

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

VOL. XLI

JULY 1970

No. 432

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PORTRAIT OF A COXSWAIN



by courtesy of]

[Manx Press Pictures

Coxswain Robert Lee, of the Douglas, I.O.M., life-boat *R. A. Colby Gubbin No. 2*. Appointed coxswain in April, 1950, he had been a member of the crew for many years. Coxswain Lee's grandfather was bowman until he was lost at sea while fishing, his father was coxswain for many years, and now his eldest son Richard is Second Mechanic at Douglas. Coxswain Lee retires in September. He was awarded the B.E.M. this year.



by courtesy of]

[United Press International (UK) Ltd.

On 6th April, 1970, Captain Carlos Carreira and Captain Rogerio Pinto of the Portuguese Life-boat Society, in the course of a visit to R.N.L.I. establishments, called at Life-boat House, London. Here they are being shown a painting of Cromer's famous son, the late Coxswain Henry Blogg, by the Chief Inspector of Life-boats, Lieut.-Commander W. L. G. Dutton, R.D., R.N.V.

NOTES OF THE QUARTER

THE first number of THE LIFE-BOAT appeared in March, 1852. The first editorial began:

'If there be one subject more than another that might be expected to command the attention and enlist the sympathy of a maritime country like Great Britain, it surely must be the safety and welfare of those of her sons "whose business is in the great waters", and yet how imperfectly informed, how supinely indifferent, is the great bulk of our population as to the causes, the prevention, or the mitigation of the horrors of shipwreck!'

It then referred to the report of the committee formed to award the prize offered by the Duke of Northumberland for the best model of a life-boat, which had revealed a number of startling deficiencies. Because of the general lack of information on the whole subject the conclusion reached was that 'a small periodical, to be sold at a cost that will place it within the reach of every boatman around our shores, might prove a well-timed and useful publication'.

NEW JOURNAL

For nearly 120 years THE LIFE-BOAT has served as the principal means of keeping supporters of the R.N.L.I. informed of what was happening in the service. Now, beginning with the January, 1971, number, it will appear in a new form. Informing those who work for the R.N.L.I. will still be its main

purpose and it will continue to be a historical record. There will, however, be more articles of general interest. Its appearance, we hope, will be more attractive, and more closely resembling the better type of periodical publication.

Inevitably this will mean higher production costs, but it is hoped in time to recoup all the additional costs and more from higher advertising rates. From the extracts from the 1852 Journal quoted above it will be seen that at one time those who received the journal had to pay for it. Those who receive it at present free of charge in recognition of the services to the R.N.L.I. they are rendering as crew members and branch workers will continue to do so. So, too, will members of the Y.L.A. It is hoped, however, in time to build up a paying membership among the general public.

MORE NEW STATIONS OPENED

The expansion of the R.N.L.I. continues with the establishment of two new inshore rescue boat stations, one in Scotland and one in the north-west of England. The stations are at Lamlash in the Isle of Arran and St. Bees in Cumberland. Both are being allocated the standard 15-foot 6-inch inflatable IRB. This will bring the number of IRB stations up to 106.

The experimental 40-foot boat with a G.R.P. hull and deck, which was stationed at Sheerness from April to November, is now at Calshot in Hampshire for a six months' trial period to increase the operational coverage of the Solent area. The former Exmouth life-boat is now stationed at Sheerness.

LIFE-BOAT RETURNS TO LONGHOPE

Mr. John Leslie, formerly second coxswain of the Stromness life-boat, has been appointed full-time coxswain of the Longhope life-boat. He has under his command a number of local volunteers. These men will continue training during the summer months and will be available to man the 52-foot life-boat *Hilton Briggs* if she is needed for rescue purposes. This life-boat was formerly stationed at Fenit, Co. Kerry.

The future of Longhope as a life-boat station will be decided after the completion of the summer training programme. Meanwhile the 70-foot steel life-boat *Grace Paterson Ritchie* will continue to operate in the area and will support the *Hilton Briggs* if she is called out on service. Mr. Leslie has been second coxswain at Stromness for the past seven years.

OVERSEAS VISITORS

The R.N.L.I. greeted distinguished visitors from both Portugal and Italy in April. Captain Carlos Carreira and Captain Rogerio Pinto of the Portuguese Life-boat Society visited the Institution's headquarters and depot, as well as William Osborne's yard at Littlehampton, where they were accompanied by the Deputy Chairman, Commander F. R. H. Swann, O.B.E., R.N.V.R. They were also present at the Institution's annual general meeting on 8th April. Next day they had trips in both the Lowestoft and Gorleston and Great Yarmouth life-boats. They presented to the Institution the Portuguese gold medal, a plaque, a small pendant and a gold filigree model of a sailing ship.

The Italian visitors were Captain Luigi Como, head of the naval section of the Carabinieri, and another Carabinieri officer, Major Arnaldo Grilli. They went to sea in the Selsey life-boat and in addition to talks at the R.N.L.I.'s head office visited boat-building yards.



by courtesy of]

[United Press International (UK) Ltd.

The Duke of Kent, President of the R.N.L.I., talking to Coxswain T. R. Tart, of Dungeness, at the Odeon, Leicester Square, London, when the première of the film *Airport* was shown on 22nd April, 1970. The occasion raised over £10,000 for the life-boat service.



The IRB side was also represented at the première. Here Mr. Ray Cole of the Lymington IRB crew is chatting with the Duke of Kent.

by courtesy of]

[United Press Universal (UK) Ltd.

DEDICATED SPEAKER

The Hon. Laurence Methuen, who died in April, was a skilful and enthusiastic public speaker who was prepared to go almost anywhere to talk on the work of the R.N.L.I. He was a recipient of one of the fairly rare awards made by the Institution for outstanding service in the field of public relations. He organised a number of successful balls at Corsham Court, near Chippenham, his family home, and he was particularly devoted to the Mumbles crew and station, for he had lived on the Gower Peninsula in his younger days. To meet his wishes his ashes were scattered from the Mumbles life-boat.

FRASERBURGH INQUIRY

The formal investigation under the Merchant Shipping Act into the loss of the Fraserburgh life-boat on 21st January will begin on Monday, 5th October, at the Aberdeen Sheriff Court. (For more details see page 181.)

BRANDY FOR RUM

An innovation has now been introduced with the substitution of brandy for rum as a medical aid for survivors brought aboard life-boats. The Institution has accepted an offer of free supplies of Martell brandy for all life-boats in the United Kingdom.

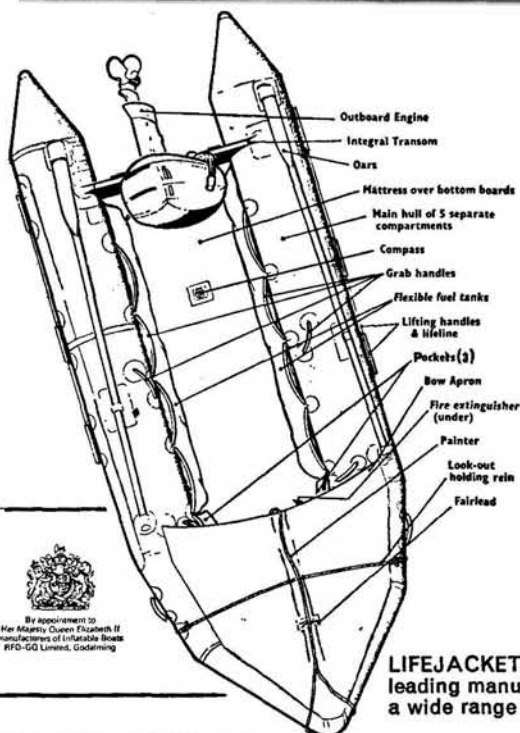


by courtesy of]

[J. P. Morris

At Exmouth on 16th May, 1970, the 48-foot 6-inch Solent type life-boat *City of Birmingham*, paid for by contributions by the citizens of Birmingham, was named by the Deputy Mayor of Birmingham (Ald. Charles V. G. Simpson). Other recent naming ceremonies have taken place at Barry Dock (the *Arthur & Blanche Harris*, a 44-foot steel boat, provided by Mrs. B. A. L. Harris), Rosslare (the *R. Hope Roberts*, a 48-foot 6-inch Solent type, given by Miss Annie Ronald, Mrs. Rhoda Hope and Miss E. E. Roberts together with an anonymous donation of £23,500), and Peterhead (the *James and Mariska Joicey*, a 48-foot 6-inch Solent type, given by the James Joicey Trust). Fuller reports will appear in the October issue of *The Life-boat*.

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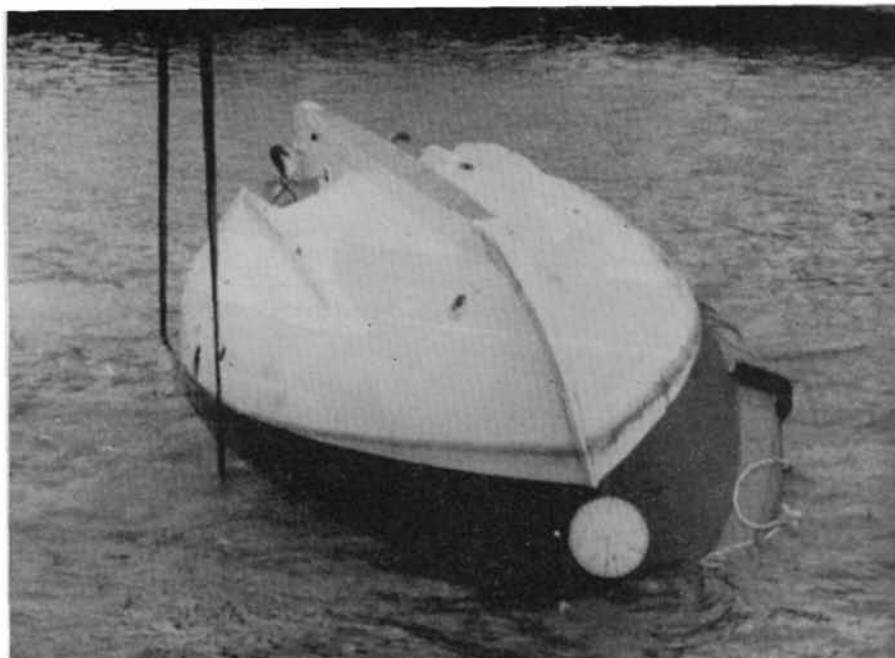
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The Peterhead, Aberdeenshire, life-boat *James & Mariska Joicey*—she is a 48-foot 6-inch Solent type with a steel hull—undergoing capsizing tests before going to her station. The pictures show her upside down and, seconds later, back on an even keel.





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COASTGUARD AWARDS

For his part in helping to save the lives of four people—three youths and a girl—stranded at the foot of cliffs at Waterwynch beach on the Pembrokeshire coast on 3rd August, 1969, Coastguardsman Gwilym Davies has been awarded the B.E.M.

Royal Humane Society testimonials have been awarded to Station Officer William Pink (Port Isaac), who saved a man cut off by the tide; Station Officer George S. Timothy (Southend), who saved the life of a 74 year old man by mouth to mouth resuscitation, and Auxiliary Coastguard Richard Townshend (Walmer), who rescued three men whose yacht ran aground 500 yards from the shore in Sandwich Bay.

The Coastguard Shield for the most meritorious wreck service of 1969–1970 has been awarded to the Isle of Whithorn (Wigtownshire) Auxiliary Company for the rescue by breeches buoy of the crew of the Panamanian cargo ship *Uranus* on the night of 16th/17th February, 1970.

SUNDAY AT SUTTON PLACE

When Sutton Place, Guildford, the home of Mr. Paul Getty, was opened to the public on Sunday, 10th May, 1970, the proceeds were given to the R.N.L.I. The house was crowded for the period of the opening.

FORECAST OF RISING EXPENDITURE

IN pointing out at the annual meeting in London on 8th April, 1970, that the operational record of the life-boat and inshore rescue boat crews had been a triumphant one, the Chairman of the Royal National Life-boat Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., said: 'We have recently been considering our estimates for 1970. We face another year of heavy capital expenditure on new life-boats. We can expect this to reduce in 1971, but this will only be a temporary respite because we will then be facing a building programme. I do not, I am sure, need to remind you that prices and wages are rising rapidly, and these affect the R.N.L.I. as much as anyone else. We can, therefore, expect a sharp rise in our recurrent expenditure.'

'Looking at the prospects prudently I think we must be prepared for a substantial deficit this year. I can assure you that we are doing all we can to keep our expenditure down. We have various irons in the fire, and these include a newly formed central advisory fund-raising committee with the task of raising new money (see *THE LIFE-BOAT*, April, 1970, page 82), either by means of national campaigns or by means of country-wide campaigns in coordination with our existing branches and guilds—new money essential to supplement the splendid efforts of the branches and guilds—but of course many of these irons in the fire themselves involve expenditure. I am certain we must raise more in order to spend more. May I appeal to you and your supporters to continue your valiant efforts? I hope it will encourage you to know that in fact we expected a deficit in 1969, but it did not materialise.'

FOREIGN VISITORS

Admiral Woods, at the start of his address, said the R.N.L.I. welcomed Rear-Admiral B. Yashin and Captain L. Kousmin from the Soviet Embassy in London and Mr. Hans Kuhne, Minister at the Danish Embassy, representing their respective Ambassadors. He also welcomed the Director and Inspector of the Portuguese Life-boat Institution, Captain Carreira and Captain Pinto, who were in the course of visiting life-boat stations and the depot at Boreham Wood (see page 151).

The Chairman continued: 'My primary task today is to report on the work of the life-boat service in 1969. As at last year's annual meeting, however, I must first refer to a tragic event which is strictly outside the scope of my report, since it took place on 21st January. I refer, of course, to the capsizing of the Fraserburgh life-boat while standing by a Danish fishing vessel. There was one survivor, who was rescued by a Russian ship, but his five shipmates were drowned. Here I would like to pay tribute to the courage, determination and fine seamanship displayed by the captains and crews of the two Soviet fishing vessels which rescued Mr. Jackson Buchan, the survivor, and did all that was humanly possible to rescue the others. Our President, His Royal Highness the Duke of Kent, walked at the head of the mile long funeral procession which included the crew of the fishing vessel.'

The meeting was asked to stand in silent respect in memory of the five Fraserburgh life-boatmen.

Admiral Woods said that after the Longhope disaster in 1969 a fatal accident inquiry was held, and in his summing up the Sheriff stated that there was no evidence of negligence of any kind, no evidence that the life-boat and her equipment were other than first class, and no evidence of failure to take any necessary precautions. Nevertheless, this and then the Fraserburgh disaster had caused

Four of the new 48 ft. lifeboats for the R.N.L.I. are being built by Camper & Nicholsons Ltd



The R.N.L.I. must have
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LIFE-BOAT CHRISTMAS CARDS AND CALENDARS

FOUR attractive and interesting life-boat Christmas cards are available this year.
A.—A card bearing an illustration reproduced from a painting by Stewart Henry Bell, hanging at Head Office, entitled 'A life-boat attending a wreck at the mouth of the Tyne, 1837'.

Price 1s.

B.—A plain card bearing the R.N.L.I. crest.

Price 6d.

C.—A humorous/traditional card showing a novel way of carol singing collection.

Price 9d.

D.—A card bearing a very attractive robin design.

Price 9d.

All these cards are in full colour but are reproduced in black and white opposite to show potential customers more clearly the choice available.



The usual life-boat pictorial calendar will again be on sale at 7s., post free, complete with a special cardboard envelope. As in previous years the months will be spread over both sides of six pages and each will be headed by an attractive colour photograph of a seascape, several of them having direct life-boat associations. The holiday tidal information given for the first time last year is again provided on the inside of both the front and back covers, and the front cover itself has been re-designed.

The pocket calendar this year bears an illustration showing the new Bembridge, Isle of Wight, life-boat. The calendar's price of 4d. remains unchanged.

Buying life-boat Christmas cards and calendars is an easy and effective way of helping the life-boat service. An informative leaflet, showing full colour reproductions, together with an order form, will be enclosed with the October number of THE LIFE-BOAT.

ANNUAL MEETING (continued)

the R.N.L.I. to look critically at the types of boat concerned.

The Chairman went on: 'These are the 52 ft. Barnett class, and the 46 ft. 9 in. and 47 ft. Watson class boats with midship steering, which are similar in design. Analysis has revealed that over a period of some 20 years boats of this type, of which we have nearly 60, had been launched on exercise or service well over 10,000 times, and in all varieties of weather. There have been two capsizes: one at Longhope and one at Fraserburgh. As a prerequisite of making these boats self-righting, we concluded, again not for the first time, that this could not be done without completely redesigning and rebuilding the boats.

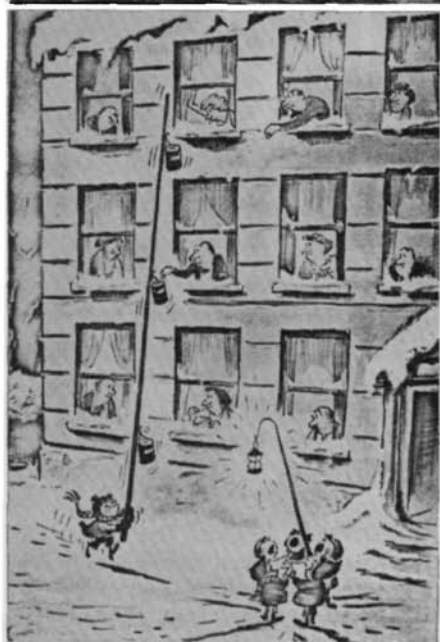
'GUINEA PIG'

'After Fraserburgh we considered the practicability of making the after cabin watertight, with the aim of making it more difficult to capsize this already very stable boat, and as a bonus of giving the crew a better chance of survival in the event of a capsize nevertheless occurring. The ex-Longhope life-boat, chosen because she happened to be in a boatyard under repair, is being used as the guinea pig for this modification.

'The work will pose a number of problems, such as the ventilating of the cabin



◀ A



◀ C

B
↓



D ▶





Sir Alec Rose, the round-the-world sailor and navigator, made the award presentations at the annual meeting of the R.N.L.I. in London on 8th April 1970. (1) Coxswain William Sheader (Scarborough) the silver medal, (2) Coxswain John Bryan (Great Yarmouth and Gorleston) the bronze medal, (3) Coxswain William Henderson (Amble) the bronze medal, and (4) Coxswain Eric Offer (Dun Laoghaire) the bronze medal.

and the resiting of the drogue and drogue lines. When we know the outcome of these experiments and are able to assess their cost and effectiveness, we shall be able to decide whether they warrant more general application.'

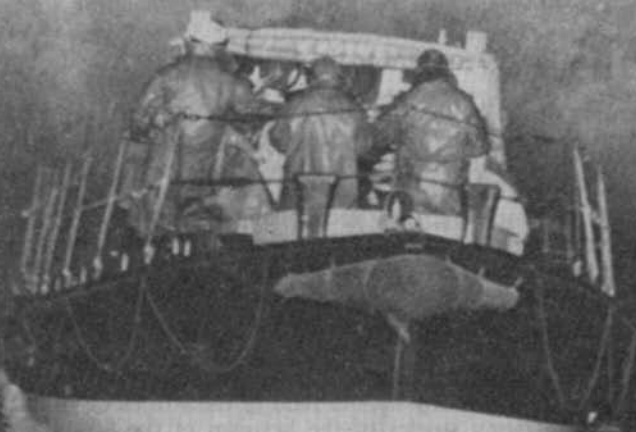
During the year three 48 ft. 6 in. Solent class self-righting life-boats with steel hulls were completed. So were two Oakley life-boats of wooden construction, both of them self-righting—one 48 ft. 6 in. and the other 37 ft. Important progress was made too with re-engining and the installation of radar in life-boats.

FASTER BOATS

Admiral Woods went on: 'Looking ahead to the future, our studies have convinced us that the life-boat fleet should eventually include a larger number of faster life-boats than we deploy at the present, backed up by a variety of small fast boats, really variations of the inshore rescue boat theme, for estuary and other inshore operations. With this matter in view, the Committee of Management has, in the course of the last year, accepted a design for a new type of boat for use at stations where the life-boat lies afloat. This is to be a 52 ft., self-righting boat, with a service speed of about 18 knots.

'This will eventually be built in glass-reinforced plastic—more commonly

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known as fibre glass. A prototype of this boat is being built in wood, but our aim is to produce hulls to this design in fibre glass, as I say, which will greatly reduce maintenance costs. As soon as we have something physical to demonstrate we shall, in accordance with our regular practice, show it to the press and through the press to our supporters throughout the country. If operational evaluation of the new life-boat fulfils our hopes we shall embark on a building programme, and it is relevant to note here the fact that these boats will be built in glass-reinforced plastic which will very substantially reduce the building costs.'

The speaker paid tribute to the splendid support given by the people of Britain and Ireland. There were 1,500 voluntary branches and guilds working to raise funds. Last year the R.N.L.I. ended on the right side and had a surplus of nearly £200,000. That they did so was very largely due to the splendid efforts of the branches and guilds. Total receipts rose by 19 per cent. and exceeded £2 million for the first time. The proportion of the total for which the branches and guilds were directly responsible rose by 31 per cent.

APPEAL TO YACHTSMEN

Admiral Woods referred to the measures taken to invite greater support from a section of the community who make increasing calls on our boats and crews—namely those who put to sea for their own pleasure. At the beginning of the year the Yachtsmen's Life-boat Supporters' Association formally came into being, and by the end of the year it had over 3,000 members. This was a beginning, and they looked forward to the time when every yacht or small boat sported the Y.L.A. flag.

The first member of the Y.L.A. was the man who launched it—Sir Alec Rose. Sir Alec consented, in the unavoidable absence of the President of the R.N.L.I., the Duke of Kent, to present the awards.

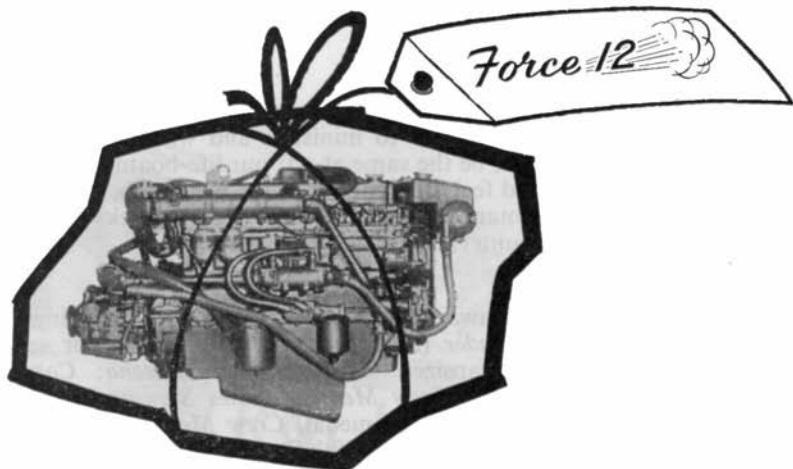
Sir Alec, the round-the-world sailor and navigator, moved the following resolution: 'That this meeting, fully recognising the important services of the R.N.L.I. in its national work of life-saving, desire to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's 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 of the Ladies' Life-boat Guild in the work of raising funds to maintain the service.'

The speaker said that as a boy he had read of the stories of great big square-rigged ships and the many stories of the heroism of the life-boatmen. Many times he had stood and looked across the water from the downs to the Goodwin Sands. Sir Alec knew of the terrible tidal currents of the Goodwins and knew that to take a life-boat there in a storm needed great courage.

'A HIGHER BEING'

Sir Alec, like the true sailor he is, spoke with reverence of the power of the sea: 'No one knows the sea, which is a great leveller that soon cuts the big-headed sailor down to size. In the tremendous gales I have experienced round the world I was often frightened as I set my course, but I did feel at those times that there was another hand on the tiller, and it was a great comfort. One cannot go to sea in those conditions without being aware of a higher being watching over us, and sailors are invariably God-fearing types. I have said this before, but they who go down to the sea in ships, they see the works of the Lord, and it is really true.'

Sir Alec referred to 'murmurs of nationalisation', saying: 'It would be a sad day for the R.N.L.I. if it ever came to that. We would indeed hold our heads in shame, I think, and look and tremble at what it would be. Our present ad-



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ministration at head office would quickly treble or quadruple in size with people going about being answerable to ministers and whatever government was in office, and it would not be the same at all; our life-boatmen would come under this canopy and would feel different about the whole job, I am sure. The whole essence of this is voluntary work and we are extremely lucky in having the ladies' guilds all over the country. . . .'

AWARDS

Sir Alec presented awards for gallantry to the following life-boatmen: *Coxswain William Sheader (Scarborough)*, silver medal for service on 23rd November, 1969, to capsized ship's life-boat *Sheena*; *Coxswain William Henderson*, bronze medal, *Crew Member James Stewart*, bronze medal, *Crew Member Robert Stewart*, bronze medal, *Crew Member Andrew Scott*, bronze medal (*all of Amble*), for service on 29th September, 1969, when R.A.F. pinnace No. 1386 capsized; *Coxswain John Bryan (Great Yarmouth and Gorleston)*, bronze medal, for service on 9th November, 1969, to Danish mv. *Karen Bravo*; *Coxswain Eric Offer (Dun Laoghaire)*, bronze medal, for service on 5th June, 1969, when two men got into difficulties in the harbour.

It was announced that, since the last annual meeting, two honorary life governorships, three bars to the gold badge and 15 gold badges had been awarded to honorary workers for long and distinguished services. The following were present to receive their awards:

Honorary life governor—*Sir Philip Hay, K.C.V.O., T.D.*

Bar to gold badge—*Mrs. E. A. Harris, M.B.E., Hawarden; Mrs. G. F. Newman, Heston and Isleworth.*

Gold badge—*Miss D. F. Capes, Lewisham; Mrs. J. Carter, Carshalton; Mrs. E. Chester Hillman, Eastbourne; S. Coles, Esq., Poole; Miss J. A. James, Paignton; Mrs. D. F. Johnston, M.B.E., J.P., Glasgow; Mrs. J. Gray Kilgour, Aberdeen; Geo. Ralph, Esq., Forest Row; Lady Sally Stafford King-Harman, North Kildare; Mrs. R. A. V. Maughan, Wimbledon; Miss E. M. Moberley, Appledore.*

In proposing the vote of thanks, Lt.-Cmdr. Jeremy Tetley, R.N.(ret'd), a member of the Committee of Management, said: 'Sir Alec has, as we all know, proved his extreme bravery, he has proved himself as one of the greatest navigators and seamen of all time, and having done this he works tirelessly for the life-boats in particular as far as we are concerned, and seems to take life so completely in his stride and is still so sprightly that it would not surprise me, at any rate, to see him setting out on some other near impossible adventure. Yesterday I drove all the way up from Cornwall to this meeting, but I am sure you will appreciate the fact that I would have driven twenty times that distance to move the last minute of the meeting.'

Byron Family Appeal

Mr. L. A. Byron, of P.O. Box 26, Weatherford, Texas 76086, U.S.A., recently visited the R.N.L.I., London, seeking information about an ancestor who was believed to have been connected with the Scarborough life-boat. It was not possible, however, to get a lead on this during Mr. Byron's visit.

Mr. Byron, who had also made inquiries during a visit to Scarborough, said that he was the son of Mr. Charles W. Byron who was the son of Mr. John(?) Byron, coxswain, who had two sons, George and Sam.

'They are thought', Mr. Byron said, 'to have been members of the Scarborough boat and all were lost at sea between about 1885 and 1895 in a rescue effort.'

Local records at the moment do not link the family with Scarborough and it is thought that possibly they were involved in an accident at another station.



by courtesy of]

[Arthur W. Dick

When Hammond's opened a new store at Bridlington, Yorkshire, in April 1970, models took part in a fashion parade organised by the local ladies' life-boat guild. Here the models are shown pushing out the Bridlington IRB.

BIRTHDAY HONOURS

Three serving coxswains and a retired coxswain of the R.N.L.I. were honoured with the B.E.M. in the Queen's Birthday Honours List. They were Coxswain Edward C. Larbalestier, of St. Helier, Channel Islands, Coxswain Robert Lee, Douglas, Isle of Man, Coxswain Derek Scott, of the Mumbles, and ex-Coxswain Matthew Lethbridge, of St. Mary's, Scilly Islands, who retired in 1956 but undertook the duties on shore of head launcher until March this year, his total period of service with the R.N.L.I. amounting to 60 years.

The Lord Mayor of London, Sir Ian Bowater, D.S.O., was named in the Honours List. He is ex-officio a member of the Committee of Management of the Institution. Mr. B. G. Blampied, who is chairman of the St. Peter Port life-boat station, received an award for his work in the Royal Court of Guernsey.

RALPH GLISTER AWARD

Mr. Robert Stewart and Mr. Andrew Scott of Amble have been nominated joint winners of the Ralph Glister Award for the most meritorious service of the year carried out by the crew of an inshore rescue boat of the Royal National Life-boat Institution. The award is an annual one made under the terms of a gift.

The two men put out in the Amble IRB on the evening of 29th September, 1969, and rescued two members of the crew of an R.A.F. pinnace. They had to take their boat into heavily breaking water without regard for their own safety, and succeeded in rescuing two men who were clinging to a life-buoy.

STATEMENT OF FUNDS AND

1968 £		£
279,243	ENDOWMENT FUNDS (Income only from which is available for expenditure in accordance with donors' directions)	289,296
674,846	RESTRICTED FUNDS (To be applied as directed by donors)	517,942
954,089		807,238
1,303,598	GENERAL FUND (see page 171)	1,588,877
220,000	PROVISION FOR MANUAL WORKERS' PENSION SCHEME	320,000
NOTES: (1) The cost of replacing the existing fleet is approximately £11,000,000 and the liability for replacements of life-boats at present contemplated is estimated at £450,000 part of which will be met by special gifts and legacies. In addition to this the current programme of capital work includes £180,000 for the construction and adaptation of life-boat houses and other shoreworks, and improvements to the existing fleet and facilities. (2) The amount required to fund the proposed Manual Workers' Pension Scheme is to be established in 1970.		
£2,477,687		£2,716,115

(Signed) W. J. WOODS,
Chairman of the Committee of Management.

(Signed) N. Dixon,
Secretary.

AUDITORS' REPORT TO THE COMMITTEE OF MANAGEMENT

In our opinion the above Statement of Funds and Assets and the annexed account Institution for the year ended 31st December, 1969, and its branches for the year ended 30th

3 Frederick's Place,
Old Jewry, London, E.C.2.
20th March, 1970.

D ASSETS AT 31st DECEMBER, 1969

1968 £	£		£
		INVESTMENTS	
		At market value on 31st December, 1966, with subsequent additions at cost (market value on 31st December, 1969, £2,054,016—1968, £2,193,263).	
279,243		In respect of Endowment Funds	289,296
1,311,098		In respect of Other Funds	1,476,428
1,590,341			1,765,724
633,000		Deposits	674,090
		PREMISES	
		At cost less amounts written off:	
143,020		Freehold	144,673
50,313		Leasehold	48,117
10,632		SELECTIVE EMPLOYMENT TAX RECOVERABLE	13,654
2,427,306			2,646,258
	105,138	BALANCES AT BRANCHES	£133,262
		<i>Less:</i>	
	54,757	Headquarters Bank Accounts overdrawn	63,405
			69,857
£2,477,687			£2,716,115

OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

give a true and fair view of the recorded receipts and payments of the Headquarters of the September, 1969, and of the disposition of funds held at those dates.

(Signed) PRICE WATERHOUSE & CO.,
Chartered Accountants.

RECEIPTS AND PAYMENTS ACCOUNTS FOR THE YEAR ENDED 31st DECEMBER, 1969

1968 £		£
	RECEIPTS	
641,156	Subscriptions, Donations, etc.	1,027,402
110,620	Investment income	137,884
21,154	Sundry Receipts	34,273
689,616	Legacies for General Purposes	697,816
357,141	Gifts and Legacies for Special Purposes	271,043
200	Gifts and Legacies for Endowment Purposes	5,090
1,819,887		2,173,508
	<i>Less:</i>	
	Costs of Publicity and fund-raising:	
24,685	Advertising	£20,257
279,352	Other	283,353
304,037		303,610
£1,515,850	Net Receipts	£1,869,898
	PAYMENTS	
	Capital Payments:	
332,501	New life-boats and improvements to existing life-boats	409,172
57,413	Shoreworks and other capital items	84,268
389,914		493,440
	Recurrent Payments:	
299,359	Maintenance and Development of Life-boats	312,419
14,567	Tractors and Carriages	19,902
60,959	Life-boat houses and slipways	42,648
109,452	Stores	114,668
151,081	Depot	151,979
32,205	Life-boat station expenses	38,210
318,192	Coxswains, Mechanics and Crews	322,517
66,118	Inspectorate	79,995
7,606	Station cottages, etc.	7,758
77,329	Administration	84,295
1,879	Sundry other payments	2,501
£1,528,661	COST OF THE LIFE-BOAT SERVICE	£1,670,332
	SURPLUS—EXCESS OF RECEIPTS OVER PAYMENTS	£199,566
(£12,811)	(1968 DEFICIT—EXCESS OF PAYMENTS OVER RECEIPTS)	
	AMOUNT MET FROM (1968 TRANSFERRED TO)	
44,108	ENDOWMENT AND RESTRICTED FUNDS	£151,814
	BALANCE TRANSFERRED TO (1968 TRANSFERRED	
56,919	FROM) GENERAL FUND (see page 171)	351,380
(£12,811)		£199,566

NOTE: The above account shows the receipts and payments of the Headquarters of the Institution for the year to 31st December, 1969, and of the branches for the year to 30th September, 1969.

MOVEMENT IN GENERAL FUND

1968				£
£				
1,314,362	Balance at 31st December, 1968			1,303,598
—	Add:			
46,155	Amount transferred from Receipts and Payments Account			351,380
—	Surplus on sale of investments			33,643
	Surplus on sale of properties			256
1,360,517				1,688,877
	Less:			
—	Further amount provided towards Manual Workers' Pension Scheme			100,000
56,919	Amount transferred to Receipts and Payments Account			—
£1,303,598	Balance at 31st December, 1969			£1,588,877

LIFE-BOATMEN'S BENEVOLENT FUND

STATEMENT OF ENDOWMENT FUND FOR THE YEAR ENDED 31st DECEMBER 1969

1968				£	£
£	£				
4,385		Balance at 31st December, 1968			4,439
57		Subscriptions and donations received and invested			44
253		Investment income			255
4,695					4,738
256		Less: Grants to beneficiaries			257
£4,439					£4,481
		Balance at 31st December, 1969			
		Represented by:			
	4,433	£4,878 Conversion 5½% Stock, 1974, at cost		4,477	
	6	Bank Balance		4	
£4,439					£4,481

Signed) W. J. W. WOODS,
Chairman of the Committee of Management.

Signed) N. DIXON,
Secretary.

DIRECTORS' REPORT TO THE COMMITTEE OF MANAGEMENT OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

In our opinion the above account of the Life-boatmen's Benevolent Fund gives a true and fair view of the position of the Fund at 31st December, 1969, and the receipts and payments for the year ended on that date.

Federick's Place,
Jewry, London, E.C.2.
11 March, 1970.

(Signed) PRICE WATERHOUSE & CO.,
Chartered Accountants.



by courtesy of]

[Look & Learn

MARINE SEARCH AND RESCUE ORGANISATION

THE report of the committee set up to review the Marine Search and Rescue Organisation of the United Kingdom has now been published. Its publication was reported briefly in certain newspapers, but had little editorial comment. The committee, which is under the chairmanship of the Board of Trade, included representations from a number of Government departments, the R.N.L.I. and certain bodies concerned with shipping. Its terms of reference were:

‘To review the Marine Search and Rescue Organisation in the United Kingdom, and to make recommendations for any improvements considered to be necessary. To examine the liaison with search and rescue organisations in other countries, and if necessary to make recommendations concerning representations that might be made to these other countries.’

In general the committee came to the conclusion that the existing organisation was satisfactory. In its report it stated:

‘We considered that the United Kingdom arrangements for marine search and rescue work extremely well, and we have not recommended any drastic changes.’

It added:

‘We do not think that there is a need to set up in this country any national

marine rescue organisation on the lines of the United States Coast Guard to bring together all aspects of marine search and rescue.'

With particular reference to the R.N.L.I. and H.M. Coastguard, it stated:

'The Coastguard have no authority in the placing or composition of R.N.L.I. vessels and can only request, not demand, the assistance of these vessels. We carefully considered how this affects the efficiency of S.A.R. operations. Whatever may be the theoretical objections to divided command we found that there are none in practice. The R.N.L.I. is an organisation wholly dedicated to the single purpose of saving the lives of those who are in danger from any cause on or near the coasts. It seldom refuses a Coastguard request to launch and in the main relies on the Coastguard as its primary communication link and for most of its operational information. But the final decision whether a life-boat should launch rests with the local life-boat authority. Within this formal framework the two services work in the closest collaboration, and we can see no virtue in merging them. *We stress the need for this collaboration, both in operations and planning, to continue.*'

THE CONCLUSION

The conclusion reached by the committee on the question of whether there should be any form of control over small craft was:

'We hope that the voluntary efforts being made towards improving the safety of small craft at sea and the consideration being given to their equipment by the Board of Trade working group will produce results, and we make no recommendation for further measures of this nature. *Nevertheless we recom-*

Charges to pay
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No. OFFICE STAMP
Prefix. Time handed in. Office of Origin and Service Instructions. Words.
J8 F3 2.28 AM INVERKEITHING EH 30
At _____ m
From _____
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J T POTTER 58 STRATHEARN ROAD DUNDEE -
Broughty Ferry
DEEPLY GRATEFUL FOR THE MAGNIFICENT EFFORT OF
YOUR LIFEBOAT CREW IN SEARCH FOR LIGHTNING PILOT
WELL DONE TO ALL CONCERNED -
NORTHERN RCC EDINBURGH +
For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form at office of delivery. Other enquiries should be accompanied by this form, and, if possible, the envelope. B or C

When the pilot of a Lightning jet aircraft from Leuchars had to abandon his aircraft on 4th March, 1970, life-boats from Broughty Ferry and Anstruther searched for him in darkness. The body of the pilot was finally found by the Broughty crew. In appreciation of the work put in by the life-boats the Northern Rescue Coordination Centre, Edinburgh, sent a telegram of thanks to the R.N.L.I. At the same time the squadron ground-crew at Leuchars over subscribed for flowers and decided to donate the remainder of the money—£10 to the R.N.L.I. 'as a small token of appreciation'.



by courtesy of]

[Arthur W. Dick

Getting the reserve life-boat *Grace Darling* launched in May, 1970, when she was taken by a Bridlington crew from Flamborough to Bridlington.

mend that the Government make a full study of the arguments for and against the various mandatory proposals mentioned in paragraph 109 so that if the casualty figures for small craft, which should be kept under close review, continue to increase, compulsory controls can be reconsidered.'

Other recommendations of some interest to the R.N.L.I. were:

- (i) 'We would estimate that at least £4 million is spent every year on civil marine search and rescue. Additionally ships incur financial losses as a result of taking part in search and rescue operations. There may be a case for passing some of the burden from the taxpayer to those who benefit more directly from the S.A.R. services. . . .
- (ii) 'We consider that the dependence of the United Kingdom Search and Rescue Organisation on military helicopters, without the civil authorities having any control over their location or operation, is unsatisfactory if adequate national coverage is to be given for civil marine search and rescue. *We therefore recommend that the Government should examine the possibility of making civil funds available for the operation of S.A.R. helicopters where there is inadequate coverage by military aircraft deployed for military S.A.R. purposes.*
- (iii) 'It appears to us . . . that the use of shore-based radar to assist search and rescue might be worthwhile. So far there is little practical experience in such use of radar, but experiments are at present being conducted by H.M. Coastguard. *We recommend that the experiments be pursued and that, if the results prove satisfactory, the Board of Trade should examine the possibility of installing radar equipment at appropriate Coastguard stations.*
- (iv) 'As pleasure boating continues to increase the R.N.L.I. and the Coast-

- guard will have to keep the S.A.R. facilities in local yachting areas constantly under review.
- (v) 'The existence of the emergency 999 telephone system to contact H.M. Coastguard is still not sufficiently known, and more publicity should be given to the Coastguard service.'

DOCTOR'S GALLANTRY RECOGNISED

DR. E. J. GORDON WALLACE, who is chairman of the Weymouth life-boat station branch, and also its honorary medical adviser, has been accorded the R.N.L.I.'s thanks on vellum for gallantry when helping to take a sick woman off a Soviet vessel.

At 4.46 p.m. on 23rd November, 1969, Dr. Gordon Wallace, who was also at the time acting as honorary secretary of the station, learnt from the coastguard that the motor vessel *Burja* of Riga had a woman aboard who needed urgent medical help. The *Burja* was making for a position one mile from Portland Bill light.

In order to rendezvous with the vessel the Weymouth life-boat *Frank Spiller Locke*, which is one of the 52-foot Barnett class, was launched at 6.16 and made an eight-mile passage. There was an easterly wind of force 6-7 and the weather was squally with moderate visibility. Outside the harbour there was a rough sea and a moderate south easterly swell. It was an hour and a half before high water. The life-boat rounded Portland Bill at 7.15. By this time sea conditions had become much worse and there was a heavy swell which was confused by the tidal race. The *Burja* had reached the position agreed, but although she had some lee from the bill sea conditions were still severe.

WAS NEARLY CRUSHED

Coxswain Alfred Pavey managed with some difficulty to secure the life-boat alongside the starboard side of the *Burja*. The life-boat ranged heavily alongside, and in spite of skilful use of the engines and tending of lines by the coxswain and crew some damage was caused to the belting on the port side. A pilot ladder was lowered from the *Burja*.

The life-boat was then rising and falling some 10-15 feet, but Dr. Gordon Wallace decided to jump for the ladder. He succeeded in reaching it, but misjudged his timing and was very nearly crushed between the two boats. Then, when the life-boat rose clear of the ship's side, he was able to climb aboard the *Burja*. He was followed by two members of the crew who were both first aiders. They were Second Coxswain Victor Pitman and Emergency Mechanic Donald Laker.

After examining the sick woman Dr. Gordon Wallace decided that she needed hospital treatment urgently. She was put into a Neil-Robertson stretcher and the Soviet crew wanted to lower her by means of a derrick. Second Coxswain Pitman thought this would be too dangerous and might well cause injury to the patient because of the violent movement of the life-boat alongside. It was therefore agreed that the crew should lower the stretcher over the side and release it immediately the life-boat crew had seized it. In this way the woman in the stretcher was taken safely aboard the life-boat under Second Coxswain Pitman's supervision.

Dr. Gordon Wallace and the two crew members then returned to the life-boat. It was now 8.25 and the two vessels had drifted to a position $4\frac{1}{2}$ miles south of Portland Bill light. The condition of the patient was such that it was decided to

take the quickest return route to Weymouth harbour even though this meant a rougher passage than would otherwise be necessary.

The life-boat reached harbour at 9.25 and the patient was put into an ambulance. At 10 p.m. the life-boat finally returned to her moorings.

In addition to the award to Dr. Gordon Wallace framed letters of thanks signed by the Chairman of the R.N.L.I. have been sent to all the members of the crew, those to Second Coxswain Pitman and Emergency Mechanic Laker making special reference to the part they played.

THE THREE CORNISHMEN

THREE men of Polruan, Mr. Lloyd Dunn, Mr. John Curtis and Mr. Anthony Raymond, have all received letters of thanks from the R.N.L.I. for the parts they played in rescuing four survivors when a dinghy capsized on 7th August, 1969.

It was at 5.10 p.m. that the coastguard on watch at Polruan saw a sailing dinghy of the Fowey class capsize off Fowey lighthouse; four people were on board. None of them was wearing a life-jacket, and the coastguard therefore asked for two boats to put out from Polruan. He also asked for the help of a helicopter.

The boats were pilot boats nos. 11 and 16. There was an easterly wind of force 4/5 with a slight sea when they put out. It was two hours before low water, neap tides. Apart from occasional squalls the weather was fine and visibility was good.

Pilot boat no. 11 manned by Mr. Lloyd Dunn, a Trinity House pilot, and his boatman, Mr. John Curtis, approached the capsized dinghy at 5.20. Three people were clinging to it. The dinghy had drifted close inshore into a horseshoe shaped cove with off-lying rocks to the west of the lighthouse. The fourth survivor had managed to reach one of the rocks and was not in immediate danger.

Seas in the cove were rough and very confused, and it was only because the dinghy was held back from the rocks by the backwash of the sea that it was not totally destroyed.

Without hesitation and with great risk to himself, his crew and his vessel, Mr. Lloyd Dunn took his boat into this dangerous and confused area and succeeded in taking aboard three people. He also managed to take the capsized dinghy in tow.

The second pilot boat, manned by a boatman, Mr. Anthony Raymond, reached the scene three minutes after the first boat. Two women, who had been taken aboard Mr. Dunn's boat, were both exhausted, and Mr. Dunn therefore decided to return to Fowey without delay. The tow of the dinghy was transferred to the second pilot boat. The man who had reached the rock now swam for the boat, which returned to harbour with him aboard and with the dinghy in tow. The two boats reached Polruan at 6.5.

Framed letters of thanks signed by the Chairman of the R.N.L.I. have been sent to Mr. Dunn and Mr. Curtis and a framed letter of thanks signed by the Secretary of the R.N.L.I. to Mr. Raymond.

Retirement of Dutch Chief

Chief Inspector W. Klijn, of the Dutch Life-boat Service, has retired after 32 years' service. During his service he visited the R.N.L.I. on a number of occasions and, in a letter to the R.N.L.I., adds: 'I will never forget these visits and will always remember the friendships . . . '.

IRB LIFTED CLEAN FROM WATER

Two members of the Southend-on-Sea IRB crew, Mr. Colin Sedgwick and Mr. Robert Chalk, have both received letters of thanks signed by the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., for the part they played when two boats found themselves in difficulties in a gale off Southend on 9th November, 1969.

At 2.9 p.m. the Southend coastguard told the honorary secretary, Mr. P. G. Garon, M.C., G.M., that a small boat was in difficulties east of the pier and a cabin cruiser was also in trouble near Canvey Point. Mr. Garon decided that both the life-boat and the IRB should be launched, as it was doubtful whether the life-boat would be able to reach the boat near the pier because of the state of the tide.

There was a west south westerly gale of force 9-10, the sea was rough, there were rain squalls, and it was two hours after high water.

The IRB was the first to launch at 2.30. She made for the boat near the pier, while the life-boat crew mustered. After a passage of a mile in heavy sea conditions the IRB found a small boat about one mile north east of the pier head. This was five minutes after the IRB had been launched. There was one man on board the motor boat, which had engine trouble. The IRB took her in tow and reached the pier at 2.55. Seven minutes later the IRB made for Canvey Island to help the life-boat with the other casualty. Visibility was now much reduced by flying spray, and the IRB had to reduce speed against a strong spring ebb tide and in extremely bad conditions. At times she was lifted clean from the water. She eventually found the cabin cruiser about half a mile east of Canvey Point. This was at 3.30. The cabin cruiser was aground with seas breaking over her and filling the cockpit. She had a crew of three.

WAITED FOR DRY SANDS

Mr. Colin Sedgwick tried to veer down on to her with anchor and cable, but he could not bring the IRB close enough. The Southend life-boat *Greater London II* (Civil Service No. 30), which is one of the 46-foot 9-inch Watson class, now reached the scene, and Coxswain Peter Gilson suggested that the IRB should lie off in the lee of the sands and wait until the sands had dried, as the crew of the cabin cruiser were in no immediate danger. This was done, and at 4 o'clock the three survivors walked across the sand. They were picked up by the IRB, which landed them at the pier. The IRB finally reached her station at 4.45.

This was a service in which because of the state of the tide only the IRB could render effective help.

Central Appeals Committee

In the April, 1970, issue of *THE LIFE-BOAT* Mr. Norman Crumbie described the aims of the new Central Appeals Committee of voluntary workers.

Since the report appeared a second representative for London (South of the Thames) has been appointed. He is Mr. L. H. Rosan, F.I.P.L.A., of 256 High Street, Croydon, Surrey.

The correct address for the South East representative is Mr. F. Carl Seager, M.B.E., "Robins Close", Buckland, Betchworth, Surrey.

Rescue by Yorkshire Fishermen

Two Redcar fishermen, Mr. Cecil Picknett and Mr. Frederick Stamp, have received framed letters of appreciation signed by the Chairman of the R.N.L.I. for rescuing two people after a coble had capsized on 8th December, 1969. The coble, *Peter Lynne*, was returning from sea at a dangerous state of the tide when the swell was breaking heavily on a sandbank about 80 yards out from the beach.

Coastguards and the life-boat coxswain watched the coble approach the beach from the coastguard lookout. They saw her fill and then capsize, and then ran to the beach with a floating gun line to help.

At the same time Mr. Picknett and Mr. Stamp dragged a 15-foot double-ended fishing boat from the esplanade and launched her into the sea. They found a man floating away from the coble, and although they had to work in broken water they managed to pull him alongside their own boat and bring him ashore, where he was grabbed by other helpers.

The two men then made for another man who had been clinging to the keel of the coble. This man managed to swim from the coble to the boat manned by Mr. Picknett and Mr. Stamp, who succeeded in bringing him ashore too.



Destined for life-boat stations all over the U.K., the first ever delivery of Martell cognac was recently received at the R.N.L.I. Depot at Borehamwood, Herts. Taken in the depot's rigging loft, the picture shows (left to right) Mr. J. Tofton, chief rigger, Mr. J. Gentles, rigger, Coxswain Tom Moore, Lieut-Commander H. H. Harvey, V.R.D. R.N.R., Depot Superintendent, and chief storekeeper Mr. E. E. Munn. Coxswain Moore, from Porthdinllaen in North Wales, was visiting London in order to attend the Royal Garden Party at Buckingham Palace. In the left foreground is a bow pudding made by hand. The House of Martell has donated the brandy and this delivery is a year's supply so that each life-boat carries one bottle throughout the winter. The supply will continue to be maintained by Martell. Each consignment of cognac is decanted into pint bottles and this first delivery is sufficient for 100 boats.

BOOK REVIEWS

● A new volume in the Wreck and Rescue Series is always welcome and in *The Life-boats of Cardigan Bay and Anglesey* (D. Bradford Barton Ltd., Truro, 32s.) Mr. Henry Parry has maintained the traditions of accuracy and thoroughness of the series. The stations whose history is recorded stretch from Barmouth to Holyhead, and presumably a second volume will tell the history of the other Anglesey boats and those along the north coast of Wales.

Many of the earlier services recorded were to vessels engaged in coastal trade, particularly the slate trade, which at one time was of such importance. Today rescue activity, particularly in Cardigan Bay, is increasingly for the benefit of those who put to sea for pleasure. Mr. Parry's volume, like others in the series, records some interesting facts about the origins of life-saving efforts and types of life-boat. As early as 1783, for example, the *Druidical Society of Anglesey* offered £10 to any farmer on the coasts of Anglesey, Caernarvonshire or Merioneth who gave effective assistance with men and horses to save life from wrecked vessels. An early life-boat stationed at Pwllheli was one of the tubular type developed by the Richardson family of Bala, the boat consisting of a double hull of steel plates curving up and meeting at each end.

Holyhead at one time had three life-boats, one of them being the steam life-boat *Duke of Northumberland* formerly stationed at Harwich. In February, 1908, this steam life-boat put out in a westerly gale of hurricane force, probably the worst conditions she ever encountered. It required two hours of skilled and hazardous manoeuvring by the coxswain for the life-boat to be brought close enough to the steamer *Harold* for a line to be thrown aboard. The *Harold* sank at her anchorage next morning. This was one of the gold medal services carried out by a Holyhead life-boat. Another recorded in the book was, of course, that to the Greek motor vessel *Nafsiporos* in 1966. Mr. Parry tells his story factually and objectively and modestly makes no reference to his own service in the Porthdinllaen life-boat.—P.H.

● Another distinguished life-boat historian, Mr. Cyril Noall, is the author of *The Story of Cornwall's Life-boats*, published in paperback by Tor Mark Press (3s. 6d.). In this work too there are some interesting facts about the origins of early life-boats. In 1836, for instance, an appeal was made directly to King William IV for a life-boat at Bude, and a contemporary account stated that 'His Majesty most promptly and munificently commanded that a sum of money should be given from the Duchy of Cornwall for the purpose'. One of the lesser-known competitions for the best designed model of a life-boat was that organised by the Royal Cornwall Polytechnic Society. The winners were two St. Ives men and the life-boat which emerged as a result was stationed at St. Ives and first launched in January, 1840. The first life-boat to be stationed at Cadgwith was provided by subscriptions among commercial travellers in the West of England and bore the name *Western Commercial Traveller*. This first went into service in 1869.

In his interesting and attractive study Mr. Noall makes the point that the opening of the twentieth century saw the entire Cornish seaboard protected by a fleet of some 19 pulling and sailing life-boats. Less than 50 years later this number had been reduced by half through the introduction of the motor life-boat.—P.H.

● *Sophia's Son* by Dorothy Thompson (Terence Dalton Ltd., price 30s.) is the biography of a Victorian parson, the Rev. Henry Thompson, the author's father, who was born in 1841. From 1874-1904 he was Vicar at Aldeburgh, Suffolk, and naturally tales of the life-boat are woven into this local chronicle of the Victorian/Edwardian era.

The chapter 'Men of the Sea'—it is illustrated with some photographs, mostly from the records of the R.N.L.I.—tells of the great storm of 18th January, 1881: '*The little boys had made an attempt to go out in the gale, starting backs to the wind, then found when they turned they could make no headway against it, and only got home after a long time with frequent rests in sheltered places, and one of them was so exhausted when he did reach home that Georgie had to revive him with brandy*'.

Then there is a chapter on the life-boat disaster at Aldeburgh on 7th December, 1899, when, in attempting to get over a sandbank, she capsized. Twelve men were thrown clear but six were trapped under her and died. A seventh crew member died later from injuries he received. Dorothy Thompson writes: 'The regular life-boat coxswain James Cable, had been ill, and was only up for the first time, but meant to occupy his usual place in the boat. However, the doctor knew his man, and he arrived at his house in time to prevent him leaving it. While he was arguing the case, the boat was launched; the second coxswain was also ill, but an experienced seaman who had been coxswain of a previous life-boat took command.'

Incidentally, when the book appeared a few months ago, Dorothy Thompson was ninety-four years of age.—C.R.E.

● *Deep End* by David Cozens is the story of Lyme Regis life-boats and inshore rescue boats and has been published by the Lyme Regis Station Committee. It costs 2s. 6d. and has been generously supported by local advertisers. There are a number of excellent photographs by Mr. Gerald Silverlock and the research has been done by Mr. Ken Gollop. Vividly and succinctly the story is told of the changing pattern of the rescue service from life-boats through the R.A.F. marine craft to the modern type of fast rescue boat now in service.

● *Beken of Cowes 2—1919-1939* (Cassell, 4 guineas) is a masterpiece of modern photography. During the inter-war years Frank and Keith Beken had the opportunity of photographing many of the giants of sail. Most of the photographs reproduced are in black and white, but there are also two truly superb colour photographs, one of the Australian 12-metre *Kurrewa* and another of *Sovereign*, an unsuccessful challenger for the America's Cup. The text is by Alain Gliksmann in collaboration with John Chamier and Jean-Michel Barrault.—P.H.

● *Planned Public Relations* by Frank Jeffkins (Intertext Books, 42s.) is a well-documented presentation of modern problems of public relations. One section headed 'Case Studies' gives a number of examples of successful public relations campaigns in recent years. All were launched by commercial enterprises except for two. These both concerned the R.N.L.I. One was the provision of four new inshore rescue boats through the 'Blue Peter' programme on the B.B.C. The other was the occasion in 1956 when the late Penlee coxswain Eddy Madron, appeared in the television programme 'This Is Your Life' on the evening before London Life-boat Day.—P.H.

● Anyone interested in life in Georgian and Victorian times will read with fascination Joan Stevens' *Victorian Voices* (La Société Jersiaise, St Helier, price 63s.). This well-produced book containing many interesting illustrations has been written by the author from private papers and diaries of the Le Couteur family of Belle Vue in Jersey. Mrs. Stevens claims that in her book there is material to cater for all tastes, and she has certainly found room to refer to the launching at Rozel on 17th May, 1830, of the first life-boat to be stationed in Jersey. This resulted from a suggestion by Sir John Le Couteur following the wrecking of the cutter *Fanny* outside St Helier harbour with the loss of Lord Harley and a number of other passengers.—S.E.B.

COXSWAINS RECEIVE JOINT AWARD

The Maud Smith award for the bravest act of life saving carried out by a member of a life-boat crew in 1969 has been won jointly by Coxswain Eric Offer of Dun Laoghaire and Coxswain William Sheader of Scarborough.

On 15th June, 1969, Coxswain Offer put out in a 15-foot dinghy and rescued two men who were in immediate danger of drowning in the harbour. To effect the rescue he had to swim supporting a man weighing 18 stone after a dinghy had capsized. He was awarded the R.N.L.I.'s bronze medal for gallantry.

Coxswain William Sheader was in command of the Scarborough life-boat on the afternoon of the 23rd November, 1969, when he brought the boat in among dangerous outcrops of rock with at times only five feet of water under her. One man from a ship's boat was saved. Coxswain Sheader was awarded the R.N.L.I.'s silver medal for gallantry.

The Maud Smith award is an annual one made under the terms of a bequest.

FRASERBURGH LIFE-BOAT

The public formal investigation into the capsizing of the Fraserburgh life-boat *The Duchess of Kent* will open on 5th October, 1970, at the Sheriff Court House, Aberdeen, before Sheriff Archibald Hamilton, assisted by three assessors. *The Duchess of Kent* capsized in the North Sea on 21st January, 1970, while answering a call for assistance from a Danish fishing vessel. Five members of the crew of six were lost.

A formal investigation into the disaster was ordered by Mr. Goronwy Roberts, Minister of State, Board of Trade, on 25th March, under Section 466 of the Merchant Shipping Act, 1894.

Press Award

Mr. Alan Williamson has been awarded a certificate by the Royal National Life-boat Institution for the best factual account of a service by a life-boat in a newspaper in 1969. The report appeared in the *Hull Daily Mail* on 29th November, 1969, and described a service by the Bridlington life-boat. The award is an annual one, the winning entry being chosen by the Committee of Management of the R.N.L.I.

It has been decided from 1970 onwards to extend the terms of the competition to include feature articles on the life-boat service as well as factual reports.

Y.L.A. SECTION



Mr. Alasdair Garrett, who is promoting the Y.L.A. on behalf of the R.N.L.I., looking on at the Dublin Boat Show in March/April, 1970, as two members are enrolled. At this show 140 Y.L.A. members were recruited.

Recruiting Y.L.A. Members at Shows

by Alasdair Garrett

MEMBERSHIP of the Yachtsmen's Life-boat Supporters' Association has now reached 4,700—an increase of 2,000 in the last seven months. Y.L.A. members and other supporters of the R.N.L.I. may be interested to know how this has been achieved.

Those who are familiar with *The Hunting of the Snark* will recall that one of the problems which faced the Bellman and his companions was that of identification. The ability to distinguish a Snark from a Boojum was the prerequisite of a successful Snark-hunter. A parallel exists for the Y.L.A. Although there is a huge number of potential recruits, the first problem is one of identification.

Can you for instance distinguish in your local shopping-centre a philatelist from a football-fan, a gardener from a golfer or a pigeon-fancier from a sailing enthusiast? It may help to solve the identification problem by considering possible 'concentrations' of potential recruits. These may be found among

- (i) readers of the yachting press,
- (ii) members of sailing clubs,

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(iii) the general public attending boat shows.

The first of these alternatives relies on the impersonal medium of the written word. While quite effective, this method is costly and the actual return in numbers of members recruited is small compared with the distribution of application forms. It requires a first year's subscription income of 250 members to cover the cost of distributing 100,000 application forms!

The remaining two alternatives provide the great advantage of a personal confrontation between recruiting officer and potential recruit. The Y.L.A. is in the course of building up a nation-wide recruiting organisation by securing in every sailing club the appointment of a Y.L.A. representative (or recruiting officer) to promote Association membership among his fellow members. The success of this method depends on the enthusiasm and ability of the recruiting officer. It is too early to quote detailed results but it is encouraging to note that in some clubs Y.L.A. membership is being taken up by a significant number of club members.

A large well-organised boat show is a magnet for both boating people and members of the public who visit any show for a 'look-see'. In addition there are at every such exhibition thousands of children who suffer a mania for collecting pamphlets—enough paper waste, in fact, to buy at least one IRB! The children suffer this mania and the exhibitors the children.

MUST BE TALENT SPOTTER

Effective recruiting at a boat show calls for a skilled recruiting officer. It is no good just sitting at a desk expecting people to form a queue for signing on. The recruiting officer must act as a talent-spotter and, having identified his quarry, engage him at close-quarters before the final surrender.

*'You may seek it with thimbles—and seek it with care;
You may hunt it with forks and hope;
You may threaten its life with a railway share;
You may charm it with smiles and soap'*

Such was the technique of the Snark-hunter and the Y.L.A. recruiting officer must use similar guile.

At a busy show a steady stream of men, women and children pass your stand. Some pass in a hurry as though they were determined to reach the far end of the exhibition hall in 5 seconds flat; others stroll by at a more leisurely pace and yet others will stop to look at the exhibits on your stand. One recruiting officer may deal with the visitor to the stand, while his colleague is ready to pounce on passers-by. Is it a weather-beaten complexion and chipped fingernails, a rolling gait or a club tie or other emblem which give away the potential recruit? This is where the recruiting officer's skill as a 'talent-spotter' counts!

Occasionally someone will come straight to the point by saying with an apologetic smile, 'I have been meaning to do this for ages . . .', but the majority are unsuspecting victims. The oblique approach is often effective. Get them to talk to you—but how? Invite comments about the exhibits on your stand and follow up by asking about their sailing experience. Do they own a boat? If so, what type and where does she lie and so on, gradually leading up to the moment when you say 'You're just the person we would like to have as a member. Wouldn't you like to join the Y.L.A.?' In this way you lead your visitor to the signing-on desk.

He who hesitates is lost. So is the recruit who pockets the application form saying 'I'll think it over'. In such cases I am often tempted to say 'By all means, think it over. The last impression we wish to make is that we are trying to rush

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you into a decision, but may I make one small point? Just supposing you ever had the misfortune to call for life-boat assistance, can you imagine your own reaction if the coxswain said he'd "think it over"?

There may be cases in which the would-be recruit is inhibited by an inadequate supply of ready cash to cover payment of his subscription and purchase of insignia. Provided he had a bank account, the application form itself offers a way out of this dilemma.

To sum up, the two prerequisites of successful Y.L.A. activity at a Boat Show are

- (i) a steady flow of potential recruits,
- (ii) manning a station with a team of skilled recruiting officers.

When these conditions are obtained, successful recruiting follows, as instanced by the 500 new members recruited at the three larger boat shows in the U.K. and Ireland in 1970.

NOTICE TO MEMBERS

Notices about renewal of Y.L.A. subscriptions are sent to those members who pay annually by cash or cheque. It will be greatly appreciated if these members would forward their remittances promptly on receipt of the renewal notice thus relieving the Y.L.A. administration of the necessity of sending out reminders. On the back of the renewal notice is printed a form of banker's order and members are invited to make use of this. In all communications with the Y.L.A. Office members are particularly asked to quote their membership number. This is of particular help in deciphering those signatures which are not easy to read!

R.N.L.I. JOURNALS

All Y.L.A. members are on the Y.L.A. mailing list for the R.N.L.I. Journal. Members who receive a copy of the Journal through other channels which they do not wish to pass on to a friend are invited to let us know through which R.N.L.I. branch or other channel they receive the duplicate copy in order that arrangements can be made to stop the issue of the duplicate copy.

CLUB WINTER PROGRAMMES

Some clubs may like to include in their programme for the winter 1970/71 a showing of R.N.L.I. films or to have a talk on the work of the Institution. Any club secretary who is interested in this suggestion is invited to get in touch with the Y.L.A. Office at 146 Bishopsgate, London, E.C.2.

ARE YOU YLA?

Mr. Bernard Hayman, Editor of *Yachting World*, writes: 'As my new car has YLA as its registration letters, I am glad I am a member myself'. If you know of anyone with similar registration letters on his car he should be persuaded to join the Y.L.A. at once. Picture(s) next issue of THE LIFE-BOAT.



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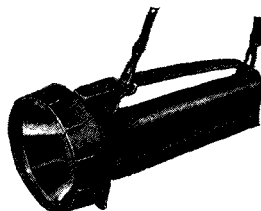
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HOW CHILDREN REGARD THE R. N. L. I.



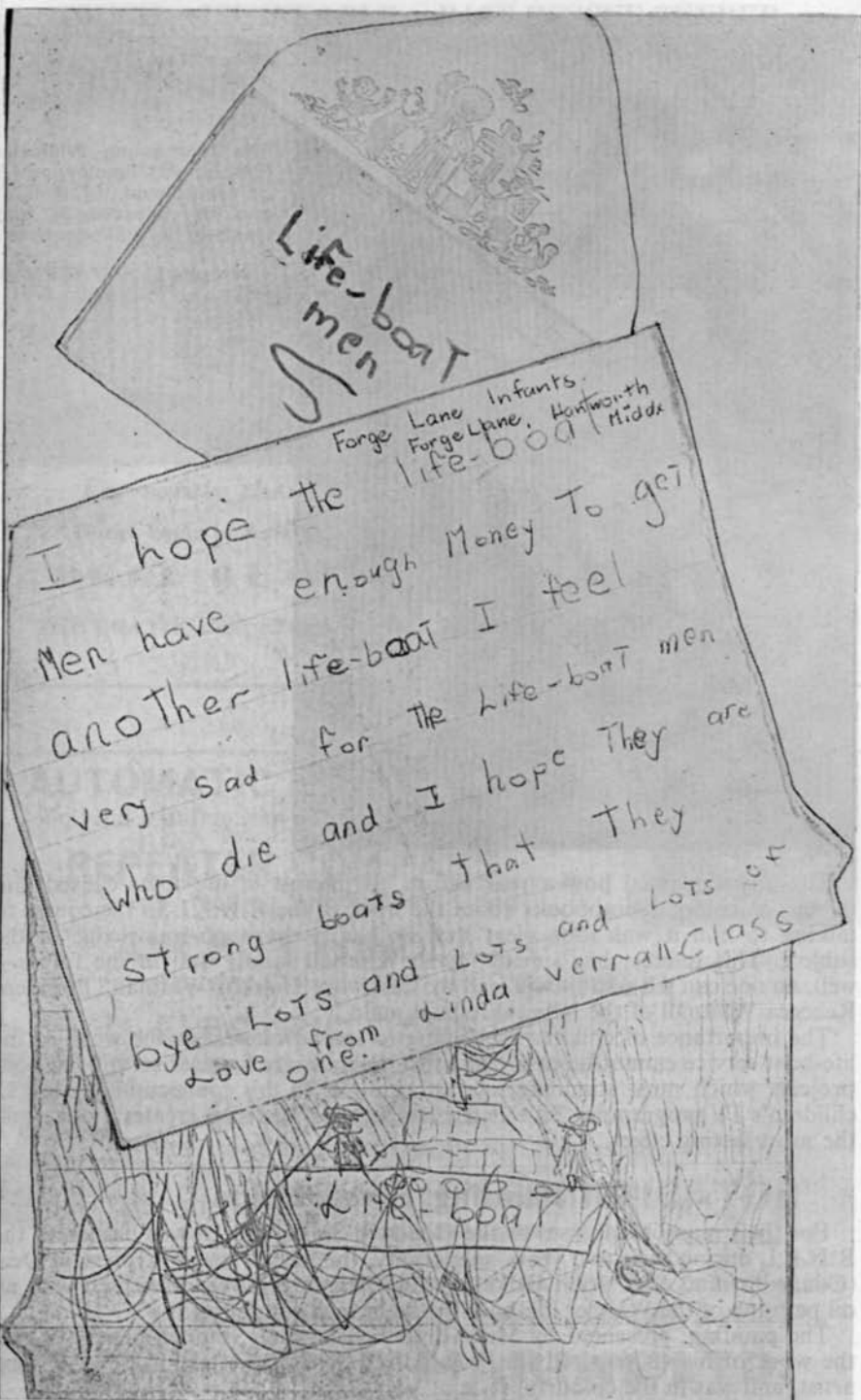
IN the course of a year the R.N.L.I. receives hundreds of letters and drawings from children in praise of the life-boat service. Quite a few of the writers send donations to the Institution, and from time to time extracts from their letters appear under 'New Ways of Raising Money'.

The illustration (top right), for instance, is the work of Timothy Whitnall, then aged 8, of Canvey Island, Essex, who, in telling us that he was coming to London with his two illustrated scrapbooks 'For Those In Peril' (11 in. by 17 in., 18 pages) and 'The Life-boats' (same format, 24 pages), added (to our alarm): 'My little sister Rebecca says she wants to be a life-boat man and she is only three years old'.

FAMILY CALLED

Our first thought, when we got Timothy's letter, was that perhaps he might make the journey on his own—with sister Rebecca—in a bath-tub from Canvey Island to Westminster pier. A covering letter was therefore sent to his guardian pointing out that, while we would be delighted to see Timothy, was everything above board so far as coming to London was concerned? Back came a reply that everything was in order and that, if agreeable, his father and brothers Simon (aged 10) and Mark (7) would like to call at 42 Grosvenor Gardens.

This attractive letter reached the R.N.L.I. from Linda Verrall, Class I, Forge Lane Infants' School, Forge Lane, Hanworth, Middlesex. The envelope flap, which was reversed for reproduction here, shows a golliwog and animals round a pillar-box.





The four young Whitnalls (left to right) Timothy, now 9 (in cap), Simon, 10½, Mark, 7, and jolly Rebecca, 3½, who wants to be 'a life-boatman'.

by courtesy of]

[F. G. Whitnall

Timothy explained how a year before his interest in life-boats caused him to start to compile scrapbooks about the work of the R.N.L.I. In the course of talking to him it was soon clear that he had a thorough knowledge of the subject. This interest has spread in the Whitnall family and in the future—well, no one can tell what it will lead to. Coxswain Timothy Whitnall? President Rebecca Whitnall of the ladies' life-boat guild?

The importance of children in helping to spread interest in the work of the life-boat service cannot be over-estimated. Schools are for ever setting life-boat projects which must stimulate interest at home. In this connection the B.B.C. children's TV programme 'Blue Peter' has perhaps made the greatest impact and the most lasting effect.

Oil Painting Presentation

For their many kindnesses to the Goodwin Sands and Downs branch of the R.N.L.I. during their two years' mayoralty, the Mayor and Mayoress of Deal (Councillor and Mrs. John Blake) were in March this year presented with an oil painting of the Walmer life-boat by the branch committee.

The painting, presented by Mr. Alfred J. Schermuly, branch president, was the work of his 48 year old son, Mr. Alfred Schermuly, jnr., a Hove, Sussex, artist, and was in the colourful style of Van Gogh.

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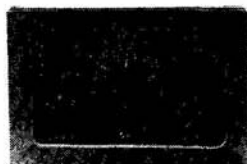


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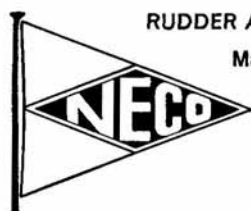
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NEW WAYS OF RAISING MONEY

Harrow County School, Middlesex, in April got sponsors for 'bar billiards'. Five boys played billiards continually for 72 hours, thereby breaking the world record for this type of event. At the time it was estimated that the boys had raised about £300 for the R.N.L.I.

A local shop at Little and Broad Haven, Pembrokeshire, Wales, which sells, among other things, fish, puts a pile of empty scallop shells outside with the following notice: 'Can be taken away by anyone. Price—put something in the life-boat box.'

In May, 1970, a cheque for £210 was presented to the R.N.L.I. by the Windmill public house, Enfield, Middlesex, raised by weekly raffles and a sponsored walk by ten of the regulars since August last year. Latest sponsored walk was by wives of the regulars—all in their fifties—and was possibly the first of its kind for mothers and grandmothers.

In sending the R.N.L.I. a cheque for £4 14s. in March this year, Mr. T. M. J. Kroll, a member of the staff of The Downs School, Charlton House, Wraxall,



by courtesy of]

[A. C. Littlejohns

This picture of a life-boatman and the R.N.L.I. flag, against a sea background, is a collage made up of 17 different kinds of English postage stamps, and is the work of Capt. Colin Lowry, former honorary secretary and now chairman of the Appledore branch of the R.N.L.I. In mid May, 1970, Captain Lowry reported that he had sold about 600 tickets to people trying to guess the number of stamps used. He hopes to sell 6,000 tickets by the end of September when the season ends.



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Bristol, said: 'The little chaps in Form 1K have made Tuesdays their giving day when they forgo their 3d. tuck and put the money in the fund instead. During the last two weeks the rest of the school have contributed something as well and we hope that this small amount by very small givers will contribute towards life-boat research or the training of another crew.'

When a cheque for £90 was presented to the R.N.L.I. by the sixth form of Croesyceiliog Grammar School, Cwmbran, Wales, it was stated that most of the money had come from 'the making and sale of toffee apples'.

In March it was announced that the pupils of Chew Valley Secondary School, Bristol, were being allowed to wear any mufti they wished, instead of uniform, on a certain day. For the privilege—to wear maxis and minis—each paid 1s. The money was given to the R.N.L.I.

After the St. Buryan and district young farmers' club, Cornwall, had seen the R.N.L.I. film 'Bequest to a Village' they handed over to the Sennen Cove branch of the R.N.L.I. a cheque for £340. The money was raised through a ploughing marathon held towards the end of last year. The marathon was held from noon on a Thursday until midnight the following day, and in the 36 hours the three tractors involved ploughed 140 acres. Those taking part had secured their own sponsors at various rates per acre. Captain H. B. Harvey, the honorary secretary of the Sennen Cove branch, told the R.N.L.I.: 'The ploughing match took place on one of the most

exposed parts of the north Cornish coast, near Portreath, in gale force winds, and for at least the last 12 hours with temperatures well below freezing point.'

Amanda and Jane Farmer, aged 11 and 8, of Finchampstead, Berkshire, and their friend, Claire, aged 11, recently went on a fund raising expedition for the R.N.L.I. Their joint letter is reproduced verbatim: 'Yesterday we went on a bicycle ride of 18 miles, it took us four hours ten minutes (from 1.50 p.m. to 6.00 p.m.). Before hand we had decided that it would be a sponsored ride; Jane (my sister) and I were sponsored 3d. per mile (to share) and Claire, my friend was sponsored 1d. per mile—but she got an extra 4d. since she bicycled up to our house to begin with and then, when we had finished, she had to bicycle back down to her house, again. The combined forces came to six shillings and sixpence or, in decimal currency, 32½ pence; but it suddenly turned out that Claire's grandmother had sponsored her too—five shillings, that brought it up to eleven shillings and sixpence or, 57½ pence. We placed some tickets with different charities on them, in a hat and our younger brother, Sam, drew yours out.'

Miss J. Blackburn, the treasurer of the Halifax life-boat luncheon club, has thought up a new way of making money by selling gay 'with it' ties. They are made out of lengths of material from dresses or remnants. Ties cost 10s., 7s. 6d. and 5s. depending on the material used. Already over £12 has been raised by the sale of such ties. All that is needed for production, Miss Blackburn points out, is a machine and an iron.



by courtesy of]

[Express & Star

Boys of Longlands County Secondary School made this model life-boat station which was displayed at the Stourbridge R.N.L.I. branch annual meeting. Boys showing Mrs. A. Wooldridge, M.B.E., the honorary secretary of the branch, their model are (left to right) Stephen Perry, Paul Wright and Ian Manley. For the third successive year the local branch raised over £1,000.

Life-boat services round the Coasts

DECEMBER

No. 2 Life-boat Area

Port St. Mary, Isle of Man – At 1.30 p.m. on 19th December, 1969, the coastguard told the honorary secretary that a catamaran was showing distress signals about eight miles south of Chickens Rock lighthouse. The life-boat *R. A. Colby Cubbin No. 2* slipped her moorings at 2 o'clock in a south westerly gale with a very rough sea. It was one hour before low water. She came up with the catamaran *Hoku-Paa* with five men and three women aboard at 3.30. The craft was unmanageable with sails torn and motor swamped. The life-boat took her in tow to Port St. Mary, returning to her moorings at 7.45.

No. 3 Life-boat Area

Tynemouth, Northumberland – At five o'clock in the morning on 21st December, 1969, the coastguard reported that the motor fishing vessel *Progress*, with two men aboard, had been drifting all night off the harbour. The life-boat *Tynesider* was launched at 5.30 in a southerly gale force wind with a slight sea. It was two and a quarter hours after high water. At 6.40 the life-boat came up with the *Progress*, with a crew of two, anchored east of Blyth piers, and took her in tow to a safe mooring at North Shields. The life-boat returned to her station at 9.30.

No. 5 Life-boat Area

Margate, Kent – At 4.27 p.m. on 7th December, 1969, it was learnt that the 50 ft. ketch yacht *Aquila*, on passage from Newhaven to London with a crew of four, had fired red flares. She had ripped her mainsail in a sudden squall and had gone

aground on the South Shingle sands about eight and three quarter miles north west of Margate harbour. Ships in her vicinity were standing by. The life-boat *North Foreland (Civil Service No. 11)* was launched at 5 o'clock in a moderate west by southerly wind with a rough sea. It was one hour after low water. The German ship *Haslach* reported that she had sent six men in her ship's life-boat to the *Aquila*. At 6.25 p.m. the life-boat came up with the yacht and pulled her off the sandbank. At 7.15, as weather conditions were worsening, she took the yacht and the ship's life-boat in tow to the *Haslach* and then continued her tow of the *Aquila* with her crew back to Margate harbour. They were landed safely and cared for by the wife of the life-boat's motor mechanic. The life-boat returned to her station at 11.15.

No. 6 Life-boat Area

The Lizard-Cadgwith, Cornwall – At 8.30 a.m. on 4th December, 1969, the coastguard informed the honorary secretary that a yacht had broken down about 16 miles south south east of the Lizard and had been calling for assistance since the early hours through Land's End radio. All efforts to obtain help from the Port



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134 station life-boats 35 inshore rescue boats
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 2 inshore rescue boats (17-foot Dell Quay Dory)

LIVES RESCUED 91,798

from the Institution's foundation in 1824 to 28th February, 1970

of Falmouth and other centres had not been successful and the honorary secretary told the coastguard that the life-boat *The Duke of Cornwall* (Civil Service No. 33) would launch at 9.30 if further efforts to obtain help were unsuccessful. The coastguard were asked to inform the casualty, which had not fired any distress flares, of this decision. There was a light north westerly wind and a choppy sea. It was three hours before high water. In poor visibility with the help of a Royal Naval helicopter from Culdrose, the life-boat found the motor fishing vessel *Mike and Pat* 18 miles south of the Lizard. Her fuel injection system had completely broken down, and because of adverse weather reports it was decided to tow her to Falmouth. The *Mike and Pat* was safely berthed at 4 p.m., and the life-boat reached her station at 8.30.

No. 7 Life-boat Area

Poole, Dorset – At 12.50 p.m. on 6th December, 1969, the life-boat mechanic received a report from the coastguard that the German training ship *Ruhr* had asked for help in landing a seriously ill man. A rendezvous was arranged five miles south of Bournemouth pier. The life-boat *George Elmy*, on temporary duty at the station, slipped her moorings at 1 o'clock in a fresh north easterly wind with a choppy sea. It was ebb tide. At 1.45 p.m. the life-boat came up with the *Ruhr* and embarked the sick man with the ship's doctor and landed

them at the pier. The life-boat took the doctor back to his ship, and returned to her station at 6 o'clock.

No. 8 Life-boat Area

Holyhead, Anglesey – At 1.6 p.m. on 6th December, 1969, the coastguard told the coxswain of the life-boat that a catamaran appeared to be adrift and in difficulties north of Skerries. Eventually the life-boat *St. Cybi* (Civil Service No. 9) was launched at 1.30 in a gale force northerly wind with a very rough sea. It was three-quarters of an hour after low water. At 2.3 she came up with the catamaran *Hoku Paa* with seven people on board about four miles west of Skerries. Her engine had broken down and she was sailing under a storm jib. The life-boat escorted her to the outer harbour and then took her in tow to the inner harbour, returning to her station at 3.45.

No. 10 Life-boat Area

Dunmore East, Co. Waterford – At 11.20 p.m. on 6th December, 1969, the honorary secretary was told that flares had been sighted off Brownsford head. The life-boat *Annie Blanche Smith* slipped her moorings at 11.45. There was a south by westerly breeze with a slight sea, and the tide was ebbing. She came up with the fishing boat *Kerwick* at 12.15 a.m., her skipper and engineer being on board. Seven other crewmen had gone on a raft to the foot of the cliff. The fishing boat was leaking so badly that an attempt to tow her would have been impracticable. Her

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st December 1969 to 28th February, 1970: Launches 230, lives saved 91

skipper and engineer were therefore taken aboard the life-boat. The honorary secretary organised a cliff rescue party to rescue the seven crewmen, and the life-boat with the skipper and engineer on board returned to harbour. The life-boat reached her station at 2.30 a.m.

Ballycotton, Co. Cork - At 9 a.m. on 18th December, 1969, a radio distress signal was picked up by the life-boat mechanic that the motor fishing vessel *Beal Abha* was in difficulties nine miles south east of Ballycotton lighthouse. The life-boat *Ethel Mary* slipped her moorings at 9.15 in a fresh north westerly wind with a moderate sea. It was one hour after low water. The life-boat came up with the *Beal Abha* at 10.20. There were three people on board. A fishing net had fouled her propeller. The life-boat took her in tow to Youghal, and returned to her station at 4.30 p.m.

Dun Laoghaire, Co. Dublin - At 11.15 a.m. on 7th December, 1969, a report was received that a motor boat with engine trouble had anchored to the north west of the harbour entrance. At 11.30 the boat was seen to fire a distress flare. The life-boat *John F. Kennedy* slipped her moorings at 11.50 in a gale force westerly wind with a slight sea. It was low water. She came up with the converted ship's life-boat *Blue Peter* at 11.56. The crew of three were transferred to the life-boat, and the boat taken in tow to Dun Laoghaire. The life-boat returned to her station at 12.40 p.m.

IRB LAUNCHES

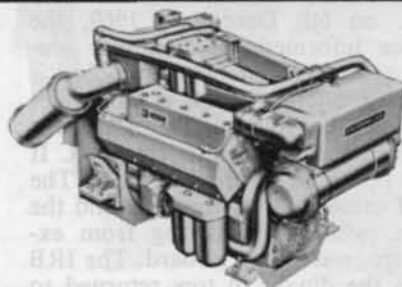
Rescues by IRB in December were carried out by the following stations:

No. 6 Life-boat Area

Newquay, Cornwall - At 12.44 p.m. on 13th December, 1969, the coast-guard reported that a fishing vessel

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had fired red flares about five miles north of Newquay harbour. The IRB was launched at 12.50. It was three hours after high water. She came up with the local motor fishing vessel *Boy Steve* with a crew of five. Her trawl had fouled her propeller. The IRB reported that as the weather was clear and sunny, she was able to effect the tow with ease. She took the *Boy Steve* into harbour, and returned to her station at 2.13.

No. 8 Life-boat Area

Morecambe, Lancashire – At 10.10 a.m. on 6th December, 1969, the police informed the honorary secretary that a man was on board a drifting boat two and a half miles east of the station. The IRB was launched at 10.15 in a calm sea. It was one hour after high water. The IRB came up with the boat and the man, who was suffering from exposure, was taken aboard. The IRB with the dinghy in tow returned to harbour where an ambulance was waiting to take the sick man to hospital. The IRB returned to her station at 11.20.

JANUARY

No. 6 Life-boat Area

Weymouth, Dorset – At 6.16 p.m. on 4th January, 1970, the coast-guard reported that a distress signal had been sighted about five miles east north east of Portland Bill. The life-boat *Frank Spiller Locke* slipped her moorings at 6.31 in a slight north easterly breeze with a corresponding sea. It was low water. The life-boat came up with the yacht *Dib II*. Her auxiliary engine had failed and her sails had jammed. There were two men on board. The yacht was taken in tow to Weymouth, and the life-boat returned to her station at 9.45.

No. 8 Life-boat Area

Holyhead, Anglesey – At 7.16 p.m. on 26th January, 1970, red flares were reported about five miles south west of the South Stack lighthouse. The life-boat *St. Cybi (Civil Service No. 9)* was launched in a light north westerly wind with a slight sea. The tide was ebbing. Assisted by a helicopter, the life-boat found the Royal Air Force launch 1659 at 9.13. The launch had earlier rescued the crew of a manned balloon which had landed in the sea, but her engines had subsequently failed. The life-boat took her in tow, with seven people on board, to Holyhead, and returned to her station at 12.28 a.m. on 27th January.

No. 10 Life-boat Area

Arranmore, Co. Donegal – At 1.30 a.m. on 31st January, 1970, the life-boat coxswain had a request from Owey island for the use of the life-boat to take a young man, who was seriously ill with suspected meningitis, to the mainland. There was no doctor or nurse on the island and any boats available were unsuitable for the crossing in the prevailing weather conditions. The life-boat *Mabel Marion Thompson*, on temporary duties at the station, slipped her moorings at 2.45 in a south easterly gale force wind with a rough sea. It was two hours after low water. She went to Owey island and embarked the sick man at 3.30 and set off with him to Kin-casslagh on the mainland. He was landed, and an ambulance took him to hospital, thereby saving his life. The life-boat returned to her moorings at 6 o'clock.

FEBRUARY

No. 3 Life-boat Area

Humber, Yorkshire – At 4.8 a.m. on 16th February, 1970, the coast-guard reported that red flares had

been sighted in the Haile Sand Fort area. The life-boat *City of Bradford III* was launched at 4.21 in a fresh north westerly wind with a rough sea. It was two hours after high water. At 5 a.m. the life-boat came up with the converted ship's life-boat *Bluebird II* with three people on board. She was dragging her anchor and was in danger of going ashore. Her engine had failed. A line was secured and she was taken in tow to Grimsby. The life-boat returned to her station at 12.35 p.m. This service was carried out in extremely cold weather. On arrival at Grimsby the life-boat carried a $\frac{1}{4}$ in. wide coating of ice on mast, stays, and superstructure, while the fuel oil had frozen solid in the tank of the *Bluebird II*.

Whitby, Yorkshire - At 2.46 p.m. on 9th February, 1970, it was learnt that four children were cut off by the tide between Sandsend Ness and Keldersteel point. The life-boat *Mary Ann Hepworth* was launched at 3 o'clock in a fresh westerly wind with a slight sea. The tide was flooding. At 3.20 the life-boat stood off at the foot of the cliffs. The children were in a position inaccessible to a rescue party on the cliff top. A small boat, which had been towed by the life-boat, went ashore and took off two children at a time and transferred them to the life-boat. They were landed at Whitby, and the life-boat returned to her station at 4.10. A donation was made to the Institution's funds and a gift to the crew.

No. 4 Life-boat Area

Walton and Frinton, Essex - At 3.5 p.m. on 8th February, 1970, it was learnt that a man was clinging to a capsized canoe and drifting off shore in a northerly direction. The life-boat *Edian Courtauld* slipped her moorings at 3.10 in a fresh westerly wind with a moderate



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sea. It was one hour after high water. She came up with the man a quarter of a mile off the pier head some nine minutes later and took him aboard. He was given first aid and landed at the breakwater. The canoe was recovered later, and the life-boat returned to her moorings at 4.53.

No. 5 Life-boat Area

Life-boat O.N.803 at Sheerness – At 3.40 p.m. on 22nd February, 1970, the coastguard told the honorary secretary that a dinghy had capsized near Minster wartime defence boom. The life-boat *Canadian Pacific* slipped her moorings four minutes later in a fresh south westerly wind and a moderate sea. It was one and a half hours after high water. Shortly afterwards a second dinghy was reported overturned in the same area. One of the dinghies was sighted waterlogged about two miles east of the boom. She was the *Pioneer* and her sole crew member was rescued suffering from exposure. He was given dry clothing and blankets. A search was then made for the second boat and at 4.54 she was recovered about three miles east of Garrison point. Although a long and extensive search was made, in which a helicopter from Thorney Island took part in reducing visibility and a heavy rainstorm, the crew of the second dinghy were not found. The life-boat returned to her station at 7.40.

At 9.46 p.m. on 1st February, 1970, the coastguard informed the honorary secretary that a 16 foot motor boat with a 16-year-old boy on board was missing from Strand, Gillingham. The life-boat *Canadian Pacific* slipped her moorings at 10.3 in a moderate south westerly wind and a slight sea. It was two hours after high water. The life-boat carried out an extensive search and at 12.6 a.m. a boat answering the

description of the missing boat was sighted well inside the entrance of West Hoo Creek with her engine broken down. The life-boat went in as close as possible and a rubber dinghy was then launched from her with two members of the life-boat's crew aboard. The boy was rescued and put aboard the life-boat. He was landed at Gillingham at 1.54, and the life-boat returned to her station at 2.22.

No. 6 Life-boat Area

Plymouth, South Devon – At 5.10 p.m. on 25th February, 1970, a report was received from the coastguard that a dinghy was drifting seaward four miles south of Dunderbury. The life-boat *Thomas Forehead and Mary Rowse* slipped her moorings at 5.30 in a fresh north westerly wind with a moderate sea. It was two hours after low water. At 6.35 she came up with a fibreglass dinghy, well down in the water, with the sole crew member baling out. The man and his craft were taken aboard the life-boat and put ashore at Looe. The life-boat left Looe at 7.50, and returned to her moorings at 9.45.

St. Mary's, Scilly Islands – On 21st February, 1970, the life-boat *Guy and Clare Hunter* was launched and rescued the crew of ten of the Swedish motor vessel *Nordanhar*. A full account of the service will appear in the next number of THE LIFE-BOAT.

No. 7 Life-boat Area

Barry Dock, Glamorganshire – At 6.24 a.m. on 12th February, 1970, the coastguard reported that a distress signal had been sighted south west of Breaksea point. The life-boat *Arthur and Blanche Harris* slipped her moorings at 6.50. There was a south westerly gale with a rough sea. It was low water. The

life-boat came up with the cabin cruiser *Faith* with one man on board three and a half miles west of Breaksea point. The man was taken aboard the life-boat and the cabin cruiser, which was a total loss, was abandoned. The injured man was landed at Barry where arrangements were made to take him to hospital. The life-boat returned to her moorings at 12 o'clock.

No. 10 Life-boat Area

Valentia, Co. Kerry – On 20th February, 1970, the life-boat *Rowland Watts* slipped her moorings to go to the help of the M.V. *Oranmore*. A full account of this service will appear in the next number of THE LIFE-BOAT.

Arranmore, Co. Donegal – At 6.30 p.m. on 2nd February, 1970, the local doctor told the honorary secretary that a man on Innisbofin island was seriously ill and required hospital treatment on the mainland. The life-boat *Mabel Marion Thompson*, on temporary duty at the station, slipped her moorings at 7.15 in a storm force north westerly wind with a very rough sea. It was two hours before low water. The life-boat reached Innisbofin at 11.30 but the high seas made it impossible to embark the sick man. She made passage to the lee of the island and dropped anchor. Continuing high winds delayed the embarkation of the patient until 5 p.m. on the following day. He was landed at Burtonport suffering from acute appendicitis. The life-boat returned to her station at 11 p.m. A letter of thanks was received from the local parish priest, and because this lengthy service was carried out in very severe weather conditions additional monetary awards were made to the life-boat crew.

IRB LAUNCHES

Rescues by IRBs in February were carried out by the following stations:

No. 2 Life-boat Area

Port St. Mary, Isle of Man – At 2.23 p.m. on 13th February, 1970, the coastguard reported that a youth had fallen over the cliffs between Port Grenaugh and Port Soderick. The IRB was launched at 3 o'clock. It was three hours after low water. The youth, who was suffering from head injuries, was taken aboard the IRB and landed at the jetty at Port Soderick where an ambulance was waiting to take him to hospital. The IRB returned to her station at 5 o'clock.

No. 5 Life-boat Area

Eastney, Hampshire – At 9.15 a.m. on 1st February, 1970, the coastguard informed the honorary secre-

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tary that a motor launch, with one man aboard, was drifting out of the harbour. The IRB was launched at 9.25 in a gusting south easterly gale force wind with a moderate swell. It was three hours after high water. She came up with the launch about 900 yards north west of the IRB station and passed a tow. She beached the motor launch and landed the man at Ferry Point, returning to her station at 9.50.

Eastney, Hampshire – On 22nd February, 1970, the IRB was launched and rescued three people marooned off Southsea beach. A full account of this service will appear in the next number of THE LIFE-BOAT.

Littlestone-on-Sea, Kent – At 12.56 p.m. on 8th February, 1970, the honorary secretary informed the coastguard that a red flare had been fired by a small boat about one and a half miles east by north of the station. The IRB had already been launched at 12.6 and was at sea on exercise in a fresh westerly wind with a slight sea. It was half an hour before high water. The coastguard asked the IRB to go to the boat, and she came up with a speedboat with a crew of two aboard. The speedboat's engine had failed. The IRB took her in tow to the slipway at 1.45, and then resumed her exercise.

No. 8 Life-boat Area

West Kirby, Cheshire – At 12.26 p.m. on 7th February, 1970, the coastguard informed the honorary secretary that two men and a dog were cut off by the tide on Burton Marshes. At 12.37 the IRB was launched in a strong, gusting to gale force westerly wind with a heavy swell. It was high water. The men, with the sea up to their chests, were found and with the dog were taken on board the IRB.

They were landed at Parkgate where an ambulance was waiting to take them to hospital. The IRB returned to her station at 2 o'clock.

PLYMOUTH

This service took place last year:

No. 6 Life-boat Area

Plymouth, South Devon – At 7.37 a.m. on 29th July, 1969, the coastguard reported that a dismasted yacht was burning red flares and drifting rapidly about one mile south south west of the Eddystone lighthouse. The life-boat *Thomas Forehead and Mary Rowse* slipped her moorings at 7.50 in a gale force north north westerly wind with a rough sea. It was one hour after high water. At 9.52 she came up with the 55-foot auxiliary schooner *Morwenna* of Shoreham, with six people on board, including two children, about three and a half miles south south east of the lighthouse. The life-boat went alongside the schooner whose main mast was lying over her starboard quarter and hampering rescue operations. With the assistance of the motor vessel *Ben Arkle* which was trying to make a lee, an attempt was made to lift the schooner's mast back on board her with a line from the motor vessel, but this was unsuccessful. Six people were taken aboard the life-boat. As towing the casualty would have been difficult because of the overhanging mast the coxswain put two men aboard the *Morwenna* to attend the tow line. At 10.25 the life-boat started to tow the *Morwenna*, making slow progress in very bad weather conditions. An anchorage at Cremyll was reached by 4.15 p.m. The life-boat returned to her moorings at 5.20. A letter of appreciation was sent to the coxswain and crew from the Secretary of the Institution together with an additional monetary award to each man.

OTHER LIFE-BOAT LAUNCHES

In addition to the services by life-boats which resulted in saving lives and which are recorded in full on pages 195 and 198 the following launches on service were made during the months December, 1969, January and February, 1970, inclusive:

Aberdeen – December 12th and February 11th.
 Aith, Shetlands – December 12th.
 Aldeburgh, Suffolk – December 27th.
 Amble, Northumberland – February 17th.
 Angle, Pembrokeshire – December 11th, February 7th and 12th.
 Arbroath, Angus – January 8th, 25th, 29th and February 4th.
 Arranmore, Co. Donegal – December 12th and February 16th.
 Barra Island, Outer Hebrides – December 27th and January 28th.
 Barry Dock, Glamorganshire – December 5th and 21st.
 Beaumaris, Anglesey – February 1st.
 Bridlington, Yorkshire – December 25th, January 13th, 14th and February 16th.
 Buckie, Banffshire – January 22nd (twice), 25th and 30th.
 Clacton-on-Sea, Essex – December 30th.
 Dover, Kent – December 7th and February 18th.
 Dunbar, East Lothian – January 26th.
 Dun Laoghaire, Co. Dublin – December 4th.
 Dunmore East, Co. Waterford – December 9th.
 Eyemouth, Berwickshire – January 26th.
 Falmouth, Cornwall – February 27th.
 Filey, Yorkshire – December 29th and February 12th.
 Fishguard, Pembrokeshire – December 14th.
 Flamborough, Yorkshire – February 28th.
 Fleetwood, Lancashire – January 13th.
 Fraserburgh, Aberdeenshire – January 21st.
 Galway Bay – December 17th, January 4th, 8th, 15th, 29th, February 3rd, 6th, 16th, 24th and 25th.
 Great Yarmouth and Gorleston, Norfolk – December 11th, January 9th and 21st.
 Harwich, Essex – February 1st.
 Hastings, Sussex – December 21st.
 Holyhead, Anglesey – January 5th.
 Howth, Co. Dublin – February 4th.
 Humber, Yorkshire – December 20th, 21st, January 21st, 26th, and February 21st.
 Islay, Inner Hebrides – December 29th and February 6th.
 Kilmore, Co. Wexford – February 3rd.
 Kirkcudbright – January 5th and February 17th.
 Lerwick, Shetland – December 6th, 15th and February 6th.
 The Lizard-Cadgwith, Cornwall – December 30th.
 Lochinver, Sutherland – January 21st.
 Lowestoft, Suffolk – December 27th, January 9th (twice), and 23rd.
 Lytham-St. Anne's, Lancashire – February 6th.
 Mallaig, Inverness-shire – December 7th.
 Margate, Kent – December 11th, January 1st, February 7th and 12th.
 Minehead, Somerset – February 12th.
 Moelfre, Anglesey – December 21st and 22nd.
 Montrose, Angus – December 27th.
 The Mumbles, Glamorganshire – February 1st and 20th.
 New Brighton, Cheshire – January 28th and 29th.
 North Sunderland, Northumberland – December 12th.
 Peel, Isle of Man – December 2nd, January 30th and February 10th.
 Penlee, Cornwall – December 18th and February 22nd.
 Peterhead, Aberdeenshire – January 13th and 25th.
 Plymouth, Devon – December 11th and January 25th.
 Poole, Dorset – December 10th and 21st.
 Porthdinllaen, Caernarvonshire – January 26th.
 Portrush, Co. Antrim – December 12th.
 Ramsey, Isle of Man – December 10th.
 Ramsgate, Kent – January 16th and February 3rd.
 Redcar, Yorkshire – February 6th and 16th.
 Rosslare Harbour, Co. Wexford – January 25th.
 St. Abbs, Berwickshire – January 26th.
 St. Ives, Cornwall – December 9th, February 1st and 8th.

St. Mary's, Scilly Islands – February 8th.
 St. Peter Port, Guernsey – February 8th.
 Scarborough, Yorkshire – December 28th, January 6th, 10th, 16th and February 17th.
 Selsey, Sussex – February 18th and 26th.
 Sennen Cove, Cornwall – December 30th.
 Shoreham Harbour, Sussex – December 2nd.
 Skegness, Lincolnshire – January 21st and February 4th.
 Southend-on-Sea, Essex – December 26th and 30th.
 Stornoway, Outer Hebrides – January 6th, February 18th, 26th and 27th.
 Stromness, Orkney – January 7th, 27th and February 13th.
 Stronsay, Orkney – December 17th, January 9th and 27th.
 Sunderland, Co. Durham – January 8th.
 Swanage, Dorset – January 23rd and February 28th.
 Teesmouth, Yorkshire – February 6th, 17th and 22nd.
 Tenby, Pembrokeshire – January 3rd.
 Thurso, Caithness – January 19th and February 14th.
 Torbay, Devon – December 19th and February 8th.
 Troon, Ayrshire – December 8th and January 25th.
 Valentia, Co. Kerry – December 13th, 14th and January 30th.
 Walton and Frinton, Essex – February 8th.
 Weymouth, Dorset – January 11th.
 Whitby, Yorkshire – January 15th, 31st and February 16th.
 Workington, Cumberland – December 26th.
 Life-boat 40-001 (at Sheerness) – December 31st, January 10th, February 19th and 20th.
 Life-boat 889 (at Kirkwall/Scapa) – December 31st, January 7th (twice), 8th, 27th and 31st.
 Life-boat 70-002 (at Kirkwall/Scapa) – February 14th and 16th.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 197 and 201 the following launches on service were made during the months December, 1969, January and February, 1970, inclusive:

Broughty Ferry, Angus – February 5th, 9th, 11th and 21st.
 Conway, Caernarvonshire – December 7th.
 Eastney, Hampshire – January 11th, February 12th and 14th.
 Eastney, Hampshire (18.02) – February 16th.
 Flint, Flintshire – December 8th and February 7th.
 Harwich, Essex – February 24th.
 Littlestone-on-Sea, Kent – December 7th.
 Llandudno, Caernarvonshire – December 13th.
 Morecambe, Lancashire – January 11th.
 Newquay, Cornwall – January 16th.
 Queensferry, West Lothian – February 18th and 22nd.
 Southend-on-Sea, Essex – December 26th, 27th (twice), January 25th and 31st.
 Southwold, Suffolk – December 16th.
 West Kirby, Cheshire – January 11th.
 Whitstable, Kent – January 26th and February 8th.

RECORD MOUNTAIN CLIMB

Lancashire men Dr. Eric Wylie, of Parbold, Mr. David Webbon, sales representative, of Eccleston, and Mr. Brian Thompson, farmer, of Mawdesley, climbed over 11,000 ft. and drove nearly 500 miles in 19 hours 43 minutes in May to raise money for the R.N.L.I. The team tackled Ben Nevis (4,406 ft.), Scafell Pike (3,210 ft.) and Snowdon (3,560 ft.). The marathon raised over £200. Dr. Wylie, who organised the event, is the life-boat honorary organiser in Parbold, Lancashire.