our life-boat stations have several vessels attached – all these factors – enable us to maintain fewer stations, but I will later go into problems incident to our life-boat stations.

SAFETY MEASURES

"In the field of merchant marine safety, we issued nearly 5,000 certificates of seaworthiness, reviewed plans for over 31,000 merchant vessels and completed

administrative actions in 56,000 cases of violation of navigation or motor-boat laws. We boarded for compliance with these laws nearly 200,000 vessels.

"We maintain a total of over 42,000 aids to navigation, including radio-beacons, lighthouses, buoys, day marks and, as a matter of interest, 70 long-range navigational aids throughout Europe, our continent and the islands of the Pacific.

NUMBERS RESCUED

"I have not commented on our co-operation with other agencies or treaty obligations such as the International Ice Patrol, Bering Sea Patrol, operation of Ocean Station vessels in the Atlantic and Pacific and support of Arctic and Antarctic operations.

"Insofar as assistance to mariners was concerned in 1963, we actually assisted, by towing, refloating or in other fashion, over 20,000 vessels. Nearly 2,000 people were saved or rescued from peril and we assisted by aerial escort or otherwise nearly 500 aircraft.

"I have given you this rather brief account so that you will see quite readily that our service is comparable with several different agencies within the United Kingdom such as your own Institution, Trinity House, Ministry of Transport, Coastguard and certain elements of the Royal Navy and Royal Air Force.

LOCAL KNOWLEDGE

"I would like you to understand quite clearly that my remarks so far have not been intended to convey to you that I feel, as the heavyweight champion of the world, Cassius Clay, would say: 'We is the greatest.'

"For in the field of pure life-boat work, our United States Coast Guard has nothing but admiration of your Institution and of your method of operation. You have a most remarkable organization which has proven itself over the years - an organization with a fleet of about 150

strategically located life-boats embodying that one vital factor, a factor regrettably now missing in my service, the factor of local knowledge of the waters in which the life-boats operate. This knowledge obtained over more than a century is passed down from father to son, from coxswain to coxswain.

"If I may now hark back to the Edinburgh conference, I would like to comment upon our newly developed 44-foot motor life-boat. This vessel was the subject of one of the papers presented and if I may briefly describe the boat it is a self-bailing, self-righting, twin screw vessel with a speed of over 16 knots and a power plant of 400 horsepower diesel engines.

SEEN FIRST-HAND

"This boat aroused considerable interest here in the British Isles; so much so that Captain Wyndham-Quin, Mr. Guinness, Mr. Warington-Smyth, Commander Swann and your chief inspector of life-boats, Lieut.-Commander W. L. G. Dutton, deemed themselves sufficiently rugged to visit the colonies in the dead of winter. In January of this year these gentlemen viewed first-hand the construction of the vessel at our Coast Guard yard and operation of the vessel at selected life-boat stations under varying conditions of wind and sea.

"I can tell you quite frankly that the vessel has more than lived up to our design expectations. She has excellent carrying capacity. She has broken ice over eight inches thick; your Committee of Management were aboard a 1,000-ton vessel which an operational 44-footer towed with ease at a speed of six knots. Her stability in heavy surf is most remarkable.

BEATLES FOR BOAT

"I know now that you are desirous of acquiring one of these boats for evaluation in the British Isles under operating conditions which prevail here. These ex-

changes between countries are good but they are somewhat unfair. We send you a motor life-boat and you send us the Beatles. You can keep the motor life-boat but we did send the Beatles back to you inside a week.

"Now I would like to comment on problems that confront my Coast Guard and quite likely the Royal National Life-boat Institution. After World War II we had come to the conclusion that numerous life-boat stations could be shut down. Our conclusion was erroneous. For then there began within our country what we choose to call a pleasure boating explosion. Leisure time, good salaries and any kind of a credit rating enabled millions of our citizens to go down to the sea in something less than a ship.

PLEASURE BOATMEN

"We estimate that in the last year nearly 40 million people put out from our coastal shores, and on our lakes and rivers. This staggering total, I know, must conjure up immediately the tragedies of overloading, over-speeding, and almost total disregard for weather and sea conditions. Our surfmen at our life-boat stations for years had a saying, 'You have to go out but you don't have to come back'. This saying has absolutely no application in the case of the average pleasure boatman.

"We now required a long, hard look at our methods of operation, and since boating is perhaps the private individual's last frontier, we felt that, without unlimited funds, our duty should primarily consist of education of the public first and regulation of the public a secondary concern.

VOLUNTEERS HELP

"To help us in our handling of the boating public, a group of civilian volunteer yachtsmen formed into an organization known as the Coast Guard Auxiliary.

These voluntary boatmen have been of inestimable value to us in both a practical sense at sea and a practical value ashore. Last year, for example, they conducted formal courses in boating safety and piloting at no charge to over 120,000 people.

BOATS EXAMINED

"One very interesting practical aspect of their work for us is their examination of pleasure boats at dockside for the benefit of the neophyte. The Auxiliary has set up certain minimum equipment requirements for boats of varying sizes - requirements which are more rigid than our own legal requirements. An owner of a boat so examined has the satisfaction of knowing that a qualified fellow boatman had advised him of the adequacy of his vessel. Last year this group examined over 140,000 motor-boats for us. Additionally our Auxiliary assisted the U.S. Coast Guard by patrolling nearly 2,000 regattas and actually responded in 6,000 instances to boatmen requiring assistance. This voluntary group numbers over 20,000 members with nearly 15,000 boats, 91 aircraft, and 206 radio stations, which are made available to us for cases requiring additional forces in areas where our own regular forces are too thinly spread or otherwise engaged.

RE-ASSESSMENTS

"It is interesting to note that when actually aiding the U.S. Coast Guard these vessels are regarded as government vessels and the government stands behind them in event of damages to their vessel or the vessel being assisted.

"This group then has been of inestimable value to us. But what of our own planning for intelligent utilization of our forces? What have we done here? We have had to look at present rescue station locations and determine: do we need this station in its present spot - or



By courtesy of]

[Sport and General Press Agency

Medal winners in London for the annual general meeting

do we need to increase the facilities in this certain area because of shift in boating locations or density? New boats, higher speeds, greater towing ability, ruggedness and passenger capacity, all these factors now afford us wider coverage of areas previously served by several life-boat stations. Couple this with utilization of helicopters from the rescue station and we can forecast relocation and spacing changes, and resulting monetary savings with actually an increase in service. Those stations, to put it bluntly, not paying their way, had to be shut down.

STATIONS RE-SITED

"When we propose closing down a life-boat station we do not do so with the idea of decreasing services, quite the contrary. Logic shows that stations need relocating, as pleasure boating shifts to

and from certain areas. Our conclusions, however, do not always gibe with the views of an outraged community when you propose closing a station that has been that town's station for many, many years.

KENNEDY TRIBUTE

"Parenthetically, I might add they never gibe. I can say that Hell hath no fury like a community scorned, and if you have faced or will face such problems, I wish you the good luck which you will need plus a tremendous supply of stationery and several additional secretaries. In this regard I speak from experience, believe me.

"This concludes my remarks concerning our two services but I do feel I would like to mention particularly that during your Committee's trip to the States in January, they visited Arlington National Cemetery in Washington D.C. When

Captain Wyndham-Quin placed the memorial wreath on President Kennedy's grave, I thought to myself what a fitting proposal he made when you decided that a life-boat stationed in the Republic of Ireland should be named the 'John F. Kennedy'. Our vital, young, late president was enthusiastic and vibrant in so very many fields but his one real love was in sailing. You could not have selected a more fitting memorial for years ahead than to have the memory of John F. Kennedy kept alive in the United Kingdom by a boat engaged in saving of life. For this, I thank you on behalf of my fellow citizens.

BRITISH BACKBONE

"I have not yet commented on what truly gives me the greatest pleasure in being here today, and that is to join with you in a salute to your gallant men whose heroism we are here to honour. Someone better gifted than I to turn a phrase has said, 'The brave man is not he who fears no fear for that were stupid and irrational; but is he whose noble soul subdues its fear and bravely dares the danger nature shrinks from' - Joanna Baillie. I am not so presumptuous as to remind the British of their sea-going traditions but I wish to state unequivocally that the backbone and toughness of the British are embodied in the heroic daring of these men.

SHARING KNOWLEDGE

"Courage mounts with the occasion and, if these gallant men are like most sailors, this day requires additional courage for them, for sailors - myself excluded - are usually modest and I know that on accepting the awards they are mindful of the assistance, co-operation and teamwork they had from their shipmates and from the British public whose generosity enabled the coxswains to put to sea under adverse conditions but in well found life-

boats and return from successful missions.

"The experience of these men and others in similar work throughout the world can be invaluable if we can only share it. Therefore, let us here resolve that the spirit of Edinburgh, so evident at the conference of 1963, continue; that the member nations of the International Life-boat Association and other nations of the world bordering on the coastline freely interchange technical knowledge and techniques so that we may more ably perform our important duties of saving life and property from the perils of the sea."

FORMAL RESOLUTION

Rear-Admiral Shields proposed the resolution that the meeting, fully recognizing the important services of the Royal National Life-boat Institution in its national work of life-saving, desired to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary members of the financial branches and the Ladies' Life-boat Guild in the work of raising funds to maintain the service

After the resolution had been carried unanimously, Princess Marina presented certificates of honorary life governors to:

Mr. C. Ernest Link, C.C., chairman of the City of London branch
Mrs. D. J. Wilkes, chairman of the Llandudno Ladies' Life-boat Guild
Lieut.-Commander H. Th. de Booy, director of the Royal North and South Holland Life-boat Society until December, 1963.

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

Mrs. E. K. Hartly-Hodder, M.B.E., Bristol

Mrs. E. M. Eastwood, Oldham and gold badges to:

Alderman Miss D. Mann, J.P., Ampthill

Major E. P. Hansell, Cromer

Mrs. W. Sutherland, Gourock

Alderman Miss E. M. Lister, M.B.E., Leeds

Mrs. E. F. Lyell, Montrose

Mrs. F. Potter, Montrose

Mr. R. K. Sayer, Newhaven

Mrs. G. Cowle, Penarth

Mr. J. E. Roberts, J.P., Porth-dinllaen

Mr. W. R. Edwards, Ramsey

Mr. R. Geoffrey Beard, F.C.A., Sheffield

Mr. J. G. Jackson, Shoreham

Miss M. Pudsey-Dawson, Tenby

Mrs. E. C. Brooke, Walton and Frinton.

VOTE OF THANKS

Captain R. E. Cowell, a member of the Committee of Management, moved a vote of thanks to Princess Marina. He said,

"My part on this occasion is a brief one but an extremely pleasant one: it is to propose the vote of thanks to your Royal Highness for your presence here today and for so graciously presenting the medals of gallantry and other awards. This is a most important day for those of us connected with the life-boat service and a day on which we look back on the past year's work and tell our supporters what we have done. It is a day on which those who have carried out deeds of great gallantry or have otherwise

rendered distinguished service receive their awards. The day would not be what it is were it not for your presence here, Ma'am. The close personal interest which you show in the work of our service is known wherever there is a life-boat station and wherever there is a branch of the service; that is to say, all over the country. By coming here today you have given further proof of your interest in our work and the inspiration and leadership which you provide will encourage us all in the tasks which lie ahead."

Colonel F. Ferris St. George, also of the Committee of Management, seconded the vote of thanks which was carried with acclamation.

PLATFORM GUESTS

Members of the platform party included representatives of the French, Irish, Netherlands and Norwegian governments, the Members of Parliament for Swansea East and Yarmouth, Norfolk, the chairmen of the London County Council and the Middlesex County Council, the mayors and mayoresses of 42 towns and boroughs, the chairmen of two urban district councils.

Others on the platform were representatives of the Ministry of Transport, donors of life-boats or their representatives, others representing charitable trusts which have been actively supporting the life-boat service, honorary life governors and vice-presidents of the Institution, the chairman and vice-chairmen of the Central London Women's Committee of the Institution.

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

Orkney Coxswain Wins Second Silver Medal

COXSWAIN Daniel Kirkpatrick of Longhope has achieved the unusual distinction of being awarded the Institution's silver medal for gallantry for the second time. His second award was made for the rescue of nine men from the Aberdeen trawler *Ben Barvas* on the night of the 3rd/4th January, 1964.

COASTGUARD'S CALL

The first intimation that a vessel was in distress reached the life-boat station at 10.11 p.m. on 3rd January, when the Kirkwall coastguard telephoned the honorary secretary, Mr. J. M. F. Groat, to say that the *Ben Barvas* was ashore on the Pentland Skerries. Shortly afterwards he confirmed that the trawler was on the south side of the Little Skerry.

The maroons were fired at 10.16 and 10 minutes later the Longhope life-boat *T.G.B.*, which is one of the 47-foot Watson class, was launched. At that time there was a fresh to moderate southerly breeze and a moderate sea. The weather was cloudy but visibility was good. It was three hours before high water springs, and in the Pentland Firth the tide was setting to the eastward at four knots.

JUDGMENT NEEDED

With the favourable tide the life-boat made good progress on a south-easterly course, and she reached the trawler at about 11.30. As he approached the Little Skerry, Coxswain Kirkpatrick saw the trawler's lights, and he took the life-boat close across the west end of the Skerry to assess the situation.

There was a very heavy steep sea caused by the wind and the tide. The tide was now setting to the south-east at no less than eight knots. There was a tidal eddy close to the rocks.

HUGE WAVES

Coxswain Kirkpatrick approached the trawler from the southward, and in the light of parachute flares the trawler could be seen lying close to the shore with her bows to the west. She was upright but was rolling in the surf, with reefs close ahead and astern of her over which the seas were breaking heavily.

Coxswain Kirkpatrick continued his run in. His aim was to put the life-boat's starboard side alongside the trawler, but when he was about 60 feet off a huge sea carried her broadside to within 30 feet of the wreck, and the coxswain had to order the engines to be put full astern. This huge sea broke about 10 feet above the trawler's port rail and some five feet of her side were exposed in the trough.

HIS ONE HOPE

The coxswain decided that in these conditions it was virtually impossible to come alongside the trawler. His only hope was to haul off to the south-west and then anchor and veer down on the trawler.

Veering 80 fathoms of nylon cable and using his engines, he reached a position about 90 feet south of the casualty. Second Coxswain James Johnston then fired a rocket line across the trawler's stern, and a nylon rope was passed to the trawler and secured to a davit on her poop deck. A second

nylon rope was bent on to this and led through the bow fairlead to the life-boat's capstan.

ROPE STRANDED

With the use of this rope and the engines and with the life-boat crew taking in the slack of the cable by hand, Coxswain Kirkpatrick manoeuvred the life-boat to a position abreast of the trawler's stern and about 60 feet off. Then a series of heavy seas were encountered and the nylon rope stranded at the trawler's end. It was immediately slacked away and the trawler's crew hauled in to the stranded part and secured on the sound rope.

A member of the life-boat crew, James Swanson, had great difficulty in tending the nylon rope on the capstan, but with his help the coxswain was able to hold the life-boat some 90 feet from the trawler in a suitable position to work the breeches buoy.

Second Coxswain Johnston then fired a second rocket line. This passed over the trawler's wireless aerial but was retrieved by the mate and secured to one of the trawler's davits. The trawler then took a heavy list to port and seas were continually breaking over her.

BREECHES BUOY RESCUES

The time was now 12.15 a.m. and the operation of rescuing the nine survivors on board the trawler by breeches buoy was begun. The whole life-boat crew were fully employed. Bowman Roy Kirkpatrick and his brother Jack manned the outhaul forward. The second coxswain and Robbie Johnston manned the inhaul amidships; James Swanson tended the nylon warp, while Assistant Mechanic Robert R. Johnston attended to the engines and

radio. The coxswain continued to keep firm control of the situation.

As each survivor crossed in the breeches buoy the tide swept him away astern and it was difficult and exhausting work heaving them into the life-boat. After the second man had reached the life-boat, the trawler's oil fuel tanks were fractured and the ropes and the deck of the life-boat were covered with diesel oil.

The oil did have some effect on the breaking seas, but the deck became very slippery and the work of rescue even harder. The scrambling net was rigged amidships, and as each man came across he was hauled inboard by the coxswain and by Roy Kirkpatrick, the bowman.

BROKEN RIBS

The trawler was settling slowly by the head, but at the end of an hour the last man to leave the trawler, the skipper, got into the breeches buoy. As he did so a particularly heavy sea broke over the trawler. He had to go back and in doing so had two of his ribs broken. At the next attempt he was hauled safely aboard the life-boat.

The rescue was completed about 1.20 a.m. The nylon warp was cut and the life-boat was swung clear. The cable was hauled in and the coxswain hove to while the deck was cleared of ropes and all gear was secured.

After she left the scene of the casualty the life-boat came up with the trawler *Ben Scrael*, which had on board five survivors from the *Ben Barvas* who had left earlier in an inflatable life raft. These five men were transferred to the life-boat in the lee of Duncansby Head and all 14 survivors were landed at St. Margaret's Hope at 4.30.

For this service a silver second



By courtesy of]

Coxswain Kirkpatrick seen with his son

[E. Rhodes

service clasp was awarded to Coxswain Daniel Kirkpatrick.

The thanks of the Institution inscribed on vellum were accorded to Second Coxswain James Johnston,

Bowman Roy Kirkpatrick, Mechanic Robert Johnston, Assistant Mechanic Robert R. Johnston, crew members James Swanson, Robbie Johnston and Jack Kirkpatrick.

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 1963 has been won by Mechanic Joseph Houlihan of Valentia for the rescue single-handed of two men on 2nd September. A full account of the service appeared in the

March, 1964, number of THE LIFE-BOAT on page 5.

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 previous year by Bowman John Kerr, of Blyth.

Award to Two Coxswains

THE 1963 award made under the terms of the James Michael Bower Endowment Fund established by the Peninsular and Oriental Steam Navigation Company has been made to Coxswain Hubert Ernest Petit, of St. Peter Port, gold medallist, and Coxswain Lionel Derek Scott, of The Mumbles, silver medallist. Accounts of services for which they won their awards appeared on page 450 of the June, 1963, number of THE LIFE-BOAT and on page 7 of the March, 1964, number respectively.

Two Men Washed Out of Life-boat

Two members of the Teesmouth crew had a remarkable escape when they were washed out of the life-boat after she had gone to the help of an Indian steamer on 14th March, 1964.

At 9.40 that morning the honorary secretary of the Teesmouth station, Mr. E. R. Copeman, learnt that the Indian steamer *Jalamanjari*, which had anchored off Tees pier, was dragging her anchor and rapidly drifting on to the lee shore.

The maroons were fired, and the Teesmouth life-boat, *Sarah Jane and James Season*, which is one of the 47-foot Watson type, put out at 10.45. A south-easterly gale was blowing, visibility was poor, and there were very heavy seas. It was about half an hour after low water.

NOT EASILY SEEN

The conditions were such that it took the life-boat some time to find the steamer, which was sighted well across the bay towards Hartlepool, where the sea was a mass of broken water.

As the life-boat approached her the Indian steamer grounded inside Hump Point near the Heugh light and almost alongside the promenade. Two tugs were called for, but they could not reach the steamer, and it was decided to leave her until a salvage officer had assessed the situation. The crew of the steamer were in no immediate danger, and Coxswain John Stonehouse decided to continue towards Hartlepool.

With the exception of the two mechanics he stationed the remainder of the crew on deck, those forward keeping a look-out for the entrance to Hartlepool harbour and those aft keeping an eye on the following seas. The

seas were slightly on the starboard quarter. The life-boat drogue was correctly streamed.

STRUCK BY WAVES

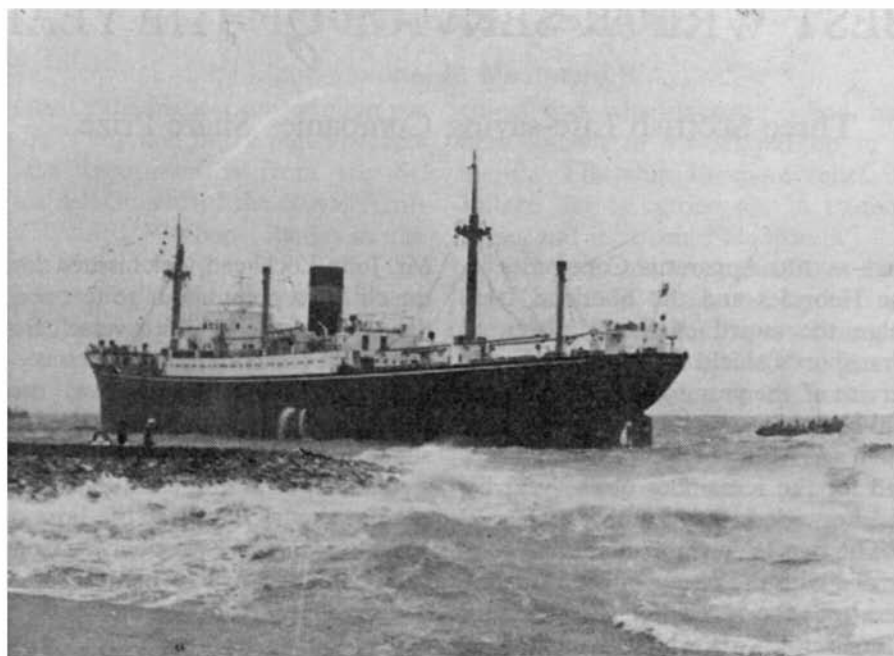
Several heavy seas had passed when the aft look-outs reported another one coming in. This wave brought the drogue in with its crest, and, freed from the restraining influence of the drogue, the life-boat sheered rapidly to starboard. She was struck by the breaking sea on her starboard side, and the boat heeled about 100 degrees to port until her masthead was actually under water. Heavy water poured over the after cabin, forced up the canvas screen at the rear of the wheelhouse, filled the wheelhouse itself, and washed the coxswain away from the wheel.

Motor Mechanic C. Coates and Assistant Mechanic W. Carter were also carried away from their controls. The sea entered the radio cabin and partially flooded the after cabin. With the weight of the water on her and the seas entering through the wheelhouse door on the port side, the boat remained heeled over until the drogue held her again and she steadied up.

TWO OVERBOARD

When she did so it was seen that two members of the crew, Bowman Clive Porter and Arthur Embleton, had been washed overboard. They had both been members of the forward look-out.

Assistant Mechanic Carter was the first man on his feet. He saw a man in the water and with great presence of mind grabbed the wheel and put it to



By courtesy of]

The cargo vessel *Jalamanjari* aground

[Northern Daily Mail

starboard. Motor Mechanic Coates at the same time stopped his starboard engine to prevent it from fouling the drogue rope and went full ahead on his port engine.

Coxswain Stonehouse then resumed command and it was confirmed that only two men had been washed overboard. They were both seen about a hundred yards apart.

The life-boat reached the first man, who held on to an outside line while the boat was worked up to the other

man. Both men were then hauled in-board.

As the drogue had been cut away Coxswain Stonehouse made the decision, which was undoubtedly a correct one, to work back to Teesmouth into the sea rather than again risk the effect of the following seas.

For this attempted service a framed letter of thanks signed by the chairman of the Institution was sent to the coxswain and crew and additional monetary awards were made.

INSHORE RESCUE BOATS SERVICES

From October, 1963, to March, 1964, the inshore rescue boats were launched on service four times. The following is the list of services or attempted services:

<i>Date</i>	<i>Station</i>	<i>Casualty</i>	<i>Service</i>
1963			
October 5:	Whitstable	Yacht	Gave help
October 13:	Whitstable	Dinghy	No service
1964			
March 15:	Atlantic College	Sailing dinghy	No service
March 20:	Mudford	Reported dinghy	No service

BEST WRECK SERVICE OF THE YEAR

Three Scottish Life-saving Companies Share Prize

LIFE-SAVING Apparatus Companies in the Hebrides and the Shetland Isles share the award of the Minister of Transport's shield for the best wreck service of the year 1963-4. The shield will be held for six months by the Port Ellen and Mull of Oa companies, Islay, and for the remainder of the year by the Lerwick L.S.A. company.

The two Islay companies were concerned with the rescue of the 15 members of the crew of the trawler *Margaret Wicks*, which grounded at Mull of Oa on 8th December, 1963. The Lerwick company rescued 13 members of the crew of the trawler *Rangore* which stranded at Munger Skerries, Lerwick, on 17th January, 1964.

WENT ASHORE

The *Margaret Wicks* went ashore on the Mull of Oa, a wild isolated part of Islay where there are few roads, at 3 a.m. on 8th December. Within 2½ hours, the Mull of Oa company, who live in a small isolated community about three miles away, were on the scene. Shortly afterwards the Port Ellen company arrived, having carried their life-saving gear for two miles across very rough, boggy terrain from the road where they had left their lorry.

DESCENDED CLIFF

The trawler was hard ashore, close in under a steeply sloping cliff 250 feet high; and the Volunteer-in-Charge,

Mr. John Lockhead, took his men down the cliff to a point about 20 feet above the bows of the stranded vessel, from which they carried out the rescue. A whip and breeches buoy was used, and within half an hour the first survivor was landed. The other 14 were brought ashore uninjured within the next hour. The Islay life-boat and H.M.S. *Hampshire* were both lying off-shore, unable to help because of the rocks which surrounded the wreck.

RECORD TIME

The trawler *Rangore* ran on to rocks about a hundred yards off-shore shortly before 1 a.m. on 17th January, after failing to heed warning signals from the coastguard. The L.S.A. company at Lerwick turned out in record time. A rocket was fired across the wreck and secured. Led by station officer J. Hughson, the company sent out their whip, followed by a hawser.

RESCUED FROM ROCK

Unfortunately one of the crew tried to come ashore before the breeches buoy was sent out and was knocked overboard, but luckily was able to scramble on to a rock from which he was later rescued. By 2.15 a.m. the first man was brought ashore in the breeches buoy, and the remainder of the crew were landed within an hour. The Lerwick life-boat had been standing by, but again was unable to approach the wreck because of rocks.

THE GUNNERS' ISLAND

by Lieut.-Colonel K. MacIntyre R.A.

PROBABLY the highest subscription per capita of any unit in the regular forces to the Institution is from the St. Kilda detachment of the Royal Artillery Guided Weapons Range in the Outer Hebrides.

This small detachment, whose strength is about 30 men, lives on Hirta, the main island of the St. Kilda archipelago, 40 miles west of Harris in the Outer Hebrides. The soldiers, who live a lighthouse-like existence, change over every six weeks from their base on the island of Benbecula.

The eight-hour journey on the R.A.S.C. Isles Class Trawler *Mull* takes them through the reef-infested waters of the Stanton Channel in the treacherous Sound of Harris, and west to the open Atlantic. The journey is usually uncomfortable, sometimes ex-

citing, and, when weather is bad, has been known to be delayed up to a month. The ship to shore relief in Village Bay is carried out in 17-foot dories and is at times hazardous.

In the past six years the Barra life-boat has stood by on call on several occasions. A tank landing craft caught out in a force 12 gale off Barra Head, the relief vessel going on the rocks in West Loch Tarbet, a man dangerously ill on St. Kilda during bad weather have all been occasions when the Barra life-boat has been ready to come to the rescue. So far the gunners have never actually had to call out the life-boat, but when the wind strengthens up to force 10 and above it is a great comfort to the island soldiers to know that the life-boat is always ready to come to their aid.

French Life-boats

THE Société Centrale de Sauvetage des Naufragés, the French life-boat society with headquarters in Paris, no longer has pulling and sailing life-boats in its fleet, as mentioned in the March issue. Its fleet consists of 56 motor life-boats and two inshore rescue boats, and it is financed by voluntary contributions and by state subsidies for maintenance and new construction.

Bogus Distress Signals

MR. HECTOR HUGHES, Labour M.P. for Aberdeen North, raised the question of recent bogus distress signals fired at sea off the Scottish coast in the House of Commons in January.

Emphasizing that Scottish life-boat men had put to sea on quests which proved fruitless, thereby wasting time, energy and fuel and depriving ships in genuine distress of their services, he asked the Right Hon. Ernest Marples, Minister of Transport, what inquiries he had made into these acts and what action he was taking.

Mr. Marples replied, "I know that on a number of occasions recently reports of flares in the vicinity of Westray Firth have had the regrettable results described by the hon. Member. Further inquiries are being made and I hope that these will enable us to discover what lies behind the reports."



Life-boat Wedding

IN 1957 Miss Christine Ford, who was then aged 15, became the youngest honorary secretary of a financial branch. The branch was Portslade in Sussex. Her parents are both enthusiastic supporters of the life-boat service and for many months gave up all their weekends to man the life-boat display centre in Brighton.

While the Ford family were doing so much for the service a young man named Anthony Oliver developed a great interest in life-boats. Having made a detailed study of the subject while still a schoolboy he became at the age of 20 honorary secretary of the Hurstpierpoint branch in 1962.

At a life-boat function Christine and Anthony met, and on 14th March, 1964, they were married at the charming fourteenth century church of St. Nicolas, Portslade. The wedding cake had a life-boat motif, and a guard of honour was provided by members of life-boat crews not only from Shoreham and from Newhaven, but from as far afield as Barmouth in Merionethshire.

Books for the Young

Two selections of stories for the young which have recently been published contain accounts of the exploits of the great Cromer coxswain, Henry Blogg. *All in the Day's Work* (Hamish Hamilton 6/6) opens with an extract from Cyril Jolly's book *S.O.S. The Story of the Life-boat Service*, in which he describes the great rescue from the convoy which went aground off the east coast in 1941. Other contributors to the book are J. H. Williams, with an elephant story, and David Attenborough, with an account of the capture of the largest type of lizard in the world.

Harrap's Swift Readers Book 4 (Harrap 5/6) is intended for younger readers. There are stories of characters as varied as Handel, Bulldog Drummond and Dr. Barnardo. An account of the service by the Cromer life-boat to the Swedish ship *Fernebo* in 1917 is taken from *The Story of the Life-boat*.

P.H.

The True Book about Heroines of the Sea (Frederick Muller 9/6) is written for young people, and contains eight tales of courageous conduct at sea by women and girls, some barely into their teens. They are stirring tales, which should excite the admiration of girl readers, and also their brothers – and maybe fathers and mothers as well.

The book is recommended, with reservations. The accounts of the more recent incidents appear to be factual, but this cannot be said of the story of Grace Darling that opens the book. It seems to have been the fate of that heroine to have become the subject of many untrue statements, and the author, Eileen Bigland, perpetuates some of those errors; and for good measure introduces some of her own. She also makes it apparent that in writing of matters maritime she is less than at home with her subject. None of the stories refer to the life-boat service.

W.M.P.-H.

San Remo Requests . . .

The city of San Remo, Italy, is to award a Figurehead of Courage annually to the seaman whose technical and human skill in an action at sea shows the sea-faring spirit at its greatest.

The period to be considered for the first award of the prize – on 10th June this year – runs from 1st June,

1960. Seamen of any nationality and rank are eligible.

Coxswain Hubert Ernest Petit, of St. Peter Port, Guernsey, has been recommended by the R.N.L.I. in connection with the service to the Norwegian vessel *Johan Collett* in February, 1963, for which he was awarded the gold medal.

THE LIFE-BOAT FLEET

148 life-boats

25 inshore rescue boats

LIVES RESCUED 84,680

from the Institution's foundation in 1824 to 31st March, 1964

AWARDS TO HONORARY WORKERS

Honorary Life Governors

Three honorary life governors have been appointed in recognition of their services to the Institution. At the annual general meeting of the governors of the Institution on 7th April, 1964, each was presented with a copy of the vote inscribed on vellum and signed by Princess Marina, Duchess of Kent, as president of the Institution.

MRS. D. J. WILKES has been chairman of the Llandudno Ladies' Life-boat Guild since 1951, and has a total of 34 years' service.

MR. C. ERNEST LINK, C.C., has been chairman of the City of London branch since 1948 and has a total of 29 years' service.

LIEUT.-COMMANDER H. TH. DE BOOY was director of the Royal North and South Holland Life-boat Society until his retirement last year and is now a member of the society's Committee of Management.

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. D. B. BANCROFT, Tenby
MAJOR E. P. HANSELL, Cromer
CAPTAIN R. HUDSON, Seaham
MR. A. O. KERNICK, Sennen Cove
CAPTAIN C. S. MILLER, Swanage
MR. TREVILLICK MOYLE, St. Mary's (posthumous)
CAPTAIN F. NICOLLE, St. Peter Port.
MR. S. A. ROSKILLY, Coverack (posthumous)
MR. R. SCOTT, Fraserburgh
DR. J. SOAR, M.B.E., MUS. DOC., D.L.

Barometers

The barometer with an inscription has been awarded to the following on retirement:

MR. T. H. BALDWIN, Cromer assistant honorary secretary
MR. R. FRASER, Aith, honorary secretary

Binoculars

Binoculars with an inscription have been awarded to the following past or present honorary secretaries of life-boat stations:

MR. A. R. FARRELL, Helvick Head
MR. J. S. LING, Gorleston
MR. N. O. MABE, Fishguard
MAJOR A. MIREHOUSE, Angle
DR. S. PEACE, Longhope
CAPTAIN I. B. B. ROBERTSON, Holy Island
MR. E. THOMSON, Whitby
CAPTAIN L. TRAIL, Aberdeen

Bar to the Gold Badge

The bar to the gold badge has been awarded to:

MRS. E. M. EASTWOOD, Oldham
MRS. E. K. HARTLY-HODDER, M.B.E., Bristol

Gold Badge

The gold badge has been awarded to:

MR. R. GEOFFREY BEARD, F.C.A., Sheffield
MRS. E. C. BROOKE, Walton and Frinton
MRS. G. COWLE, Penarth
MR. W. R. EDWARDS, Ramsey
MAJOR E. P. HANSELL, Cromer
MR. J. G. JACKSON, Shoreham
ALDERMAN MISS E. M. LISTER, M.B.E., Leeds
MRS. E. F. LYELL, Montrose
ALDERMAN MISS D. MANN, J.P., Amptill
MRS. F. POTTER, Montrose
MISS M. PUDSEY DAWSON, Tenby
MR. J. E. ROBERTS, J.P., Porthdinllaen
MR. R. K. SAYER, Newhaven
MRS. W. SUTHERLAND, Gourcock

Silver Badge

The silver badge has been awarded to:

MRS. A. K. ADAMSON, Arbroath
MR. J. A. ADNAMS, Southwold and Dunwich
MRS. D. BAIRD, Peebles
MRS. E. T. N. BAKER, York
MRS. H. M. BALL, Clacton-on-Sea
MR. R. W. BEASLEY, M.B.E., Isle of Wight
MRS. BEVAN, Walton and Frinton
MISS BLACKHALL, Nairn
MRS. A. M. BOLTON, Bramhall and Woodford
MRS. K. R. BRAYLEY, Walton and Frinton
MRS. I. R. CAMERON, Inverness
MRS. S. CLAY, Tring
MRS. CLEMENT SMITH, Leatherhead
MRS. E. D. CLOUGH, Consett
MR. E. CORLETT, Peel
MISS M. J. CROWTHER, Mirfield
MR. A. M. CUNNINGHAM, Anstruther
MR. A. G. DABBS, Tavistock
MR. B. R. DOUGLASS, O.B.E., Londonderry
MRS. G. M. DOWSETT, Tenby
MRS. S. EMRYS EVANS, South Caernarvonshire
MISS E. FYFFE, Omagh
MRS. R. GIBSON, Omagh
MRS. C. W. GILLHAM, Cheam and Worcester Park
MRS. H. G. GLYNN, Kilrush and Kilkee
MRS. E. GRASSIE, Stornoway
MRS. J. GREENHILL, Liverpool
MRS. E. M. GUBBINS, Southport
MRS. A. HAMERTON, Attleborough
MRS. C. HASTIE, Penrith
MRS. A. HENSON, Wolverton
MRS. E. HILL, Gourcock
MISS M. HINDE, J.P., Penarth
MRS. W. JONES, Conway and District
MRS. C. E. KNOWLES, Woolwich
MR. C. LOWNE, Wells
MRS. A. E. LYON, Dundee
MRS. G. Y. MACKIE, Kirriemuir
MISS V. J. MACKIE, Dover

MRS. T. McCLENAHAN, Ballymoney
 MR. A. G. MacKELVIE, Campbeltown
 MR. R. MACKENZIE, Lochcarron
 MRS. R. MAITLAND, Aberdeen
 MRS. W. MARLOW, Maryport
 MRS. E. D. JEFFERISS MATHEWS,
 Blechingley and District
 MR. W. H. MESURE, Largs
 MRS. J. P. MILNE, Keith
 CAPTAIN N. A. K. MONEY, O.B.E.,
 D.S.C., R.N., Paignton
 MISS N. K. MOUNSEY, Liverpool
 MR. C. J. MURPHY, Dagenham
 MRS. K. PRESTON HILLARY, Hastings
 and St. Leonards
 MR. J. PATERSON, Kilwinning
 MRS. F. W. RADCLIFFE, Stalybridge
 MR. G. ROSS, Lochcarron
 MRS. J. H. ROUNCE, Cromer
 MRS. D. SUTCLIFFE, Mirfield
 MISS E. M. TARBET, Liverpool
 MRS. A. THOMAS, Horwich
 MRS. S. G. THOMAS, South Caernarvon-
 shire
 MISS D. M. WALKER, Whitby
 MR. J. T. WATERSOON, Downham
 Market
 MRS. G. WATSON, Hornsey
 MRS. P. W. WOOD, Newcastle, Co. Down
 MRS. A. WYNROE, Stalybridge

Statuette

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

MESSRS. BROWN, LEWIS & WHITE,
 Belfast
 MRS. R. DANBY, Leeds
 MRS. R. JOHNSON, Southport
 ALDERMAN G. R. LINES, Kingston-
 upon-Thames (posthumous)
 MR. R. A. LITTLE, O.B.E., Reigate and
 Redhill
 MRS. R. S. MCCREADIE, Glasgow
 THE REVEREND FATHER JOHN
 McCORMICK, Barra Isle
 MR. J. F. MILLER, Armadale
 MRS. S. ORR, Glasgow
 MRS. C. PATERSON, Banff, Macduff,
 Whitehills and Gardenstown
 MRS. J. PEET, Southport
 MRS. E. POLLARD, Stockport
 MISS P. REDDICK, Windsor and district
 MR. and MRS. J. STOCKLEY, Stockport

Record of Thanks

A record of thanks has been awarded to:
 MR. and MRS. S. FORD and MRS. A.
 OLIVER (née FORD,) Portslade
 MR. and MRS. D. V. LONG, Margate
 MAYORESS' FLAG DAY COMMIT-
 TEE, Brentford and Chiswick
 MR. and MRS. J. A. MORTON, Ascot,
 Sunninghill and Sunningdale
 MILLPORT LADIES' LIFE-BOAT
 GUILD

OBITUARY

MRS. M. E. PECOVER

Mrs. Mary E. Pecover, an honorary life-governor of the Institution, died on 10th February, 1964. She was appointed honorary secretary of the Thame branch in 1925, received the gold badge awarded to honorary workers nine years later, and became an honorary life-governor in 1953. She resigned as honorary secretary in 1958.

During her early years of voluntary service to the Thame branch she organized annual life-boat days separate from the customary house-to-house collections, public meetings with silver collections, and concerts.

MR. J. C. HILTON

An honorary secretary who gave active service to the Clovelly life-boat station for more than 40 years died on 26th November, 1963. This was Mr. J. C. Hilton, who joined the branch committee in 1922, was honorary secretary from 1932 to 1948, and president from 1948 to 1954. He was re-appointed honorary secretary in 1954, a post in which he continued until the time of his death. It was characteristic of his modesty and single-minded devotion to the service that he refused all the various awards which the Institution wished to confer on him.

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED

1st January to 31st March: Launches 135, lives saved 73

North-East England

Boulmer, Northumberland. At 8.50 a.m. on 12th March, 1964, anxiety was felt for the fishing coble *Providence* which was at sea in deteriorating weather. There was a fresh east-south-easterly breeze with a rough sea, and it was low water. The life-boat *Robert and Dorothy Hardcastle* launched at 9.14. After two unsuccessful attempts to bring the coble into Boulmer harbour she was escorted safely into Amble harbour instead and the life-boat returned to her station at 11.50.

IN THICK FOG

Bridlington, Yorkshire. At 7.45 a.m. on 24th February, 1964, the honorary secretary was told that a radio telephone message had been intercepted from the local fishing vessel *Winifred* to other fishing boats, stating she had broken down off Flamborough Head. There was a light southerly breeze with a calm sea but a south-easterly gale had been forecast. It was low water. The life-boat *Tillie Morrison, Sheffield II* launched at 8.15 and reached the *Winifred*, with her crew of four, at nine o'clock. Visibility was very bad due to fog. The fishing vessel was taken in tow and brought safely into harbour at 10.45. The life-boat returned to her station at 11.30.

SEVEN AT SEA

At 10.15 a.m. on 24th March, 1964, the honorary secretary was told that seven motor fishing vessels were at sea in rapidly deteriorating weather. The life-boat *Tillie Morrison, Sheffield II* was launched at 11 o'clock in a southerly gale and a very rough sea. It was two hours after low water. After returning to the harbour mouth the fishing vessels were escorted by the life-boat safely into harbour. The life-boat reached her station at six o'clock.

COASTER REFLOATED

Cullercoats, Northumberland. At 2.35 a.m. on 11th February, 1964, the coastguard informed the coxswain that a coaster appeared to be in a dangerous position to the south of the harbour. The coxswain investigated and found that the vessel was aground. After consultation with the honorary secretary it was agreed to launch the life-boat. There was a fresh west-north-westerly breeze with a smooth sea, and it was one hour after high water. The life-boat *Sir James Knott* was launched at 2.58 and found the motor vessel *Queensgate* aground. An unsuccessful attempt was made to refloat her and further offers to help were refused. The life-boat stood by the vessel until she was out of immediate danger, before returning to her station at six o'clock. At 1 p.m. the owner's representative requested the help of the life-boat while attempts were made to refloat the *Queensgate* by a tug at high water. The life-boat transferred the representative to the coaster, and two members of the life-boat crew went aboard the tug to act as pilots. A line was taken from the tug to the coaster and made fast. The *Queensgate* was successfully re-floated at 2.30 and after she was out of danger the life-boat returned to her station at 4.30.

The owners made a donation to the Institution's funds and a gift to the life-boat crew.

WORSENING WEATHER

Filey, Yorkshire. At 9.50 a.m. on 4th March, 1964, the coastguard told the coxswain that the coble *Angela May* of Filey was fishing six to eight miles east of Brigg buoy in deteriorating weather. The life-boat *The Isa & Penryn Milsted* was launched at 10.30 in a moderate east-north-easterly wind with sleet showers.

There was a moderate to rough sea and it was three hours after high water. The life-boat found the coble six miles east-north-east of Filey Brig and escorted her safely to harbour, arriving at 2.45 p.m.

The life-boat was also called out on 26th January, 1964.

COBLES ESCORTED

Flamborough, Yorkshire. At mid-day on 4th February, 1964, soon after the life-boat had returned from an exercise with the district inspector, the honorary secretary was informed by the coastguard that the Filey honorary secretary was concerned about five fishing cobbles which were still at sea in the deteriorating weather conditions. As the life-boat had not been rehoused it was agreed that she would launch and escort the cobbles to Filey. There was a near gale from the north-west with a rough sea. The tide was ebbing. The life-boat *Friendly Forester* proceeded at 12.10, located the cobbles and escorted them safely back to Filey harbour. The life-boat arrived back at her station at 3.50.

INDIAN SHIP AGROUND

Hartlepool, Co. Durham. At 10.15 a.m. on 14th March, 1964, the coastguard informed the honorary secretary that a vessel was ashore at Longscar. There was a full gale from the south-east with a rough sea. The crew assembled but owing to the exceptionally low tide the life-boat *Edward and Isabella Irwin*, on temporary duty at the station, was unable to launch until 11.15. The life-boat found the Indian ship *Jalamanjari* of Bombay aground between the breakwater and the old pier. The vessel was in no immediate danger and it was decided to return to harbour and wait until the weather was calmer. The crew were dismissed but re-assembled at one o'clock the following morning. The weather was still too severe but at 2.30 p.m. arrangements were finally made to try and re-float the casualty. The life-boat set out and placed a pilot on board the stranded vessel. Lines were passed to tugs but at 4.50 the tugs decided to abandon salvage operations and the life-boat returned to the harbour at six o'clock, when the crew were dismissed. The *Jala-*

manjari was eventually re-floated at 5.30 a.m. on 16th March, without needing the life-boat's help and the life-boat was rehoused 2½ hours later. Teesmouth life-boat also launched to help the Indian vessel. (A further account of the Teesmouth service appears on page 26.)

COXSWAIN ESCORTED

Holy Island, Northumberland. At 9.45 a.m. on 26th March, 1964, the second coxswain became anxious about two fishing vessels which were at sea in rapidly deteriorating weather. The coxswain was on board one of them. There was a fresh breeze from the north by west with a rough sea, and a flooding tide. The life-boat *Gertrude* launched at 10.22 with the second coxswain in command and stood by the fishing vessels until the tide flooded sufficiently to enable him to escort the two boats safely in to harbour. The life-boat arrived back at her station at 11.45.

APPENDICITIS PATIENT

Humber, Yorkshire. At 9.30 a.m. on 4th January, 1964, a ship's agent in Hull informed the coxswain superintendent that the S.S. *Doriefs* of Monrovia had on board a sick man suffering from appendicitis. The vessel was due two days later at Spurn, where she was to anchor for three days awaiting a berth. At 5 a.m. on 6th January the life-boat crew were assembled and the coastguard was asked to report when the vessel was sighted. There was a light north-westerly breeze with a slight sea, and the tide was flooding. At 6.13, after a report that the vessel had been sighted, the life-boat *City of Bradford III* was launched and reached the vessel at 6.55. The sick man was transferred to the life-boat and landed at Grimsby at 7.55. The life-boat arrived back at her station at 8.50. The owners made a donation to the Institution's Funds.

The life-boat was also called out on 16th January, 1964.

DANGEROUS SWELL

North Sunderland, Northumberland. At 11.38 a.m. on 24th February, 1964, the coastguard told the honorary

secretary that two fishing vessels were trying to enter harbour when there was a heavy and dangerous swell on the bar. There was a light southerly breeze with a very rough sea, and it was almost high water. The life-boat *Grace Darling* launched at midday and stood by at the harbour entrance until the two boats were safely in. She returned to her station at 12.25 p.m.

DOCTOR'S ASSISTANCE

Scarborough, Yorkshire. At 3.45 p.m. on 18th March, 1964, the coastguard told the honorary secretary that the trawler *Loch Eribol* of Hull had a badly injured man on board. Her position was then 23 miles east of Scarborough and she was making for Scarborough harbour. The life-boat *J. G. Graves of Sheffield* was launched at 4.25 with a doctor on board. There was a south-easterly wind of near gale force, a rough sea, and it was three hours after low water. The life-boat met the trawler five miles east by north of the castle and the injured man, who had broken his wrist, was transferred to her. The doctor applied a tourniquet on the way back to harbour as the man was bleeding profusely and the life-boat reached her station at six o'clock. The man was taken by ambulance to hospital.

HELP FOR ORPHANAGE

Whitby, Yorkshire. At 4.25 p.m. on 27th February, 1964, the coastguard informed the honorary secretary's wife, in the absence of the honorary secretary, that four youths from a local orphanage were missing. At 5.25, on the return of the honorary secretary, it was decided to launch the life-boat in case the children might be trapped on the cliffs. There was a gentle southerly breeze with a smooth sea, and the tide was ebbing. The life-boat *Mary Ann Hepworth* was launched at 5.30 and carried out a search close inshore but without success. She arrived back at her station at 7.30.

RETURNED SAFELY

At 1 p.m. on 13th March, 1964, the life-boat coxswain informed the honorary

secretary that three local fishing vessels were at sea in deteriorating weather. The life-boat *Mary Ann Hepworth* was launched at 1.12 in a east-south-easterly gale and a rough sea. It was two hours before high water. The life-boat stood by while the three fishing vessels crossed the harbour bar to safety and then returned to her station at 3.20.

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

Amble, Northumberland - 1st February, 1964.

Teesmouth, Yorkshire - 16th February, 1964.

South-East England

Cromer, Norfolk. At 10.7 a.m. on 11th March, 1964, the coastguard told the honorary secretary that the Norwegian vessel *Joika* of Oslo had been in collision 13 miles east-south-east of Cromer and had been badly damaged. The No. 1 life-boat *Henry Blogg* was launched at 10.15 in a light easterly breeze and a calm sea. There was dense fog and the tide was ebbing. The coxswain made radio contact with the *Joika*, and was told that the other vessel involved, the *Claire*, was not badly damaged and had probably proceeded on course. Using the direction-finding equipment the life-boat soon found the *Joika* and the captain discussed the situation with the coxswain as his vessel was making water forward. The captain thought his vessel could make Great Yarmouth if the life-boat would pilot him through the Cockle Gat, and with two members of the life-boat's crew aboard the *Joika* was escorted by the life-boat to Great Yarmouth which was reached at 4.15 p.m. A harbour pilot then boarded the vessel and she was safely berthed at the Bollard Quay at 5.30. The life-boat reached her station at 11 o'clock. A member of the life-boat crew broke his finger when his left hand was caught between the eye of the span and the after stanchion whilst the life-boat was being rehoused.

INJURED IN EXPLOSION

Dover, Kent. At 2.8 p.m. on 3rd February, 1964, the coastguard informed

the honorary secretary that the motor vessel *Foxfield* had reported an explosion on board and needed the services of a doctor, life-boat and a tug. She gave her position as eight miles south of Dover. There was a fresh south-westerly breeze with a rough sea, and it was almost high water. After leaving at 2.30 with the honorary medical adviser on board, the life-boat *Southern Africa* received a radio telephone message that the injured man had been taken off by helicopter but that the life-boat was still required. When the life-boat reached the vessel she was in tow of two tugs. The master of the *Foxfield* advised the coxswain that it was not necessary to stand by but asked the life-boat to tow into harbour the ship's boat, which had previously been launched. The life-boat returned to her station with the small boat in tow at five o'clock.

TRAWLER BROKE DOWN

Dungeness, Kent. At 9.55 p.m. on 21st March, 1964, the coastguard told the honorary secretary that a small trawler had broken down three miles north-east of Dungeness. There was a light south-westerly breeze with a moderate sea, and it was low water. The life-boat *Mabel E. Holland* launched at 10.20 and found the trawler *Dolphin* of Folkestone, which had engine trouble. A line was made fast and the trawler was towed safely into Folkestone harbour. The life-boat arrived back at her station at 3.15 a.m.

The life-boat was also called out on 30th March, 1964.

LONG NIGHT SEARCH

Hastings, Sussex. At 7 p.m. on 9th February, 1964, the mechanic told the honorary secretary that an angling dinghy was overdue, and it was decided to launch the life-boat. There was a gentle north-westerly breeze with a slight sea. It was one hour before high water. The life-boat *Frank and William Oates*, on temporary duty at the station, launched at 7.5 and proceeded to the dinghy's last known position, five miles south-east of Fairlight coastguard station. She carried out a search inshore under the cliffs with the aid of the searchlight, and later moved

out towards the Royal Sovereign lightship, continuing the search inshore up to about three miles off Bexhill, before returning to the station at 11.45. The life-boat was refuelled and after a further extensive but unsuccessful search was recalled at 6 a.m. the following morning and refuelled. After a hot meal the crew continued the search in conjunction with fishing boats and a Shackleton aircraft. When 20 miles south of Hastings the coxswain decided to go on to the West Island fishing grounds where the life-boat found a French fishing vessel. The second coxswain boarded the fishing vessel and called up Boulogne radio, whose personnel acted as interpreters over the radio telephone. The skipper said he thought he had seen the dinghy during the night about three to four miles south-west of his present position. When the coxswain reached the area and sighted the dinghy the Shackleton aircraft also reported it had found the boat and had dropped a rubber float. During the search a local boat-owner offered to help and during the afternoon he carried a further petrol supply to the life-boat so that she could continue the search. Two of the shore-helpers also put out in a dinghy from the angling club and searched close inshore as far as Pettlevel to the east of Hastings. When the life-boat reached the dinghy her crew of three were taken on board and the dinghy was towed safely back to Hastings. The life-boat arrived back at her station at 7 p.m. on 10th February.

The life-boat was also called out on 31st March, 1964.

OPERATION AT SEA

Lowestoft, Suffolk. At 5 a.m. on 11th January, 1964, the coastguard informed the honorary secretary that the motor vessel *Rose of Lancaster* of Liverpool had a sick man on board who required medical attention. There was a fresh north-easterly breeze with a choppy sea, and the tide was flooding. The life-boat *Frederick Edward Crick* set out at 5.27 with the station honorary medical adviser on board and reached the vessel at 6.15, about three miles off Lowestoft. The doctor boarded the motor vessel and had to perform a minor operation on the seaman before he could be transferred to the



By courtesy of]

Worthing's Mayor, trying out the town's inshore rescue boat, hauls aboard Mr. A. Gamble, local branch secretary

[Daily Express

life-boat. The seaman was landed at the inner harbour and taken to hospital by ambulance. The life-boat returned to her station at 8.10.

The life-boat was also called out on 19th March, 1964.

ENGINEER WAS ILL

Margate, Kent. At 2.32 a.m. on 11th March, 1964, the coastguard told the honorary secretary that the motor vessel *Swift* of London had reported that the second engineer was seriously ill and needed a doctor. The life-boat *North Foreland* (Civil Service No. 11), was launched at 3.18 with a doctor on board. There was a moderate easterly wind and a moderate sea, and it was one hour before low water. The life-boat reached the *Swift*, anchored in Margate roads, and the doctor was put aboard with two members of the life-boat crew who were qualified in first aid. The doctor diagnosed a brain haemorrhage and the man was transferred to the life-boat while strapped to the stretcher. With the doctor and two first-aiders back on board the life-boat proceeded to the jetty at Margate, when the

man was landed and taken to hospital, where he later died. The freshening easterly wind prevented the life-boat from being rehoused until 1.45 p.m. on 13th March.

The life-boat was also called out on 3rd, 4th and 5th January, 1964.

MOTOR BOAT OVERDUE

Selsey, Sussex. At 6.40 p.m. on 24th January, 1964, the coastguard told the honorary secretary that a motor boat with three men on board was overdue at Littlehampton. Mr. Andrews, a member of the Inshore Rescue Scheme, had put out in his motor boat to search for the missing boat and it was agreed to await his return before launching the life-boat. There were light airs with a smooth sea, and the tide was ebbing. At 8.5 Mr. Andrews returned after an unsuccessful search and the life-boat *Canadian Pacific* launched at 8.30 to continue the search. At 9.24 a helicopter from Tangmere joined in the search whilst on night exercise, but later returned to base. The life-boat continued to search until 12.30

a.m. the next morning when, because of bad visibility caused by fog, she put into Littlehampton to await daylight. She set out again at 8.1 and continued the search but was recalled when visibility had improved sufficiently for an air search to be started, and returned to her station at 12.30 p.m. Twenty-five minutes later the life-boat launched again after the honorary secretary had heard from the coastguard that the air-sea rescue co-ordination centre, Tangmere, had found the motor boat *Astronaut*, four miles off Selsey Bill. At 1.24 the coxswain was informed that the Nab pilot cutter had the *Astronaut* in tow, and a rendezvous was arranged one and a half miles north of Nab where the life-boat took over the tow and brought the motor boat with her three occupants safely to Selsey. The life-boat returned to her station at 3.20.

The life-boat was called out on 18th and 25th February, 15th and 30th March, 1964.

FOUND EMPTY DINGHY

Shoreham Harbour, Sussex. At 12.23 a.m. on 8th February, 1964, the coastguard informed the honorary secretary that the Brighton police had seen two youths in a small dinghy drifting about a quarter of a mile off shore. No immediate help was needed as the police were attempting to launch a small boat off the beach. At 12.55 the honorary secretary was told that the dinghy was no longer in sight and it was decided to launch the life-boat. There was a gentle north-westerly breeze with a slight sea. It was low water. The life-boat *Dorothy and Philip Constant* was launched at 1.6 and at 1.50 reached the dinghy *Erica*, unmanned off the Palace Pier. The two youths were seen climbing on to the pier. The dinghy was brought safely ashore and the life-boat returned to her station at 3.20. The life-boat was also called out on 18th February.

ISLAND SEARCH

Southend-on-Sea, Essex. At 1.58 a.m. on 17th February, 1964, the coastguard informed the honorary secretary that a man had gone to repair his boat moored off Two Tree Island and had not returned. There was a light breeze from the east by north with a slight sea. The

tide was flooding. The life-boat *Elizabeth Elson*, on temporary duty at the station, launched at 2.23 and with the boarding boat in tow made for the island where a search was made in the boarding boat. The cabin cruiser *Bon Chance* was found with nobody on board. It was decided to leave the boarding boat on the island and return in daylight to continue the search. The life-boat arrived back at the station at 4.20 and after she had been rehoused four members of the crew returned to continue the search in conjunction with the police and a helicopter. The body of the man was eventually found and picked up by the helicopter. The crew returned to the station in the boarding boat at 11.20.

LAMPLIGHTER INJURED

Walmer, Kent. At 10 a.m. on 28th January, 1964, as the life-boat was about to proceed on exercise with the district engineer, a radio message was intercepted from the South Goodwin lightvessel to Deal coastguard stating that a lamplighter was injured on the lightvessel. When told, the honorary secretary offered to extend the exercise to South Goodwin and bring the man ashore. There was a gentle westerly breeze with a smooth sea and it was almost high water. The life-boat *Charles Dibdin* (Civil Service No. 32) left at 10.10. The lamplighter, who had fallen down the inside of the lamp mast, was taken by the life-boat to Walmer where he was carried to hospital by ambulance. The life-boat arrived back at her station at 11.52.

FUTURE ACCOUNT

Walton and Frinton, Essex. The life-boat *Edian Courtauld* put out on 15th March, 1964, to the help of the Dutch motor vessel *Merak*. A full account of the service will appear in the next number of *THE LIFE-BOAT*

The boat was also called out earlier on the same day.

BARGE TOWED CLEAR

Wells, Norfolk. At 9.10 a.m. on 9th February, 1964, the coastguard informed the honorary secretary that the motor barge *Una* had grounded on the west side of Blakeney harbour. There was a light

north-westerly breeze with a moderate sea, and the tide was flooding. The warden of the Blakeney Bird Sanctuary, who had investigated, reported that although the barge was in no immediate danger her master had asked the life-boat to stand by when the tide flooded sufficiently for her to re-float. The life-boat *Lucy Lavers*, on temporary duty at the station, launched at 12.35 p.m. to stand by the barge. The engine of the barge failed as she tried to pull herself clear and a line was made fast from the life-boat. The barge was towed clear by the life-boat and safely moored in Blakeney Pit, and the life-boat reached her station at 5.30. A gift was made by the owner of the barge to the life-boat crew.

Other life-boats called out during the first three months of 1964 were:

Aldeburgh, Suffolk - 8th February,

Ramsgate, Kent - 12th and 24th January.

Channel Islands

St. Helier, Jersey. At 6.34 p.m. on 18th February, 1964, Jersey radio informed the honorary secretary that a radio telephone message had been intercepted stating that the French fishing boat *Claudie Giselle* was in distress and that her crew of four were taking to their life-raft. There was a gale from the north-east with a rough sea. The life-boat *Elizabeth Rippon* set out at 6.48 for the boat's reported position, 12 miles west-south-west of La Corbière. The life-boat, together with merchant vessels, French naval vessels and air-sea rescue aircraft, carried out an extensive search through the night. At 8.17 a.m. the following morning the life-boat returned to St. Helier for re-fuelling and with a partial change of crew left at 10.14 to continue the search. At 11 o'clock the French trawler *La Nativité* reported finding a paddle and a piece of wood and shortly afterwards recovered two bodies. The life-boat joined in the further search with a French naval vessel and trawlers. During the day one more body and the life-raft of the *Claudie Giselle* were recovered. At 2.30 p.m. the life-boat was recalled, reaching her station at 6.45.

IN THE DARK

St. Peter Port, Guernsey. At 8.15 p.m. on 3rd January, 1964, the duty signalman informed the honorary secretary that red and white flares had been seen on the west coast. There was a gentle southerly breeze with a slight sea, and it was high water. The life-boat *Euphrosyne Kendal* left at 9.7 and met the yacht *Airy Mouse* which although in the area had not seen any flares. It was assumed that the combination of her sails and navigation lights had produced the effect of flares. The life-boat returned to harbour with the yacht in tow and reached her station at 11.50. The life-boat was also called out on 2nd January, 1964.

SICKNESS ON SARK

At 3.40 p.m. on 14th January, 1964, the St. John Ambulance Commissioner informed the honorary secretary that a sick man on Sark needed hospital treatment. There were light easterly airs with a slight sea, and the tide was flooding. The life-boat *Euphrosyne Kendal* left at 4.5 with three St. John Ambulance men on board, reached Sark at five o'clock and took the sick man on board. The life-boat returned to St. Peter Port at 6.42 and, after the patient had been landed, reached her station at seven o'clock.

DOCTOR'S APPEAL

At 9 a.m. on 7th February, 1964, the doctor on Sark asked the honorary secretary through the St. John Ambulance Commissioner if the life-boat could take an injured woman from Sark for treatment at Guernsey Hospital. There were light easterly airs with a smooth sea, and the tide was flooding. The life-boat *Euphrosyne Kendal* left at 9.45 with three members of the St. John Ambulance Brigade on board and embarked the injured woman at Sark at 10.50. The patient was landed at St. Peter Port at noon and the life-boat returned to the station at 12.40 p.m.

RESCUE FROM TRAWLER

At 5.18 a.m. on 17th March, 1964, the signal station at St. Peter Port informed the honorary secretary that Niton radio had broadcast a "Mayday" for the Bel-

gian trawler *Oceanic* which was sinking in a position 11 miles north-west of Jersey. The life-boat *Euphrosyne Kendal* set out at 5.45 in a south-easterly wind of gale force and a very rough sea. The tide was flooding. First indications suggested that the *Oceanic* was north of Jersey but several broadcasts from the trawler gave the life-boat coxswain the opportunity to use the direction-finding equipment and a position north of Guernsey was confirmed at 6.50. Several other vessels in the vicinity were unable to see anything and local aircraft attempted to help but poor visibility with driving rain made their task very difficult. The *Oceanic* was found 14 miles north-west by west of Platte Fougère lighthouse and her crew of four were rescued by the life-boat crew. The life-boat suffered no damage and reached her station at noon. The Shipwrecked Mariners Society attended to the survivors when they landed and a message received via Cherbourg and Jersey stated that the trawler had sunk in the early afternoon.

South-West England

Appledore, Devon. At 12.45 p.m. on 15th February, 1964, the coastguard told the honorary secretary that a man on Lundy Island had broken his leg. Arrangements were being made for him to be taken off by helicopter but the life-boat was asked to stand by. There was a fresh south-easterly breeze with a moderate sea, and it was almost low water. The life-boat *Louisa Anne Hawker* left at 1.8 but while on passage to the island a message was received by radio telephone that the injured man had been taken off by helicopter. The life-boat was recalled and arrived at her station at 4.15.

AIRCRAFT CRASHED

Appledore, and Clovelly, Devon. At 12.21 p.m. on 17th February, 1964, the coastguard told the Appledore honorary secretary that an aircraft had crashed into the sea four to seven miles north of Hartland Point. There was a light east-north-easterly breeze with a moderate sea, and the tide was ebbing. The life-boat *Louisa Anne Hawker* launched at 12.35. Ten minutes later the Clovelly

honorary secretary was informed of the crash but soon after 12.55, when the *Clara and Emily Barwell* life-boat was being launched, the coastguard advised that the boat's assistance was no longer needed. The Appledore life-boat continued to search the area until 2.21, was then recalled, and reached her station at 5.30.

HELP FOR CARPENTER

Bembridge, Isle of Wight. At 11.15 a.m. on 20th January, 1964, the coastguard informed the honorary secretary that a carpenter in a Greek motor vessel had severely injured his leg and needed medical treatment. The crew assembled at the boathouse while the assistant honorary secretary tried to locate the station honorary medical adviser. Dr. Kauld was visiting patients at the time but went quickly to the life-boat house. In the meantime the coastguard had informed the honorary secretary that the Greek vessel *Katina T.H.* was heading to St. Catherine's Point. There were light airs with a calm sea, and the tide was flooding. The life-boat *Cunard*, on temporary duty at the station, launched at 11.48 with the doctor on board and reached the *Katina T.H.* off the Nab Tower at 12.55. The doctor was transferred to the steamship and after attending to the patient decided that he required hospital treatment. The injured seaman was transferred to the life-boat and landed at Bembridge at 2.20 p.m. when a waiting ambulance took him to hospital. The life-boat arrived back at her station at 2.25.

DECEPTIVE PARAVANE

At 1.46 a.m. on 14th February, 1964, the coastguard told the honorary secretary that a white flashing light had been seen half a mile east-south-east of Ventnor coastguard look-out. The life-boat crew assembled while further inquiries were made about the light, since no casualty had been reported. At 3.3 the coastguard reported that the light was south-east of St. Catherine's Point drifting to the west. There was a near gale from the south-east with a very rough sea. The life-boat *Cunard*, on temporary duty at the station, launched at 3.11 on an ebbing

tide and went to the position given. At 5.37 the life-boat found a paravane with a flashing white light attached. This was towed back to the station where the life-boat arrived at 7.35.

THREE BOATS CALLED

Bembridge, Isle of Wight, Selsey and Shoreham Harbour, Sussex. At 3.5 p.m. on 18th February, 1964, the coastguard told the Bembridge honorary secretary that a naval Sea Hawk aircraft was missing between St. Catherine's Point and Worthing. There was a near gale from the east-north-east with a rough sea and the tide was ebbing. After confirmation that help was needed, the life-boat *Cunard*, on temporary duty at the station, launched at 4.20 and began to search the area. Later the honorary secretaries at Selsey and Shoreham Harbour were similarly informed that help was needed. The Selsey life-boat *Canadian Pacific* left at 4.15 and at 4.25 the Shoreham Harbour life-boat *Dorothy and Philip Constant* was launched. An extensive search was carried out in co-operation with a helicopter, aircraft, merchant vessels and Royal Navy ships but without success. The life-boats were recalled. The Selsey and Shoreham Harbour life-boats returned to their stations at 10.15 and 12.50 a.m. respectively and the Bembridge life-boat, unable to rehouse because of bad weather, was left on moorings at Cowes where she arrived at 1.10 a.m.

TAKEN TO HOSPITAL

Penlee, Cornwall. At 11.30 a.m. on 21st March, 1964, the port medical officer told the honorary secretary that the motor vessel *Andania* would arrive off Penzance at 5 p.m. bearing a sick man on board who needed hospital treatment. There was a moderate west-south-westerly breeze with a rough sea, and it was low water. The life-boat *Solomon Browne* launched at 5 p.m. and after embarking a doctor and ambulance crew at Newlyn, reached the *Andania* four miles south of Penzance at 5.55. The doctor examined the sick man aboard the vessel and transferred him to the life-boat. From Newlyn he was taken to hospital by ambulance. The life-boat was left on moorings at Newlyn, being unable to rehouse because of bad weather.

HELP FOR SICK MAN

At 9 p.m. on the same day the port medical officer told the honorary secretary that the motor vessel *La Colina* would be arriving off Mounts Bay at 11 o'clock, bringing a sick man on board who needed hospital treatment. There was a moderate west-south-westerly breeze with a rough sea, and it was almost high water. The life-boat *Solomon Browne*, with a doctor on board, left at 10.15 from Newlyn and met the vessel seven miles south-west of Penzance. A pilot and the doctor went on board and in Mounts Bay, where the sea was calmer, the sick man was transferred to the life-boat. When the life-boat reached Newlyn, the sick man was transferred to a waiting ambulance at 12.30 a.m. The life-boat was left on moorings at Newlyn for the night because of the severe weather conditions and rehouse at 10.30 when the weather moderated.

The life-boat was also called out on 24th March, 1964.

HUNGRY BUT FIT

Plymouth, Devon. At 9.10 a.m. on 20th February, 1964, the coastguard told the honorary secretary that a cutter had been moored off Tregonhawke cliff for three days and that they were going to investigate. Half an hour later the position of the boat was confirmed. There was a fresh east-north-easterly breeze with a moderate sea, and it was one hour before high water. The life-boat *Thomas Forehead and Mary Rowse* set out at 9.43 a.m. and reached the cutter at 10.40. The two men on board reported they were fit but had run out of food, and while on passage from Falmouth to Dartmouth strong easterly winds had prevented them from rounding Rame Head. They were given hot soup and biscuits and, with two of the life-boat crew on board, the casualty was towed safely into Millbay Docks. The life-boat arrived back at her station at 12.55 p.m.

DRIFTING LIFE-BOAT

St. Ives, Cornwall. At 10.35 a.m. on 1st February, 1964, the coastguard told the honorary secretary that a small boat had been seen about 400 yards off Gur-

nards Head. There was a strong breeze from the west-north-west with a rough sea, and the tide was ebbing. The life-boat *Edgar, George, Orlando and Eva Child* launched at 11 o'clock to investigate. Although the small boat was found there were no occupants and no wreckage in the near vicinity. The boat was towed back to the station where the life-boat arrived at 1.30 p.m. The small boat proved to be a life-boat from the French trawler *Roulet Aboise* of Etel which had been lost overboard some days previously. Inquiries revealed that the trawler was at Lorient Harbour and the boat was accordingly handed into the care of the Receiver of Wrecks.

PATIENT ON DUTCH TUG

At 10.3 p.m. on 19th February, 1964, the coastguard informed the coxswain that the Dutch tug *Zeeland*, which was standing by the coaster *David M.* off Hayle Bar, had an injured man on board who needed medical attention. There was a moderate easterly breeze with a choppy sea, and the tide was ebbing. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 10.30 with the station honorary medical adviser on board. The doctor treated the injured man on board the tug and decided it was unnecessary to take him to hospital. The life-boat, with the doctor on board, returned to her station at 12.30 a.m. the following morning.

DOS AMIGOS TOWED

At 10.15 p.m. on 23rd February, 1964, the coastguard told the honorary secretary that the French trawler *Rosaline Gorgy* had found the fishing boat *Dos Amigos* of Newlyn, previously reported missing on passage from Fishguard to Newlyn, and was towing her to St. Ives. There was a fresh south-easterly breeze with a rough sea. The tide was flooding. At 12.58 a.m. the life-boat *Edgar, George, Orlando, and Eva Child* was launched as the vessels hove in sight to take over the tow. She took off from the trawler the crew of three of the *Dos Amigos*, and took the fishing boat in tow, bringing her safely into harbour at 2.15. The three survivors were landed and taken im-

mediately to their homes by their relatives. The *Dos Amigos* was moored in the harbour and the life-boat returned to her station at four o'clock. A donation was made to the funds of the Institution by the congregation of the Burho Methodist Church.

SICK MAN ON BOARD

St. Mary's, Scilly Islands. At 9.45 a.m. on 6th January, 1964, the Penlee honorary medical adviser informed the honorary secretary that the s.s. *Eva Jeanette*, due off the Bishop's lighthouse at 5 p.m., had a sick man on board. There was a moderate south-easterly breeze with a corresponding sea. It was one hour before low water. The life-boat *Guy and Clare Hunter*, with a doctor on board, launched at 3.30 p.m. and reached the *Eva Jeanette* at five o'clock. The sick man was transferred to the life-boat, which arrived back at her station at 6.15.

DETAILS LATER

Sennen Cove, Cornwall. The life-boat *Susan Ashley* was launched on 24th March, 1964, to help the Belgian trawler *Victoire Roger*. A full account of the service will appear in the next issue of THE LIFE-BOAT.

MEN ON THE ROCKS

Torbay, Devon. At 4.19 p.m. on 16th January, 1964, the coastguard told the honorary secretary that two men were in the sea off Durl Head. There was a strong east-north-easterly breeze with a rough sea. The tide was flooding. The life-boat *Princess Alexandra of Kent* set out at 4.30 with the boarding boat in tow, but owing to the weather was unable to come close to the rocks. Three members of the crew were consequently transferred to the boarding boat to see if they could help. Two men, members of a party of 10 rock-climbers, were seen on the rocks. With the help of the life-boat searchlight they recovered the body of a young man from a deep crevice and successfully scaled the cliffs with the body. Because of very rough weather and the hazards of searching close inshore with the boarding boat for the second

man the coxswain recalled the three crew members to the life-boat. When darkness fell the life-boat was recalled and returned to her station at 6.45.

LIBERIAN VESSEL

Yarmouth, Isle of Wight. At 2.30 a.m. on 23rd February, 1964, the coastguard told the honorary secretary that a vessel was aground opposite Brook coastguard lookout. There was a near gale from the south-east with a rough sea, and the tide was flooding. The life-boat *The Earl and Countess Howe* left at 2.58 and reached the Liberian motor-vessel *Brother George* at 4.45. After checking that the crew were remaining on board, the life-boat stood by the vessel until three tugs arrived. She returned to her station at midday.

SINKING DUTCH TUG

After the earlier service to the motor vessel *Brother George* on 23rd February, a decision was made to stand by the vessel while attempts were made to refloat her on the flood tide. There was a strong southerly breeze with a rough sea, and the tide was flooding. The life-boat *The Earl and Countess Howe* set out at 5 p.m. to stand by the stranded vessel but at 6.10 the coxswain received a message by radio telephone that the Dutch tug *Witte-Zee* was sinking, approximately two miles south-west of Brook Point. The life-boat immediately went to the *Witte-Zee* and rescued eight of her crew. The remaining half were taken off by the tug *Gatcombe* and transferred to the life-boat which returned to Yarmouth and landed the 16 survivors. The life-boat arrived back at her station at 8.50 p.m. The owners of the tug made a gift to the life-boat crew.

FATAL CLIFF FALL

At 2.20 p.m. on 1st March, 1964, the coastguard told the honorary secretary of a police report that a man had fallen over the cliff between The Needles and Freshwater Bay. The life-boat *The Earl and Countess Howe* left at 2.40 with the boarding boat in tow. There was a light north-north-easterly breeze and a slight sea, and

the tide was ebbing. The life-boat took a doctor on board at Totland pier and on reaching the point opposite to where the man had fallen, the doctor and four members of the crew made for the shore in the boarding boat. The landing was made hazardous by the very rocky coast and the swell. The boat capsized as it reached shallow water but the doctor and the crew after considerable difficulty managed to reach the man, who was found to have died from a broken neck and multiple injuries. The tide was ebbing fast and as the man was too heavy to carry over the rocks to the boarding boat, his body was left at the foot of the cliffs and the police were informed. With great difficulty the crew waded waist-deep to put the boarding boat back into the water and returned to the life-boat which eventually reached her station at 6.20. A letter of thanks was sent to the doctor.

The following life-boats were also called out during January, February and March, 1964:

Fowey, Cornwall - 17th January, 1st February and 10th March.

Ilfracombe, North Devon - 18th January.

Lizard-Cadgwith, Cornwall - 22nd February.

Padstow, Cornwall - 13th February.

Weston-super-Mare, Somerset - 25th February.

Weymouth, Dorset - twice on 18th March.

Wales

Aberystwyth, Cardiganshire. At 2.25 p.m. on 26th February, 1964, the coastguard saw a small sailing dinghy capsize about one and a half miles off shore. As it had previously been agreed that in the honorary secretary's absence, the coastguard would be responsible for launching the life-boat, he immediately took action. There was a moderate south-easterly breeze with a corresponding sea, and the tide was flooding. The life-boat *Aguila Wren* launched at 2.40 with the second coxswain in command, took the dinghy's crew of two on board, and towed the dinghy back to the beach. The life-boat returned to her station at 3.45. A donation was made to the funds of the



By courtesy of]

[Royal Naval Air Station, Brawdy

Fishguard life-boat and naval helicopter exercise

Institution by the sailing club and by the parents of one of the dinghy's crew.

TOW FOR DREDGER

Angle, Pembrokeshire. At 9.50 p.m. on 20th March, 1964, the coastguard told the honorary secretary that a vessel in the vicinity of St. Govan's lightvessel needed immediate help. There was a fresh south-easterly breeze with a heavy swell, and it was one hour before high water. The life-boat *Richard Vernon and Mary Garforth of Leeds* launched at 10.15 and found the sand dredger *Nigel* with a crew of two on board. The dredger's engines had broken down while on passage from Llanelly to Milford Haven and her anchor was dragging. The life-boat towed the casualty to a berth in Pembroke Dock before returning to her station at 9.45 a.m. the next morning.

STRANDED ON ISLAND

Barry Dock, Glamorganshire. At

5.25 p.m. on 13th March, 1964, the coastguard told the honorary secretary that the police had seen a number of people on Sully Island who could not get back to the mainland because it was high water. As no one was in danger the life-boat was not launched at the time but the *Rachel and Mary Evans* was later launched at 6.45. There was a light south-easterly breeze and a slight sea. The coxswain found a man and a woman on the island and they were landed at Barry. The life-boat reached her station at 7.50.

ADrift AND LEAKING

Holyhead, Anglesey. At 11.33 a.m. on 2nd February, 1964, the coastguard told the honorary secretary that two small boys were adrift in a pram dinghy which was leaking and oar-less in the outer harbour. There was a moderate south-westerly breeze with a slight sea, and the tide was flooding. The life-boat *J.J.K.S.W.*,

on temporary duty at the station, launched at 11.38. The two young boys and the dinghy were taken on board and the life-boat returned to her station at 12.15 p.m.

DUTCH COASTER AGROUND

At 11.12 a.m. on 18th March, 1964, the coastguard informed the honorary secretary that the Dutch coaster *Lenie* of Steendam which had grounded on some rocks near Porthdinllaen during the early hours of the morning might need help, and eight minutes later the life-boat *J.F.K.S.W.*, on temporary duty at the station, was launched. There was a south-easterly wind of near gale force, a rough sea and it was two hours before high water. The life-boat met the *Lenie* off the North Stack and escorted her safely to Holyhead. The life-boat reached her station at 12.30 p.m.

The life-boat was also called out on 8th March, 1964.

DINGHY ON ROCKS

Llandudno, Caernarvonshire. At 2.15 p.m. on 13th March, 1964, a member of the crew told the honorary secretary that he had seen a man in a dinghy being carried out of the Conway Estuary on the ebb tide. Visibility was poor and the dinghy had disappeared into the mist. There was a fresh south-easterly breeze with a slight sea. While the coastguard arranged for a helicopter search the life-boat crew assembled and at 4.5 it was decided to launch the life-boat *The Lilly Wainwright* and to search close inshore. Twenty minutes later the helicopter spotted a dinghy on the rocks under the west coastguard look-out and a man was lowered into the life-boat to point out the position. Some life-boat helpers searching along the shore climbed down the rocks to investigate. The dinghy was found jammed on the rocks and was released by the shore-helpers, one of whom manned the boat which was then hauled back to the life-boat. A further search made from the sea and on shore was abandoned after everyone was satisfied that the occupant of the dinghy must have scrambled ashore and up the cliff. The life-boat returned to her station at six o'clock.

The life-boat was also called out on 29th March, 1964.

RED FLARES SEEN

The Mumbles, Glamorganshire. At 2.17 a.m. on 2nd March, 1964, the coastguard informed the honorary secretary that a red flare had been seen off Rhosilly Point. There was a moderate south-easterly breeze with a corresponding sea, and it was low water. The life-boat *Swn-y-Mor* (Civil Service No. 6), on temporary duty at the station, launched at 2.46 a.m. and at 5.20 reached the motor fishing vessel *Morning Star* whose engine had broken down. A line was made fast but when the life-boat tried to tow the vessel clear of the Helwick Sands the line parted. The crew of three were taken off and the help of a tug was requested. At 10.48 the tug *Clyneforth* arrived and towed the fishing vessel to Swansea escorted by the life-boat, which arrived back at her station at 2 p.m.

TOWED OFF ROCKS

Porthdinllaen, Caernarvonshire. At 5.5 a.m. on 18th March, 1964, the coastguard told the honorary secretary that a Dutch motor vessel was ashore eight miles south-west of Porthdinllaen Point. There was a strong east-south-easterly breeze with a rough sea, and it was almost low water. The life-boat *Charles Henry Ashley* launched at 5.35 and found the motor vessel *Lenie* of Steendam fast aground by her bows. It was impossible to go alongside because of rocks and the coxswain decided to anchor to windward and veer down on the vessel's stern until the life-boat was close enough for a heaving line to be passed. A rope was made fast and as the tide flooded the *Lenie* was successfully towed off the rocks by the life-boat. After escorting the vessel for about five miles the coxswain was told the vessel was not damaged and was heading for Holyhead. The life-boat returned to her station at 9.20 but when off the slipway a message was received that the *Lenie* could not be contacted by radio telephone. In view of deteriorating weather, the coxswain decided to return and search for the vessel, but at 11.35

heard that the *Lenie* had arrived safely off Holyhead. The weather was so severe that the life-boat was unable to rehouse on return to her station and was moored instead. As it was not considered safe for the boarding boat to put out the crew were taken off with the help of the local life-saving apparatus team at 10.30 p.m. The life-boat was rehoused the following afternoon.

The **Pwllheli, Caernarvonshire**, life-boat was called out on 20th January, 1964.

North-west England

Peel, Isle of Man. At 9.25 p.m. on 21st March, 1964, the coastguard told the honorary secretary that the German motor vessel *Auguste Schulte* of Hamburg had on board a sick man who might require medical attention. The life-boat crew were assembled and at 10.25 it was confirmed that a doctor was needed. There was a moderate east-south-easterly breeze with a smooth sea and it was low water. The life-boat *Helena Harris—Manchester and District XXXI* launched at 10.35 with the station honorary medical advisor on board and reached the *Auguste Schulte* two miles off Peel. After examination by the doctor the sick man was transferred to the life-boat and taken to Peel where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 11.15 a.m.

The **Blackpool, Lancashire**, life-boat was called out on 26th February, 1964.

Scotland

Aberdeen. At 11.25 a.m. on 17th February, 1964, the coastguard informed the honorary secretary that a salmon coble appeared to be in difficulties off Altens. There was a moderate breeze from the north by east with a rough, confused sea. The tide was flooding. The life-boat *Ramsay-Dyce*, which left at 11.40, found the coble about 50 yards off the rocks, and took her in tow. When clear of the rocks her crew of six were transferred to the life-boat and the coble was brought safely into harbour at 1.35 p.m. The life-boat returned to her station at 1.45. The owners of the coble made a donation to the funds of the Institution.

COMPASS TROUBLE

At 3.30 a.m. on 1st March, 1964, the coastguard told the honorary secretary that red flares had been sighted two miles south-east of Collieston coastguard look-out. There was a gentle south-south-westerly wind and a choppy sea, and the tide was ebbing. The life-boat *Ramsay-Dyce* left at 4.15 and found the fishing vessel *Baywyke* of Whitby with a faulty compass. Her skipper was doubtful of his position and the life-boat escorted the *Baywyke* to Aberdeen, arriving at eight o'clock.

SAFELY TO ABERDEEN

At 3.35 p.m. on 10th March, 1964, the coastguard informed the honorary secretary that the motor fishing vessel *Annie Ritchie* of Fraserburgh had broken down about three miles east by north of the Belhelvie coastguard look-out. There was a gentle north-easterly breeze with a smooth sea, and the tide was ebbing. The life-boat *Ramsay-Dyce* was launched at 3.55 and after reaching the fishing vessel at 5.15, took her in tow and brought her safely into Aberdeen. The life-boat arrived back at her station at seven o'clock.

WAVED FOR HELP

Anstruther, Fife. At 11.6 a.m. on 5th February, 1964, the coastguard told the honorary secretary that a man in a small boat off Cellandyke was reported to be waving for help. There was a gentle north-westerly breeze with a choppy sea, and the tide was ebbing. The life-boat *James and Ruby Jackson* launched at 11.15 and met the small creel boat *Kingfisher* with one man on board. As the small boat's engine had broken down and she was in a dangerous position close to the rocks, she was taken in tow and brought safely into harbour at 11.48. The life-boat was moored until 5 p.m. when the tide had flooded sufficiently for her to be rehoused.

BUMPING BADLY

Buckie, Banffshire. At 9 p.m. on 15th March, 1964, the coastguard told the honorary secretary that a vessel had grounded on the West Mucks. There was

a fresh south-easterly breeze with a moderate sea, and a flooding tide. The life-boat *Laura Moncur* left at 9.25 and found the trawler *Juniper* of Aberdeen fast on the rocks and bumping badly. A line was fired across the casualty and the life-boat stood by until the trawler refloats soon after midnight. After the fishing vessel had refloats she steamed off at full speed without replying to the life-boat inquiries as to whether any additional help was required. The life-boat returned to her station at 12.30 a.m.

BY BREECHES BUOY

Lerwick, Shetlands. At 1.4 a.m. on 17th January, 1964, the coastguard told the honorary secretary that they had fired a warning rocket and that a fishing vessel which had gone near the Ness of Sound had stopped and burnt a distress flare. There was a moderate southerly breeze with a slight sea. It was one hour after high water. The life-boat *Claude Cecil Staniforth* set out at 1.30 and found the trawler *Rangor* of Aberdeen aground on the rocks. The coxswain anchored and veered down on the trawler, and in the meantime the local life-saving apparatus team had rigged up a breeches buoy. The coxswain illuminated the vessel with his searchlight to help in getting the men off the trawler quickly. At 2.58 the coastguard informed the honorary secretary that all the crew of the trawler were ashore. The life-boat was recalled and returned to her station at 3.30.

FURTHER AWARD

Longhope, Orkneys. On 3rd-4th January, 1964, the Longhope life-boat rescued nine men from the Aberdeen trawler *Ben Barvas*. For this service, a full account of which appears on page 23, the awards included that of a silver second service clasp to Coxswain Daniel Kirkpatrick.

SOUGHT CALM WATER

Stromness, Orkneys. At 5.48 p.m. on 14th March, 1964, the coastguard informed the honorary secretary that the Norwegian motor vessel *Joruna* of Oslo wanted to be escorted to calm water. There was a south-easterly storm force

wind gusting to hurricane force with a very rough sea, and a flooding tide. The life-boat *Archibald and Alexander M. Paterson* launched at 6.5 and at 8.42 reached the motor vessel anchored off Eynhallow Sound. The master indicated that he wished to move to a safe anchorage in Scapa Flow. As this would mean navigating the Hoy Sound in hurricane force winds with a strong tide the second coxswain went on board to act as a pilot. The *Joruna* was escorted safely to her new anchorage by the life-boat and the second coxswain was then transferred to the life-boat which returned to her station at five o'clock.

LOBSTER BOAT SOUGHT

Anxiety was felt about the local lobster fishing boat *Mayflower* which had put out at 11 a.m. on 16th March, 1964, and had not returned five hours later. Weather conditions were rapidly deteriorating and there was a full gale from the south-east with a very rough sea. After discussion with the coastguard it was decided that the life-boat should investigate. The life-boat *Archibald and Alexander M. Paterson* launched at 4 p.m. and carried out a search through the Hoy Sound. The *Mayflower* was sighted at 4.50 and escorted safely into harbour. The life-boat arrived back at her station at 5.45.

NEAR SPURNESS HOLMS

Stronsay, Orkneys. At 1.5 p.m. on 16th March, 1964, the coastguard told the honorary secretary that the lobster fishing boat *Girl Jean* of Kirkwall had broken down and was in difficulties near Spurness Holms, south-west of Sanday. There was a fresh south-easterly breeze with a rough sea, and an ebbing tide. The life-boat *The John Gellatly Hyndman* set out at 1.20 and reached the fishing boat at 1.55. A line was made fast and the *Girl Jean* was towed safely into Stronsay and moored to the pier. The life-boat returned to her station at 3.20.

The life-boat was also called out on 10th, 17th and 24th January and 14th March, 1964.

PERITONITIS PATIENT

Wick, Caithness-shire. At 9.30 a.m. on 7th January, 1964, the local medical



By courtesy of]

Aberdeen life-boat and fishing coble after crew's rescue

[Glasgow Daily Record

officer told the honorary secretary that the trawler *Millwood* of Aberdeen, which was being towed by the trawler *Janwood* 12 miles north-east of Nors Head, had on board a sick man suffering from peritonitis. There was a light southerly breeze with a smooth sea. It was low water. The life-boat *City of Edinburgh* launched at 9.45 and met the *Millwood* at 11.20. The sick man was transferred to the life-boat and landed at Wick where he was taken to hospital by a waiting ambulance. The life-boat arrived back at her station at 12.45 p.m. The life-boat was also called out on 3rd January, 1964.

Other Scottish life-boats called out during the first three months of 1964 were:

Aith, Shetlands - 11th January.

Arbroath, Angus - 4th January.

Broughty Ferry, Angus - 24th March.

Campbeltown, Argyllshire - 12th March.

Islay, Inner Hebrides - 18th January.

Mallaig, Inverness-shire - 9th January.

Stornoway, Outer Hebrides - 18th January.

Thurso, Caithness-shire - 22nd February.

Troon, Ayrshire - 20th January.

Ireland

Dun Laoghaire, Co. Dublin. At 12.30 p.m. on 8th March, 1964, the life-boat *Dunleary II* went to the mouth of the River Liffey to escort several canoes across Dublin Bay. The canoes had taken part in a race organized in connection with the opening of the Dublin Boat Show. There was a moderate north-easterly wind, a choppy sea and the tide was flooding. About halfway across the bay one of the canoeists showed signs of distress and the life-boat took him aboard as he was exhausted. His leaking canoe was also taken on board the life-boat. On entering Dun Laoghaire harbour the lighthouse-keeper signalled the coxswain that another canoe had capsized. The canoe was taken aboard and after making sure that the canoeist had swam ashore, the life-boat returned to her station at 2.30.

IN NEXT NUMBER

Dunmore East, Co. Waterford. The life-boat *Annie Blanche Smith* put out on 11th March, 1964 to the help of the Dutch motor vessel *Jan Brons*. A full account of the service will appear in the next number of THE LIFE-BOAT. The life-boat was also called out on 1st January, 1964.

ENGINE BROKE DOWN

Galway Bay. At 12.10 a.m. on 6th January, 1964, the Galway police informed the honorary secretary through the Kilronan coast life-saving station that a fishing boat with four people on board was missing in Galway Bay. There was a moderate south-easterly breeze with a rough sea, and the tide was flooding. The life-boat *Mabel Marion Thompson* set out at one o'clock and searched extensively south-west of Blackhead without finding the missing boat. After making inquiries at Galway police station the life-boat left again at 7.45 and an hour later located the fishing vessel *Mary Immaculate* with her engine broken down. The fishing vessel was taken in tow and brought safely in to Galway docks at 10 o'clock. After a meal the life-boat crew left Galway docks at midday, arriving back at the station at 4 p.m.

UNSEATED THEN TREATED

At 7.30 p.m. on 9th January, 1964, a local doctor told the honorary secretary that a young woman who had fallen from her bicycle needed hospital treatment. As no other boat was available the life-boat *Mabel Marion Thompson* left her station at nine o'clock with the patient, a doctor and a nurse on board. The young woman was taken to Rossaveel where an ambulance was waiting to take her to hospital. The life-boat returned to her station at 1 a.m.

MATERNITY CALL

At 11 p.m. on 12th January, 1964, the local doctor told the honorary secretary that a maternity patient on Inishmaan Island needed urgent medical attention. There was a strong easterly breeze with a choppy sea, and it was low water. As no other boat was available the life-boat

Mabel Marion Thompson set out at 11.30 with the doctor on board. The doctor was landed at Inishmaan and after he had attended to the patient was brought back to the station at 3.30 a.m.

HELP FOR PATIENTS

At midday on 27th February, 1964, the local doctor told the honorary secretary that two patients needed hospital treatment. There was a strong south-westerly breeze with a choppy sea, and the tide was flooding. As no other boat was available the life-boat *Mabel Marion Thompson* set out at 3 p.m. with the doctor and patients on board and landed the patients at Rossaveel, when they were taken to hospital. The life-boat returned to her station at 6.45.

DOCTOR ON BOARD

At 1 p.m. on 28th February, 1964, the local doctor told the honorary secretary that a seriously ill patient needed immediate hospital treatment. There was a strong south-westerly breeze with a moderate sea, and the tide was flooding. As no other boat was available, the life-boat *Mabel Marion Thompson* set out at 2.15 with the patient and doctor on board. The patient was landed at Rossaveel and taken to hospital by waiting ambulance. The life-boat returned to her station at six o'clock.

NURSE ON BOARD

At noon on 31st March, 1964, the local nurse informed the honorary secretary that a sick patient required urgent medical attention on the mainland. There was a fresh easterly breeze with a choppy sea, and it was low water. The life-boat *Mabel Marion Thompson* left at 1 p.m. with the patient and nurse on board. The patient was landed at Rossaveel and taken to hospital by an ambulance waiting on the quayside. The life-boat returned to her station at five o'clock.

MASTER OF LIGHTVESSEL

Kilmore, Co. Wexford. At 5.30 p.m. on 8th January, 1964, the Irish Lights Office informed the honorary secretary that the wife of the master of the Conningbeg lightvessel was ill. There were light

airs with a smooth sea, and the tide was flooding. The life-boat *Ann Isabella Pyemont* was launched at six o'clock and brought the master of the lightvessel ashore, returning to her station at 9.15.

The life-boat was also called out on 1st January, 1964.

LIFE-BOAT STOOD BY

Portrush, Co. Antrim. At 10.42 p.m. on 23rd March, 1964, the coastguard told the honorary secretary that a trawler had gone ashore at Red bay. Ten minutes later a message was received that the vessel needed help. The life-boat *Lady Scott* (Civil Service No. 4) was launched at 11.10 in a moderate south-easterly wind and a rough sea. The tide was flooding. The life-boat reached the trawler *Irvana* of Fleetwood, and found that some of her crew of 17 had already gone ashore and the remainder were being taken off by the life-saving apparatus team. The life-boat stood by until all the trawler's crew were safely ashore and then returned to her station at 10.40 a.m. the next morning.

WRECKAGE SIGHTED

Rosslare Harbour, Co. Wexford. At 3.45 p.m. on 23rd February, 1964, the Rescue Co-ordination Centre, Haulbowline, informed the honorary secretary that the motor fishing vessel *Dos Amigos* of Newlyn had been reported missing. An aircraft taking part in the search had sighted wreckage and the life-boat was asked to search the area. There was a moderate south-westerly breeze with a corresponding sea, and the tide was ebbing. The life-boat *Douglas Hyde* was launched at 4.30 and made for the position about 30 miles south-west by south of Tusker Rock where the aircraft had dropped marker buoys. As the coxswain was later informed by the aircraft that the missing boat had been found and taken in tow by a French fishing vessel to St. Ives, the life-boat was recalled and returned at 1.30 a.m.

Other Irish life-boats called out during the first three months of the year were:
Ballycotton, Co. Cork—30th January.
Howth, Co. Dublin—25th February.



By courtesy of]

Inshore rescue boats being built at Godalming

[R.F.D.]

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RECEIPTS AND PAYMENTS ACCOUNT

1962		PAYMENTS.	
£		£	£
	LIFE-BOATS:—		
	New life-boats for the following stations: On account— Boulmer, Caister, Cullercoats, Hastings, Howth, Kirk- cudbright, Llandudno, Longhope, Lowestoft, Sal- combe, Seaham, Shoreham, St. Abbs, St. David's, Skegness, Sunderland, Yarmouth (I. of W.), materials for future building and improvements and alterations to existing fleet	311,782	
240,845	Upkeep of Cowes office and store	562	
816	Upkeep of and repairs to life-boats	67,171	
52,523	Rentals and maintenance of radio equipment and loud hailers and radio licences	18,851	
18,193	Consulting Naval Architect	250	
—		£	
	Salaries of superintendent engineer, sur- veyor of life-boats, inspectors of machin- ery, assistant surveyors of life-boats and machinery, draughtsmen and clerical staff	56,924	
55,523	Travelling expenses	21,060	
16,779	Pensions under earlier pension schemes	5,016	
4,086	Contribution to staff pension fund	3,932	
3,806			
		86,932	
80,194	Less estimated amount chargeable to life- boat carriages and tractors	3,831	
3,192			
			83,101
77,002			
389,379			481,717
	LIFE-BOAT CARRIAGES AND TRACTORS:—		
19,247	New carriages	11,058	
625	Repairs to carriages	1,189	
11,141	New tractors	24,448	
773	Repairs to tractors	2,439	
3,192	Estimated proportion of life-boats' expenses as above	3,831	
34,978			42,965
	LIFE-BOAT HOUSES AND SLIPWAYS:—		
27,871	New construction and adaptation	39,602	
27,233	Repairs and maintenance	33,883	
55,104			73,485
65,320	LIFE-BOAT STORES		75,918
	LIFE-BOAT DEPOT:—		
156	New construction	2,409	
13,073	Rates, insurance, equipment and repairs	12,716	
	Salaries of superintendent of depot, assistant and clerical staff and wages of manual workers	61,666	
56,761	Pensions and gratuities under earlier pension schemes	3,522	
2,981	Contribution to staff pension fund	1,546	
1,309	Provision for additional liability, 1909 pension scheme	—	
896			
			81,859
75,176	LIFE-BOAT STATIONS:—		
	Conveyance of life-boats, carriages, tractors and stores; work to moorings; telephones, postages, etc.	46,827	
39,419	Insurance under national insurance acts and against claims at common law	8,632	
7,486	Salaries of assistant secretaries, etc., of stations	409	
410			
			55,868
47,315			
667,272	Carried forward		811,812

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THE YEAR ENDED 31ST DECEMBER, 1963

52		RECEIPTS.			
£	SUBSCRIPTIONS, DONATIONS, ETC.:—			£	£
1,280	General subscriptions to headquarters .. ..	..	..	12,010	
1,607	" " through station branches .. ..	..	..	8,536	
1,247	" " through financial branches .. ..	..	..	34,042	
1,146	" donations to headquarters .. ..	..	..	42,119	
1,711	" " through station branches .. ..	..	..	112,056	
1,717	" " through financial branches .. ..	..	..	291,498	
	Contributions from harbour authorities towards upkeep				
1,800	of life-boat stations .. ..	..	..	1,550	
304	Contribution boxes to headquarters .. ..	..	..	257	
1,868	" " through station branches .. ..	..	..	26,798	
1,221	" " through financial branches	14,047	
1,901					542,913

4,901

Carried forward

542,913

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RECEIPTS AND PAYMENTS ACCOUNT

1962 £	PAYMENTS.		£	£
	Brought forward			811,81:
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		19,915	
19,368	Grants to men injured in the life-boat service		993	
1,095	Fees of coxswains, bowmen and signalmen, wages of motor mechanics, etc.		154,320	
145,457	Life-boat crews and launchers for exercises		14,719	
12,633	Annuities and gratuities under the regulations to coxswains, bowmen, signalmen, part time and assistant motor mechanics		4,679	
4,872	Pensions and grants to relatives of deceased life-boatmen and others		16,938	
15,207	Pensions and gratuities under the pension scheme to ex-permanent crews of life-boats		6,753	
5,952				
204,584				218,31:
	LIFE-BOAT INSPECTORS:—			
	Salaries of chief inspector, deputy chief inspector, inspectors and clerical staff		25,588	
22,397	Travelling expenses		10,402	
7,287	Pensions under earlier pension schemes		2,474	
2,320	Contribution to staff pension fund		2,841	
1,795	Provision for additional liability, 1909 pension scheme		—	
860				
34,659				41,30:
	RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC.		£	4,65:
6,158	ADMINISTRATION:—			
	Salaries of secretary, assistant secretary, accountant, internal auditor, and clerical staff		50,434	
47,954	Rent, depreciation, rates, lighting, heating, insurance, etc., of the Institution's headquarters		3,650	
3,881	Insurance under national insurance acts and against claims at common law, etc.		9,363	
8,551	Telephone operator, commissionaires and nightwatchman		4,147	
3,229	Telephones, postages and parcels		4,564	
3,864	Travelling expenses of committee of management		761	
687	Pensions under earlier pension schemes		2,023	
1,819	Contribution to staff pension fund		5,392	
2,917	Provision for additional liability, 1909 pension scheme		—	
1,729				
74,631			80,334	
	Less estimated amount chargeable to raising of funds and publicity		40,167	
37,315				
37,316			40,167	
9,757	Stationery, office expenses, printing and books		10,249	
630	Auditors' fee		630	
3,530	Legal and professional expenses		4,286	
2,030	Repairs and improvements to Institution's headquarters		2,750	
53,263				58,08:
510				53:
205				10,00:
966,651	GRANTS IN CONNEXION WITH CERTAIN LEGACIES CONFERENCE OF LIFE-BOAT SOCIETIES			
	Carried forward			1,144,70:

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1121.

THE YEAR ENDED 31ST DECEMBER, 1963—continued

		RECEIPTS.				£	£
62							
4,901		Brought forward					542,913
INCOME FROM INVESTMENTS:—							
865		Dividends and interest on investments				89,093	
<i>Less:—</i>							
121		Interest on certain trust funds transferred to Special Purposes Fund			1,928		
Interest on certain endowment funds transferred:							
492		(a) to general subscriptions, etc. ..			500		
1,695		(b) to General Endowment Fund ..			1,757		
4,308						4,185	
7,557							84,908
SUNDRY RECEIPTS:—							
6,879		Sale of old stores				6,307	
1,456		Rentals of freehold and leasehold premises				1,616	
756		Underwriting commission				584	
9,091							8,507
11,549		Total ordinary receipts					636,328
81,549		Carried forward					636,328

RECEIPTS AND PAYMENTS ACCOUNT

1962 £	PAYMENTS.				£	£
966,651	Brought forward					1,144,705
RAISING OF FUNDS AND PUBLICITY:—						
	Salaries of public relations officer, assistant and clerical staff and wages of manual workers				11,356	
10,729	Salaries of district organizing secretaries and clerical staff				39,589	
37,961	Travelling expenses				7,888	
7,226	Annual general meeting				557	
363	Advertising and appeals				14,495	
20,432	Stationery, printing, books, films, badges, collecting boxes, district offices expenses, postages				53,769	
54,306	Printing and binding the year book and life-boat journal				7,354	
7,311	Salaries and commissions of assistant secretaries, etc., of branches				8,096	
8,986	Pensions under earlier pension schemes				2,916	
2,118	Contribution to staff pension fund				8,886	
3,739	Provision for additional liability, 1909 pension scheme				—	
2,007	Estimated proportion of administration expenses as above				40,167	
37,315						
<hr/>						
192,493						195,073
<hr/>						
1,159,144	Total payments					1,339,782
<hr/>						
206	Transfer to General Endowment Fund being the amount of the year's receipts of gifts for endowment purposes					7,100
<hr/>						
Transfer to Special Purposes and Maintenance Fund being the excess of the year's receipts for special purposes over payments in the year met from special gifts, etc., arrived at as follows:						
Receipts in the year of gifts and legacies for special purposes 233,738						
Less payments in year met from gifts and legacies for special purposes (of which £167,327 relates to new life-boats and £61,396 to other items) 228,723						
53,799	Transfer to Special Purposes, etc. Fund				5,015	5,015
<hr/>						
<hr/>						
175,329	Transfer to General Purposes Fund					223,099
<hr/>						
£1,388,478						1,574,996
<hr/>						

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THE YEAR ENDED 31ST DECEMBER, 1963—continued

p62 £	RECEIPTS.							
								£
1,549	Brought forward							636,328
5,162	LEGACIES FOR GENERAL PURPOSES							653,375
6,711	Total receipts for general purposes							1,289,703
	GIFTS AND LEGACIES FOR SPECIAL PURPOSES							
	(The capital to be applied in accordance with the directions of the respective donors.)							
12,599	Civil Service Life-boat Fund						25,474	
8,507	Special gifts						145,105	
17,769	Legacies						63,159	
18,875								233,738
	GIFTS AND LEGACIES FOR ENDOWMENT PURPOSES							
	(The income therefrom to be applied in accordance with the directions of the respective donors.)							
—	Gifts						7,100	
206	Legacies						—	
206								7,100
55,792	Total receipts							1,530,541
	Transfer from Reserve for Replacement of Life-boats being the excess of payments on account of new life-boats in the year not met from special gifts, etc., over the estimated average annual cost falling to be met from general purposes receipts, arrived at as follows:							
40,845	Payments on account of new life-boats in the year ..						311,782	
08,159	Less amount met from gifts and legacies for special purposes						167,327	
32,686							144,455	
00,000	Deduct estimated average annual cost of replacements falling to be met from general purposes receipts ..							100,000
32,686	Transfer from Reserve						£44,455	44,455
388,478								£1,574,996

NOTE:—This account includes the receipts and payments of the headquarters of the Institution for the year to 31st December, 1963, and of the branches for the year to 30th September, 1963.

Dr.

1962

£

GENERAL ENDOWMENT FUND

The income to be applied for the purposes of the Institution

£

237,622

BALANCE AT 31ST DECEMBER, 1963 246,471

£237,622

£246,471

SPECIAL PURPOSES AND MAINTENANCE FUND

The capital to be applied for the purposes of the Institution

353,768

BALANCE AT 31ST DECEMBER, 1963 360,711

£353,768

£360,711

RESERVE FOR REPLACEMENT OF LIFE-BOATS

32,686

TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT 44,451

1,108,108

BALANCE AT 31ST DECEMBER, 1963 1,063,651

£1,140,794

£1,108,100

GENERAL PURPOSES FUND

TRANSFER TO R.N.L.I. STAFF PENSION FUND ARISING ON THE ESTABLISHMENT OF THIS FUND TO REPLACE THE 1938 PENSION SCHEME AND INCORPORATE OTHER PENSION ARRANGEMENTS FORMERLY NOT FUNDED 192,001

887,942

BALANCE AT 31ST DECEMBER, 1963 939,421

£887,942

£1,131,421

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FOR THE YEAR ENDED 31st DECEMBER, 1963

in accordance with the directions of the respective donors.

1962							
£						£	
85,721	BALANCE AT 31ST DECEMBER, 1962	..	..	..	..	..	237,622
206	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	..	7,100
1,695	UNEXPENDED INTEREST ON CERTAIN FUNDS	..	..	..	..	..	1,757
17,622							<u>£246,479</u>

FOR THE YEAR ENDED 31st DECEMBER, 1963

in accordance with the directions of the respective donors.

17,848	BALANCE AT 31ST DECEMBER, 1962	..	..	..	..	..	353,768
2,121	INTEREST ON UNEXPENDED BALANCES OF CERTAIN FUNDS	..	..	..	..	..	1,928
53,799	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	..	5,015
53,768							<u>£3,360,711</u>

FOR THE YEAR ENDED 31st DECEMBER, 1963

40,794	BALANCE AT 31ST DECEMBER, 1962	..	..	..	..	..	1,108,108
40,794							<u>£1,108,108</u>

FOR THE YEAR ENDED 31st DECEMBER, 1963

09,710	BALANCE AT 31ST DECEMBER, 1962	..	..	..	..	..	887,942
2,903	PROFIT ON SALE OF INVESTMENTS	..	..	..	..	..	20,382
75,329	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	..	223,099
87,942							<u>£1,131,423</u>

STATEMENT OF FUNDS AND RELATIVE ASSE

1962 £		£
237,622	GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors)	246,4
353,768	SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors)	360,7
1,108,108	RESERVE FOR REPLACEMENT OF LIFE-BOATS The estimated cost of replacing the entire fleet exceeds £6,000,000 and the estimated liability for replacements at present contemplated exceeds £1,400,000, part of which will be met by special gifts and legacies	1,063,6
887,942	GENERAL PURPOSES FUND Of this fund £158,051 relates to freehold and leasehold properties necessary to the Institution's work. The balance of £781,372 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 £288,000 and provision of new carriages and tractors £87,000.	939,4
£2,587,440		£2,610,26

(Signed) V. WYNDHAM-QUIN,
Deputy Chairman.

(Signed) S. M. WHORLOW,
Secretary.

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

3, Frederick's Place,
Old Jewry, London, E.C.2.
5th March, 1964

t DECEMBER, 1963

1962 £		£	£
	INVESTMENTS at the quinquennial valuation on 31st December 1961, or cost if acquired since:—		
	Representing GENERAL ENDOWMENT FUND		
	Income only available:—		
37,622	British government securities .. .. .	.. ..	246,479
	(Market value at 31st December, 1963, £273,265)		
	Representing other funds:—		
	Quoted—		
21,747	British government securities .. .. .	.. 600,010	
47,016	British corporation stocks .. .. .	.. 138,614	
65,362	Debenture stocks .. .. .	.. 66,027	
94,822	Ordinary U.K. stocks and shares .. .. .	.. 1,109,367	
—	U.S.A. stocks .. .. .	.. 30,157	
128,947	(Market value at 31st Dec. 1963, £2,084,373)		1,944,175
166,569	Total quoted investments (Market value £2,357,638) ..		2,190,654
	Unquoted—		
100,000	Short term loan to local authorities —	
45,219	Mortgages, debentures and other securities .. .. .	.. 45,652	
—	Cash on deposit .. .. .	.. 90,000	
			135,652
311,788	TOTAL INVESTMENTS		2,326,306
	FREEHOLD PREMISES (at cost):—		
105,333	Including life-boat depot at Boreham Wood		107,856
	LEASEHOLD PREMISES—(At cost less amounts written off):—		
45,554	Including 42/44 Grosvenor Gardens		50,195
	BRANCH ACCOUNTS:—		
161,961	Balances in hands of Branches, 30th Sept., 1963 ..	164,851	
109,399	Less balance of remittances between headquarters and branches, October to December, 1963	96,019	
52,562			68,832
72,203	BANK BALANCES		57,077
587,440			£2,610,266

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.

81
117

LIFEBOATMEN'S

ENDOWMENT FUND

1962

£

3,225

Balance carried forward at 31st December, 1963, represented by £3,825
Conversion 5½% Stock 1974 3,618
(Market value at 31st Dec., 1963, £3,844)

3,618

£3,225

£3,618

REVENUE ACCOUNT

189

Grants to beneficiaries 230

93

Balance carried forward at 31st December, 1963 54

£282

£284

(Signed) V. WYNDHAM-QUIN,
Deputy Chairman.

(Signed) S. M. WHORLOW,
Secretary.

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

5th March, 1964.

NEVOLENT FUND

THE YEAR ENDED 31st DECEMBER, 1963

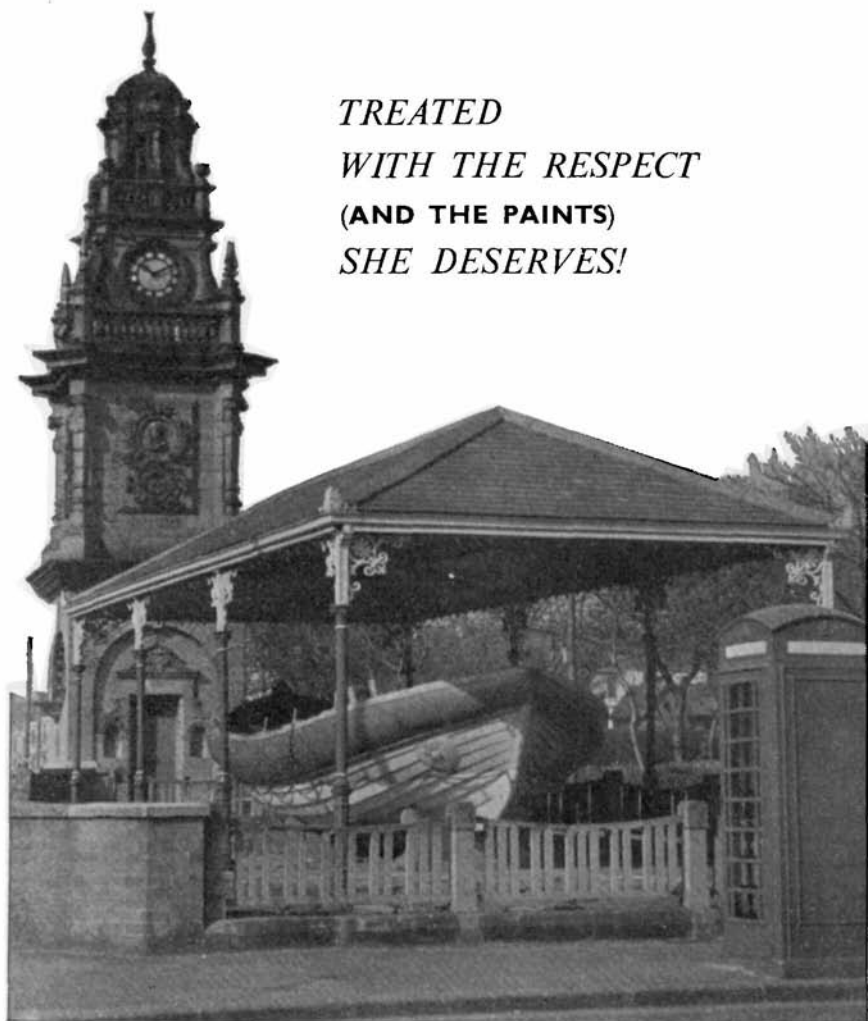
1962								£
2,589	Balance brought forward at 1st January, 1963	..	..	..	..			3,225
636	Subscriptions and Donations received and invested	..	..	..				393
£3,225								£3,618

THE YEAR ENDED 31st DECEMBER, 1963

121	Balance brought forward at 1st January, 1963	..	..	..	..			93
161	Investment income	..	..	..	..	..	..	191
£282								£284

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

(Signed) PRICE WATERHOUSE & CO.,
Auditors.



*TREATED
WITH THE RESPECT
(AND THE PAINTS)
SHE DESERVES!*

The old Shields lifeboat the *Tyne*, now preserved as shown here, is well protected with B.P.L. materials—paints which themselves hold an enviable reputation for service under the toughest conditions. For a veteran—and for today's finest ships—B.P.L. products are specified with equal confidence.



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