

THE LIFE-BOAT

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PORTRAIT OF A COXSWAIN



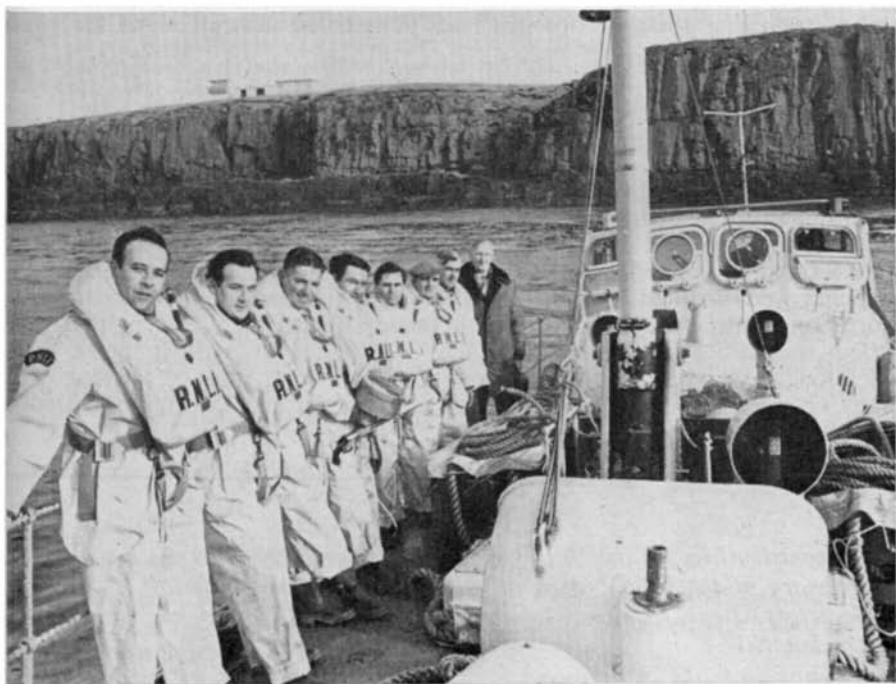
Coxswain Leo A. Clegg, D.S.C., D.A., of the Aberdeen life-boat *Ramsay-Dyce*. Appointed second coxswain in 1960, Coxswain Clegg, who is a lecturer at Gray's School of Art, Aberdeen, became coxswain later that year. Since 1960 the life-boat has launched 26 times and has saved 28 lives.

NOTES OF THE QUARTER

The last number of *THE LIFE-BOAT* gave the news that the Institution's deficit in 1967 was likely to exceed £400,000. This has now been confirmed, and the accounts showed that the final figure was £400,084.

The previous number included a special appeal from Captain Wyndham-Quin. The direct response to this appeal has been limited, and contributions sent to the editor of *THE LIFEBOAT* have amounted to only about £100. On the other hand, there is encouraging evidence that more and more of our supporters are taking advantage of the covenant scheme.

As those who see the Institution's advertisements will have noticed, a campaign is being run with the slogan 'Give your income tax to the life-boat service'. This is, in effect, what happens when contributors sign deeds of covenant. For example, a subscription of £2 2s. per year under deed of covenant is worth £3 11s. 6d. to the R.N.L.I., because the Institution is able to recover income tax paid by the donor on £3 11s. 6d., at the rate of 8s. 3d. in the pound. The system applies to contributions of any amount on which the standard rate of income tax is paid. The R.N.L.I. receives contributions by covenant ranging from 5s. to £3,000 per year, and all are most welcome. If the contributor dies within seven years of entering into a deed of covenant payment ceases automatically, and there is no question of any charge on his estate.



by courtesy of]

[Century Newspapers Ltd.

The crew of the Portrush, Antrim, life-boat *Lady Scott* (Civil Service No. 4), whose coxswain is Mr. R. McMullan. The crew are wearing the new life-jackets and protective suits.

REMITTANCE FROM BRANCHES

One consequence of the deficit in 1967 was that the Institution was obliged to sell investments to meet the excess of expenditure over income. It frequently happens that in the first half of the year investments have to be sold to meet day-to-day cash requirements pending the receipt of the main branch remittances in September and October. Such sales may well result in losses to the Institution, which could be avoided in part if branches were to remit cash at more frequent intervals. Even when cash is placed by branches at banks on deposit the rates earned are usually lower than those which can be obtained centrally by the Institution.

It is appreciated that some branches like to hand over a cheque representing the year's revenue at their annual general meeting or at some other function, and there is no reason why a notional cheque should not be presented at these pleasant ceremonies after remittances have been sent to headquarters.

NEW FAST RESCUE CRAFT

A new inshore rescue boat has been developed for the Institution at Atlantic College, Llantwit Major, Glamorgan. The boat was designed by pupils of the college under the supervision of its headmaster, Rear-Admiral D. J. Hoare, C.B., M.I.MECH.E., M.R.I.N.A.

She is now undergoing evaluation trials at Lyme Regis and was shown to the press on 16th April. The boat has been the result of four years' work. Admiral Hoare's aim was to combine the advantages of the soft tube inflatable with a rigid buoyant underwater body which would reduce maintenance to a minimum and allow higher speeds to be achieved. A detailed description of the boat appears on page 53.

LIFE-BOAT SOUVENIRS

As most supporters of the R.N.L.I. know, the Institution has a number of attractive souvenirs for sale, including linen tea cloths, head scarves, pens and pencils, children's badges and toy life-boats. These souvenirs were originally sold in small quantities at boathouses where it was felt they might attract people who might not otherwise be disposed to give money to the R.N.L.I. So long as sales were limited in volume a very simple system of accountancy was used and branches were credited with the gross takings from the sale of souvenirs. As more and more souvenirs were sold it became increasingly evident that this system was misleading, and it was therefore decided to credit branches with net takings. At the same time it became apparent that sales of souvenirs on many occasions, so far from producing a profit for the Institution, actually produced losses.

NOTICE

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

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

The next number of THE LIFE-BOAT will be published in September, 1968.

Because of the high cost of postage, loss or damage in transit, and the hidden expenses of handling at the depot, sales of small quantities of souvenirs at branch events were frequently found to be uneconomic, and voluntary workers were putting in considerable efforts without, in fact, increasing the Institution's revenue. For these reasons, it was decided as a general policy to confine the sale of souvenirs to boathouses, major shows and similar functions to which depot transport would have to be sent in any event.



by courtesy of]

[Sport and General Press Agency Ltd.

The new experimental IRB stationed at Lyme Regis, which is referred to on page 52, was built at Atlantic College in South Wales. The boat has a five-compartment 20-inch diameter special tube made by Messrs. Dunlop and is fabric strip glued to an independently constructed rigid floor. The rigid floor is made of $\frac{3}{8}$ -inch marine ply Cascamite glued and brass screwed. Longitudinal internal webs also of $\frac{3}{8}$ -inch ply provide the main structural strength and divide the rigid floor into six separate water-tight compartments. The total buoyancy provided by the floor alone is around 1,500 lb. and this gives the boat great carrying capacity. The main statistics are: Length—17 feet 6 inches, beam—7 feet, draft (when the engine is lifted)—10 inches, weight—dry, less engine and loose fittings, 420 lb., engine—Mercury 50 h.p., speed—30 knots, petrol capacity—12 gallons, range—upwards of 75 miles.

Channel Islands Visit

The Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., and the Secretary, Mr. Stirling Whorlow, O.B.E., visited the Channel Islands on 16th-17th April, 1968, for discussions with both the fund-raising and operational branches of the Institution.

They also visited the life-boat stations at St. Helier and St. Peter Port and met a number of leading citizens who are keenly interested in the life-boat service.

ANNUAL PRESS AWARD

In February, 1964, it was decided to award a certificate annually to the writer of what is in the Institution's opinion the best factual newspaper account of a service by a life-boat.

The Institution carefully studied the entries submitted for 1967 and decided to give the award to Mr. Ron Fosker of Clacton, the writer of the account of the service by the Clacton life-boat to the catamaran *Yana* which appeared in the *East Essex Gazette* on 20th October, 1967. Mr. Fosker learnt of the award on his 21st birthday.

ANOTHER RECORD YEAR FOR THE LIFE-BOATS

BOAT OWNERS were told the truth about salvage claims by the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., at the annual meeting of the Institution at Central Hall, Westminster, on 9th April, 1967. He said it was important to any one involved in seeking support from boat owners to know the facts as they affect the Institution.

Sir Wilfrid, who was addressing the meeting for the first time as Chairman of the R.N.L.I., said: 'I would like to say a word about salvage. There is a popular misconception, particularly among yachtsmen, that the Institution charges for its services. This is entirely without foundation. Our charter is to save life at sea. We have never charged, and never will charge for life-saving. Our charter does not require us to save property, but it is the custom of the sea to do so wherever possible. We would not wish our crews to act otherwise. Often, in fact, the most seaman-like way of saving life is to save the ship or boat in danger.'

FEW CLAIMS

'Whatever the circumstances, the Institution never makes a salvage claim. Our crews, however, have a legal right to do so, in common with all seamen. Actually but few claims are made and the sums involved in the aggregate only small. For example, a recent review of the 12 life-boat stations from Hastings to Torbay for the period 1955-1965 revealed that of 360 services which might have resulted in property salvage claims salvage was, in fact, claimed on only 36 occasions—in one 10—and the average amount received by each crew member over the period was five shillings per annum.'

'The annual average of salvage claims is only 5 per cent of the total number of effective services carried out in the course of the year, and even so on many occasions the "claim" really is only an agreement that the crew shall receive a few pounds a man. You will realise, therefore, how groundless is the fear of salvage claims from the Institution. Yet I know that boat owners have on occasion not rewarded, or even thanked, life-boat crews who have saved their boats for fear of this being interpreted as an admission that salvage has been performed.'

Sir Wilfrid said that last year life-boats and inshore rescue boats saved the lives of 1,099 people. This was the highest figure ever recorded in time of peace since the Institution began to keep full records in 1852. It was particularly gratifying to be able to record that all this was achieved without the loss of a single crew member on service in a life-boat or inshore rescue boat.

GROWING DEMANDS

'It is now a commonplace to say that the life-boat service grows busier and busier', said Sir Wilfrid. 'Year after year the annual report which is presented to you at these meetings has recorded a record number of launches on service. This was the case again in 1967. When it comes to launching a life-boat to rescue the lives of people who may be in danger at sea, mere statistics reveal very little. If, however, I tell you that last year our rescue craft answered no fewer than 2,141 calls, that this figure was almost three times that of 10 years earlier, and that it showed an increase of nearly 20 per cent on the number in 1966, which was in itself a record, this may give you some impression of how steadily the demands on our crews are growing.'



by courtesy of]

[The Central Press Photos Ltd.

The five medallists in London (left to right) Coxswain M. Lethbridge, junior, Second Coxswain E. Guy, Motor Mechanic W. Burrow (all members of the St. Mary's life-boat), Coxswain P. Byrne (Arranmore) and Coxswain J. Nicolson (Aith).

The year was also one of important advances in the Institution's carefully planned programme of reconstruction and of modernising the life-boat fleet and its equipment. Eight new life-boats were completed last year. One was a 48 foot 6 inch Oakley type which was placed at the new station at Trevoze Head in Cornwall, at a cost of over £100,000. This very heavy expenditure had to be incurred because of natural forces outside the Institution's control which had caused silting in the river mouth at Padstow. Four others of the new life-boats were of the 44 foot steel class which have made such a great impression wherever they have been sent, and three of the 37 foot Oakley type, which was now the standard life-boat for launching from cradles and slipways.

NEW CLOTHING

Another success story had been that of the new protective clothing and life-jacket which were now being issued to life-boat crews. These were a great improvement on the old sou'wester and oilskins and Board of Trade type jacket. The old types were cumbersome to wear and made it difficult for crews to go about their work on board their life-boats. The new life-jacket had none of these disadvantages. It was a self-righter, and if a man fell unconscious overboard the life-jacket would automatically bring him face upwards in the water.

Sir Wilfrid continued: 'The report touches briefly on many other important new developments, such as radar, new radio telephones for inshore rescue boats,

re-engining and blue flashing lights for facilitating identification by aircraft. All these new developments have inevitably cost a great deal of money. As a result our expenditure last year was the highest recorded in our history. Unfortunately, our receipts were the lowest for any year since 1962, and as a result a deficit of more than £400,000 was incurred. We managed to keep our capital expenditure roughly at the same figure—which is indeed a very high figure—as last year, but expenses went up because of the increased demands on the service; and, unfortunately, there was a drop of about £200,000 in the sums received from legacies and large gifts.

‘Clearly this is a serious state of affairs, and we are taking energetic steps to improve matters both by increasing revenue and by watching expenditure even more closely. In particular, we feel we ought to be able to raise larger sums in some of our big cities, and we also look especially for greater support from the many thousands of people who today are boat owners.

STRINGENT SYSTEM

‘In matters of expenditure’, explained Sir Wilfrid, ‘the R.N.L.I. has always had a good record, comparing favourably in the proportion of its expenditure on fund-raising, administration and publicity with other major charities. Nevertheless, in the light of our financial situation, we have introduced an even more stringent system of financial control. But clearly a service such as ours has demands made on it which have to be met, whatever the cost may be.

‘The fact that we incurred such a large deficit last year has led to some misunderstanding of our policy, and it has even been suggested that we have



Princess Marina, Duchess of Kent, presenting the silver medal to Coxswain J. Nicolson, of Aith, for his part in the rescue of the crew of 12 of the trawler *Juniper* on 19th February, 1967.



Chosen for reliability



The 70 ft boats for the RNLI are each fitted with two 7-inch alternators and control equipment screened and suppressed to comply with BS 1597/1963. LUCAS and CAV supply a full range of electrical equipment for lifeboats. All marine equipment is proofed and sealed to ensure reliability at sea.

LUCAS**CAV****electrical equipment**

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been closing certain life-boat stations simply on financial grounds. Let me assure you that this is not so. In 1965, a year in which the institution had a substantial surplus, a working party was set up to consider our future operational requirements. This working party was instructed to take many factors into account, particularly the development of new and faster rescue craft and life-boats with greater range. The review has involved analyses of services carried out by every life-boat station over a period of 11 years, as well as close consultation with people around the coast.

ALL FACTORS CONSIDERED

'Some of the results of the review are now beginning to emerge through decisions taken by the Committee of Management. For example, we have opened a new life-boat station at Lochinver. On a trial basis we have reopened the life-boat station at Harwich after a gap of more than 50 years, and a very fine new life-boat the station has. Against this, we have so far decided to withdraw conventional life-boats from five stations, replacing them where appropriate with inshore rescue boats. All these decisions have been taken as the result of close and careful consideration. Every factor, including local opinion, has been taken fully into account. The effect on fund-raising locally has also been weighed up. No life-boat station has been withdrawn unless the Committee of Management has been fully satisfied that the area concerned remains still properly served.'

H.R.H. Princess Marina, in her presidential address, said: 'To my mind one of the most impressive facts in the annual report is the remarkable development of a relatively new arm of the life-boat service, that of the inshore rescue boats. It was as recently as 1963 that these boats were first tried out operationally, yet last year they saved the lives of no fewer than 455 people and were called out nearly as often as our conventional life-boats.'

'Because of the characteristics of the boats, their crews tend on the whole to be fairly young men. Indeed, in one of the outstanding inshore rescue boat services last year, carried out at New Quay in Cardiganshire, two of the three members of the crew were aged 18. It is, I think, the clearest evidence of the abiding appeal of the life-boat service, and the surest proof of its future well-being, that so many young men are volunteering for service in these small boats and carrying out their duties in such a gallant manner.'

'Nevertheless, in spite of this new development the demands made on our conventional life-boats remain as great as ever. We shall shortly be hearing citations of services carried out by the crews of life-boats stationed in the Irish Republic, in the Shetland Islands and in the Scillies. These will indicate something of the dangers which our volunteer crews are still called upon to face.'

A CRITICAL TIME

'The annual report and the Chairman's speech', said Princess Marina, 'have shown that the life-boat service is undergoing a critical time financially. Much will, of course, have to be done before our difficulties are overcome, but the evidence that we shall succeed is to be found in the devoted work given by our supporters all over the country. The report does indeed show that although the total revenue declined, our branches and ladies' life-boat guilds increased their contributions by nearly £10,000 over the previous year. To them I send my warmest congratulations.'

Her Royal Highness then presented awards for gallantry to the following life-boatmen after the citations had been read in detail by the Secretary, Mr. Stirling Whorlow, O.B.E.: *Coxswain Matthew Lethbridge, Jnr., St. Mary's—silver medal; Second Coxswain Ernest Guy, St. Mary's—bronze medal; Motor*

Mechanic William Burrow, St. Mary's—bronze medal (THE LIFEBOAT, December, 1967, page 228); *Coxswain Philip Byrne, Arranmore—silver medal* (THE LIFEBOAT, September, 1967, page 166); *Coxswain John Nicolson, Aith—silver medal* (THE LIFE-BOAT, September, 1967, page 208).

Lord Mancroft, K.B.E., the guest speaker, in a scintillating and witty speech said the life-boat service was a co-operative movement. A co-operative function was something which the people of this country did particularly well. Everyone—professionals, amateurs and laymen—all joined in the common cause, realising that one could not work without the other.

After the presentation of awards to workers by Princess Marina (page 60), Air Marshal Sir Anthony Selway, K.C.B., D.F.C., proposed a vote of thanks.

CENTENARIES

In October, 1967, the Stromness life-boat station celebrated its centenary. The Duke of Atholl, Convener of the Scottish Life-boat Council, presented a vellum on behalf of the Council to the Stromness ladies' life-boat guild, and at a church service on the following evening, 15th October, the Duke handed over the centenary vellum on behalf of the Committee of Management.

On 6th August, 1967, Falmouth celebrated its centenary, the vellum being presented to the branch by Lt.-Cmdr. The Hon. Greville Howard, V.R.D., R.D.R., a vice-president of the Institution and a member of the Committee of Management.

Bembridge's centenary vellum was handed over by the then Chairman of the R.N.L.I., Capt. The Hon. V. M. Wyndham-Quin, R.N., on 17th August, 1967.

CALENDARS AND CARDS

The R.N.L.I. Christmas card for 1968 will feature a reproduction of an excellent colour transparency showing the Skegness life-boat at sea. The card will sell at 9d., complete with envelope.

There will also be for the first time a postage and packing charge at the rate of 2s. on all orders up to three dozen and then 3s. on all orders above this size, to help meet the costs of these items, which are rising consistently, and also to help offset the high rate of purchase tax which this year has increased to 50 per cent. The Institution has resisted for as long as it could asking purchasers of life-boat Christmas cards to pay such a charge, but with increased costs it can no longer hold out against this now quite acceptable practice.

A life-boat pictorial calendar will once more be on sale. A very striking colour reproduction of the Scarborough life-boat at sea will be featured on the cover. 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 cost of this calendar will be 7s. 6d., post free, complete with a special cardboard envelope. The increase in the price is regrettably due to a rise in purchase tax.

The usual pocket calendar at 4d. each will be available. This year it will feature the Gorleston 44-foot steel life-boat *Khami* towing in the auxiliary cutter *Theodora* in September, 1967, after a round trip of nearly 100 miles.

An informative leaflet, showing colour reproductions of the Christmas card and the two calendars, together with an order form, will be enclosed with the September number.

AWARDS TO LIFE-BOAT WORKERS

MR. J. W. EAGLE, J.P., of Walton and Frinton, MR. P. BRUCE LAURENSEN, L.D.S.(Edin.), of Lerwick, and LADY ROWALLAN, of Kilmarnock, have all been accorded the highest distinction which the Royal National Life-boat Institution can confer on an honorary worker. This is election as an honorary life governor.

Other awards made to voluntary workers who have given outstanding service are:

Bar to Gold Badge

MRS. A. SCOBIE, Arbroath Ladies' Guild

Gold Badge

MR. T. BARRETT, Fenit
MRS. S. G. W. BAYLIS, Bromley
MISS I. C. DAVIES, South Caernarvonshire
LADY ERRINGTON, Holyhead
MRS. E. HADAWAY, Folkestone
MR. A. S. HICKS, M.B.E., Plymouth
MR. A. WESTLEY-JONES, Barmouth
MRS. C. R. MANSEL LEWIS, J.P., Llanelly
MR. K. O'DRISCOLL, Valentia
MR. J. RAE, Stromness
MRS. F. WALKER, Leeds

Record of thanks on vellum

CAPTAIN P. BRENNAN, Appledore
MR. J. M. EDNEY, Berwick-upon-Tweed
MR. T. GIBB, Aberdeen
MR. B. V. HOWELL, M.B.E., Pwllheli
MR. R. H. MAHONY, Ballycotton
MR. K. O'DRISCOLL, Valentia
CAPTAIN H. ROWE, Blyth
CAPTAIN L. TRAIL, Aberdeen

Posthumous Awards

The thanks of the Institution inscribed on vellum have been accorded posthumously to the following honorary officials of life-boat stations:

CAPTAIN G. AYRE, F.R.G.S., New Brighton
MR. W. R. EDWARDS, M.B.E., Ramsey
MRS. ELSIE O'DRISCOLL, M.B., Valentia
MR. A. R. YOUNG, w.s., Broughty Ferry

Binoculars

Binoculars with an inscription to the following honorary secretaries of life-boat stations:

MR. D. B. ATKINSON, L.D.S.(Eng.), J.P., Scarborough
MR. G. G. JONES, Criccieth
DR. J. E. DE COURCY IRELAND, Dun Laoghaire
MR. J. M. OWEN, Rhyl
MR. J. T. SUTTON, Kilmore Quay

Barometer

Barometers with an inscription to the following honorary secretaries of life-boat stations:

CAPTAIN R. T. DUTHIE, Fraserburgh
MR. H. MORRISON, Barra Island
MR. G. WATSON, Banff (Whitehills)

Silver Badge

MRS. M. ABURROW, Reading
MISS P. ARCHIBALD, Ulverston
MRS. J. H. ASQUITH, Morley
THE HON. LADY BARLOW, Sandbach
MRS. C. BELLIS, Hyde
MRS. C. BOLSING, Wandsworth
MISS H. G. BLAIR, North Berwick
MR. N. W. BROOKES, Welshpool
MISS ALICE BROWN, Caister
MR. F. E. CLARKE, Tunbridge Wells
MRS. G. CLEVERLY, Sandwich
MRS. E. A. CROSBIE, Galashiels
CAPTAIN W. E. CRUMPLIN, Criccieth
MR. M. C. DEWDNEY, Witham
MRS. THELMA DOWDING, Great Yarmouth and Gorleston
MRS. IFOR ELLIS, Caernarvon
MISS E. FERGUSON, Burnham
MR. A. A. GAMMON, Stafford
MR. G. F. GIBSON, Hoylake
MRS. H. HALL, Wooler
MRS. R. G. HAWKINS, Eltham
MRS. R. M. HEAZELL, Eccleshall
MRS. J. R. HINDLE, Blackburn
MR. G. R. HINTON, Shaw and Crompton
MR. J. A. B. HOARE, Hereford
MISS W. HOWARD, Lundin Links
MRS. B. HUNDY, Caterham
MRS. D. W. JONES, Penarth
MRS. ROWENA LISHMAN, Alnwick
MRS. G. T. LITTLEFAIR, Nottingham
CAPTAIN S. T. A. LIVINGSTONE-LEARMONTH, Criccieth
MR. J. MARTIN, Milford and Ramelton
MRS. L. J. MATTHEWS, Amble
MISS J. McADAM, Crief
MRS. J. G. S. McLEES, Motherwell
MRS. MARY MORRIS, Clovelly
MR. W. H. MOSS, Berkhamsted
MRS. W. H. MOSS, Berkhamsted
MR. J. H. MUSKER, New Brighton
MR. DAVID NEWBURN, Belfast
MRS. J. PALMER, Maryport
ALDERMAN C. F. PREECE, St. Albans
MRS. J. RAWLINGS, Harrow
MRS. M. E. RICE, Lisburn
MISS S. RICHARDSON, Malton
MISS H. MARY RICKARDS, Ludlow
MRS. K. ROSS, Saddleworth
MR. ARTHUR SCOTT, Saintfield
MR. F. H. SIMMONDS, Tunbridge Wells
MRS. J. R. F. SIMS, Twickenham
MRS. H. STEAR, Burnham
MRS. J. TANNER, Saddleworth
MISS A. S. TELFER, Lundin Links

MISS W. D. TOMS, Torquay
 MRS. S. WADDINGTON, Barrow-in-Furness (Posthumous)
 MR. J. WALLACE, New Brighton
 MISS L. WALPOLE, Woodbridge
 MRS. J. WAUGH, Maryport
 MRS. ANNIE M. WELLS, Great Yarmouth and Gorleston
 MR. R. L. WESSEL, Leicester
 MR. J. WILLIAMS, M.B.E., Civil Service Life-boat Fund
 MR. F. L. WINDER, Gravesend
 MRS. R. D. WOOD, Caterham

Statuette

The statuette of a life-boatman to:
 MISS J. M. BAILEY, Colwyn Bay
 MRS. E. CAMPBELL, Moffat
 MISS A. M. EVANS, B.A., Abertillery
 MR. G. G. P. GARDINER, Helensburgh
 MRS. A. GARLAND, Courtown
 MRS. MURIEL GRIFFITHS, Porthcawl
 MRS. J. S. HARDIE, Blairmore
 MRS. H. I. HART, Leamington Spa
 MRS. M. G. KENNEDY, Courtmacsherry
 MISS PAULINE KIRWAN, Nenagh
 MISS A. LLOYD, Abertillery
 MRS. C. J. LOWRY, Bellaghy
 MISS A. M. McLEOD, Haddington
 MR. DAVID MOTTRAM, Rhyl
 MRS. F. MULLIGAN, Gourdon
 MR. JAMES G. O'BRIEN, M.B., B.Ch., Fermoy and Mitchellstown
 MRS. M. PAYNE, Appledore
 MR. J. M. RATTRAY, Tarbert
 MISS N. ROBERTSON, Lerwick
 MR. F. CARL SEAGER, M.B.E., Reigate and Redhill
 PROVOST ADAM C. H. TODD, Girvan
 MRS. G. F. UNDERWOOD, St. Andrews
 MRS. S. D. WHITEHEAD, Tottington
 MR. J. WHITEHEAD, Lancaster
 MR. H. T. WICKHAM, Dartford
 MRS. G. WOODWARD, Porthcawl
 MRS. J. K. WRIGHT, Gilford

Record of Thanks

Record of thanks to:
 STIRLING LADIES' LIFE-BOAT GUILD

Chairman's Letter of Thanks

Chairman's letter of thanks to:
 MRS. N. C. ADNITT, Hawarden
 MR. E. ANGEL, Southampton
 MRS. J. BATTYE, Hepworth and Scholes

MRS. J. BRADY, South Shields
 MRS. F. E. CHATFIELD, Conway
 MRS. S. CLAYDON, Blockley
 MRS. N. CONN, Howth
 MRS. J. CROWTHER, Hepworth and Scholes
 MRS. R. B. ELLIOTT, Howth
 MRS. A. J. ST. LEGER EVANS, City of Dublin
 MRS. M. FARR, Wembley
 MRS. J. FELTHAM, Salisbury
 MISS U. G. FENTON, Dun Laoghaire
 MRS. W. GREEN, Frome
 MRS. W. HAIGH, Hepworth and Scholes
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 MISS I. E. HOWE, Ventnor
 MRS. P. HUTCHINSON, Leeds
 MR. A. HYLAND, Southampton
 MRS. A. LONEY-EADES, Bourne-mouth
 MRS. M. MASSEY, Wolverhampton
 MRS. M. MERRY, Wolverhampton
 MRS. J. MORRELL, South Shields
 MISS G. O'CONNOR, Curragh
 MRS. P. PALMER, Chepstow
 MRS. RENTON RIDDELL, Baldock
 MISS GLADYS ROBERTS, Conway
 MR. H. S. ROBERTSON, Aberdeen
 MISS E. M. ROSSER, Cardiff
 MRS. H. SHORT, South Shields
 MR. CHARLES SIMPKIN, Ipswich
 MISS M. G. SLOAN, Kensington
 MRS. P. SMITH, Leicester
 MRS. HYLTON STEWART, Kensington
 MRS. A. STOREY, South Shields
 MISS META S. THOMSON, Bangor (Co. Down)
 MRS. B. TINKER, Hepworth and Scholes
 MR. R. F. TURNER, Moelfre
 CAPT. J. WOODS-THOMSON, Colwyn Bay

Public Relations Award

A framed drawing of a life-boat scene signed by the artist to:
 CMDR. ERROL BRUCE, former editor of *Motor Boat & Yachting*
 MR. H. B. FLEET, honorary secretary, Margate life-boat station
 MR. ANGUS MACVICAR, author of books on life-boats
 THE HON. LAURENCE METHUEN-CAMPBELL, lecturer on the Institution's work

VETERAN COLLECTING BOX

When Mrs. V. M. Waldock, of Chislehurst, Kent, attended the annual meeting of the R.N.L.I. on 9th April, 1968, she brought with her her original life-boat collecting box which she had 'some time before 1930 from a Miss Lawson who was the then local secretary'. It would be interesting to know whether this is the oldest life-boat collecting box in existence.

STATEMENT OF FUNDS AND

1966 £		£
273,351	ENDOWMENT FUNDS (Income only from which is available for expenditure in accordance with donors' directions)	275,857
696,080	RESTRICTED FUNDS (to be applied as directed by donors)	630,678
969,431		906,535
1,514,395	GENERAL FUND (see page 65)	1,314,362
196,000	PROVISION FOR MANUAL WORKERS' PENSION SCHEME	220,000
<p>NOTE: The estimated cost of replacing the existing fleet is approximately £9,000,000 and the liability for replacements of life-boats at present contemplated is estimated at £845,000, part of which will be met by special gifts and legacies. In addition to this the current programme of capital work includes £194,000 for the construction and adaptation of life-boat houses and other shore works, and improvements to the existing fleet and facilities.</p>		
£2,679,826		£2,440,897

(Signed) W. J. W. WOODS,

Chairman of the Committee of Management.

(Signed) S. M. WHORLOW,

Secretary.

AUDITORS' REPORT TO THE COMMITTEE OF MANAGEMENT

In our opinion the above Statement of Funds and Assets and the annexed accounts for the year ended 31st December, 1967 and its branches for the year ended 30th September,

3 Frederick's Place,
Old Jewry, London, E.C.2.
25th March, 1968.

ASSETS AT 31st DECEMBER, 1967

1966 £		£
287,306	INVESTMENTS At market value on 31st December, 1966 with subsequent additions at cost (Market value on 31st December, 1967 £1,805,291)	1,559,665
35,000	Deposits	67,000
322,306		1,626,665
134,347	PREMISES At cost less amounts written off: Freehold	142,913
57,162	Leasehold	51,271
—	SELECTIVE EMPLOYMENT TAX RECOVERABLE	4,862
106,904	BRANCH ACCOUNTS Balances at Branches	116,490
59,107	BANK BALANCES (Including £445,439, proceeds of sales of investments during December)	498,696
2,679,826		£2,440,897

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

a true and fair view of the receipts and payments of the Headquarters of the Institution
and of the disposition of funds held at those dates.

(Signed) PRICE WATERHOUSE & CO.,

Chartered Accountants.

RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1967

1966 £	RECEIPTS						£
613,020	Subscriptions, Donations, etc.	..	..	..	..	..	614,998
109,927	Investment income	..	..	..	..	..	102,486
11,379	Sundry Receipts	..	..	..	..	..	17,242
568,243	Legacies for General Purposes	..	..	..	..	..	587,857
424,908	Gifts and Legacies for Special Purposes	..	..	..	..	..	198,041
1,500	Gift for Endowment Purposes	..	..	..	..	..	500
1,728,977							1,521,124
	<i>Less: costs of Publicity and fund-raising:</i>						
24,623	Advertising	..	..	..	..	£16,511	
278,373	Other	..	..	..	..	288,376	
302,996							304,887
£1,425,981	Net Receipts	..	..	..	..	..	£1,216,237
1966 £	PAYMENTS						£
	Capital Payments:						
363,625	New life-boats and improvements in existing life-boats	..	..	..	..	..	394,700
150,690	Shoreworks and other capital items	..	..	..	..	..	103,100
514,315							497,800
	Recurrent Payments:						
226,067	Maintenance and Development of Life-boats	..	..	..	..	..	276,400
11,641	Tractors and Carriages	..	..	..	..	..	10,800
38,057	Life-boat houses and slipways	..	..	..	..	..	44,900
128,081	Stores	..	..	..	..	..	134,800
102,383	Depot	..	..	..	..	..	116,400
75,096	Life-boat station expenses	..	..	..	..	..	75,400
294,198	Coxswains, Mechanics and Crews	..	..	..	..	..	301,500
60,614	Inspectorate	..	..	..	..	..	65,500
5,723	Station cottages, etc.	..	..	..	..	..	5,000
77,211	Administration	..	..	..	..	..	84,500
9,224	Sundry other payments	..	..	..	..	..	2,000
£1,542,610	COST OF THE LIFE-BOAT SERVICE	..	..	..	..	..	£1,616,300
£116,629	DEFICIT—EXCESS OF PAYMENTS OVER RECEIPTS						£400,063
136,099	AMOUNT MET FROM (1966 TRANSFERRED TO) ENDOWMENT AND RESTRICTED FUNDS	..	..	..	..	£62,896	
252,728	BALANCE TRANSFERRED FROM GENERAL FUND (see page 65)	..	..	..	..	337,188	
£116,629							£400,063

NOTE: The above account shows the receipts and payments of the Headquarters of the Institution for the year to 31st December, 1967 and of the branches for the year to 30th September, 1967.

MOVEMENTS IN GENERAL FUND

1966			
£	£	£	£
907,214		Balance at 31st December, 1966	1,514,395
		<i>Deduct:</i>	
	252,728	Amount transferred to Receipts and Payments Account	337,188
	—	Transfer to Manual Workers' Pension Scheme	24,000
	22,298	Loss on sale of investments	—
	121,144	Loss on restating investments at market value on 31st December, 1966	—
396,170			361,188
1,511,044			1,153,207
		<i>Add:</i>	
	—	Surplus on sale of investments	160,778
	3,351	Surplus on sale of properties	377
3,351			161,155
1,514,395		Balance at 31st December, 1967	£1,314,362

LIFEBOATMEN'S BENEVOLENT FUND

STATEMENT OF ENDOWMENT FUND FOR THE YEAR ENDED 31st DECEMBER, 1967

1966	£	£	£	£
4,458		Balance at 31st December, 1966		4,329
45		Subscriptions and donations received and invested		55
246		Investment income		250
<u>4,749</u>				<u>4,634</u>
	259	<i>Less: Grants to beneficiaries</i>	249	
	161	<i>Amount written off investment at 31st December, 1966</i>	<u>—</u>	<u>249</u>
420				
<u>£4,329</u>		Balance at 31st December, 1967		<u>£4,385</u>
	4,320	Represented by:		
	9	£4,762 Conversion 5½% Stock, 1974 ..	4,375	
		Bank balance	<u>10</u>	
<u>£4,329</u>				<u>£4,385</u>

(Signed) W. J. W. WOODS,

Chairman of the Committee of Management.

(Signed) S. M. WHORLOW,

Secretary.

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

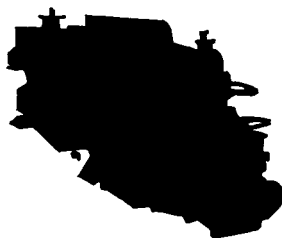
In our opinion the above account of the Life-boatmen's Benevolent Fund gives a true and fair view of the disposition of the Fund at 31st December, 1967, and the receipts and payments for the year ended on that date.

3 Frederick's Place,
Old Jewry, London, E.C.2.

(Signed) PRICE WATERHOUSE & CO.,
Chartered Accountants

25th March, 1968.

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by courtesy of]

[Arthur W. Dick

Launching a life-boat is not always as easy as it looks. When the Flamborough life-boat was launched to help a boat on 6th January 1968, she ran into a rain gully. Here the launchers are shown digging a trench to divert the water.

Rescue by Scottish Police Sergeant

FOR his part in the rescue of three bathers off the Sutherland coast on the 10th August, 1967, Sergeant Andrew Lister of the Ross and Sutherland Constabulary has been accorded the thanks of the Institution inscribed on vellum.

Sergeant Lister received a telephone message at 11.10 on that morning from the Links Hotel that some bathers were in trouble off Brora beach. He went to the beach at once with Police Constable Maclellan. They saw five people apparently in difficulties about 90 yards from the shore.

One of these, a 13-year-old boy, Alexander Mackay, had been swept out by the tide while playing with a rubber ring. Three other children, Colin Hill, aged 10, Yvonne Jackson, aged 13, and Ian Macaskill, aged 14, went out to try to rescue him.

By the time the two police officers arrived a Beaconsfield doctor, Dr. Ruth Smiley, who was on holiday, had seen the four children in trouble and had swum out to their help. She persuaded Colin Hill and Ian Macaskill to return to the shore while she supported Alexander Mackay. She managed to do this for some 40 minutes until the tide turned and she could help him back to the beach.

FOUND A BOAT

Sergeant Lister came to the conclusion that it would be unwise for anyone else to try to swim out. He told Police Constable Maclellan to make sure that the coastguard, ambulance and life-boat authorities had been alerted, and then

went in search of a boat. He found Mr. Donald Grant, a local man, who offered the use of his small fibre-glass dinghy.

As it was nearly low water it would have been impossible to cross the harbour bar, and there was, in the circumstances, no point in launching the boat at the harbour entrance. The boat was therefore taken to the beach in a Land-Rover belonging to the Sutherland County Roads Department.

By the time Sergeant Lister had arrived back at the beach with the boat Colin Hill and Ian Macaskill had already reached the shore. Meanwhile, however, Mr. Alexander Martin, of Aberdeen, and Mr. James Ballantine, of Glasgow, had swum out to try to help Dr. Smiley and the two children who were still in the water. Neither of these men was a strong swimmer, and they too soon found themselves in trouble.

GIRL WAS EXHAUSTED

With the help of several onlookers, Sergeant Lister launched the boat with some difficulty because of the sea and weather conditions. He left a rope's end ashore before rowing out.

There was now a force 4 northerly wind with a moderate sea, and the weather was cloudy with passing showers. Sergeant Lister first reached Dr. Smiley, who was still supporting Alexander Mackay. She told him she could continue to do so and asked the sergeant to help Yvonne Atkinson, who was now some 20 yards away and in considerable difficulty.

Sergeant Lister left the rope which he had run out from the shore with Dr. Smiley and rowed towards the girl. She was exhausted and in a state of distress and with much difficulty, caused by the lightness of the boat and the conditions of the sea, he managed to lift her bodily into the dinghy. He then rowed to Mr. Martin, whom he assisted aboard, and with three people in the dinghy more and more water was shipped.

HAULED ASHORE

The sergeant next reached Mr. Ballantine, who was already exhausted and unable to do much for himself. It was impossible to drag him aboard too, and Sergeant Lister therefore told him to hang on to the stern of the boat. With considerable difficulty the sergeant began pulling for the shore. Mr. Grant swam out with a rope and secured it to the bow of the boat. Helpers on the beach then succeeded in hauling the boat ashore. All those who had been rescued were subsequently treated for shock and exposure.

In addition to the award made to Sergeant Lister, a framed letter of thanks, signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., was sent to Mr. Donald Grant.

The services of Dr. Ruth Smiley and the three children, Colin Hill, Ian Macaskill and Yvonne Atkinson, were recognised by the Royal Humane Society.

LETTERS OF THANKS TO SKIPPERS

FOR a service which led to the rescue of six people from the motor fishing vessel *Castle Dawn*, Mr. Samuel McCullough, skipper of the motor fishing vessel *Be Ready*, and Mr. Ernest McKee, skipper of the motor fishing vessel *Ambitious*, have both received framed letters of thanks signed by Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., Chairman of the Institution.

At about 1.15 a.m. on 17th October, 1967, the *Be Ready*, which was some six miles west of St. Bee's Head, received a radio message from the *Castle Dawn*, a 70-foot motor fishing vessel. The *Castle Dawn* stated that she was in difficulty and was shipping water. Her position was 9½ miles west of St. Bee's Head. The *Be Ready* immediately made for the position given.

Mr. R. Donnan, a fish dealer of Whitehaven, and part owner of the *Castle Dawn* had also intercepted the message. He went to the harbour and informed Skipper Ernest McKee of the motor fishing vessel *Ambitious*, who also made for the casualty.

There was an east north easterly gale of force 7 to 8 with a rough sea. The tide was half ebb. The *Be Ready* reached the *Castle Dawn* about 1.45. She passed a tow-line and began to tow the other vessel towards Whitehaven against the wind and the sea.

Towing continued for some four miles, when the *Ambitious* approached and began to escort both vessels. Constant efforts were made to pump out the *Castle Dawn*, but the water continued to gain on the pumps and steering became difficult.

ON POINT OF SINKING

After continuing under tow for a further two miles Skipper Howard Forsythe decided to abandon the *Castle Dawn*. By this time his vessel was on the point of sinking and her steering gear was out of action. He asked for his vessel to be put before the wind to make it easier for her crew to be taken off.

Skipper McCullough complied with this request and then took up a position to windward to afford a lee while the crew were taken off.

The *Ambitious* then went alongside on the lee of the sinking vessel. She rescued two men at the first attempt before the sea threw the two vessels together. The port bulwarks of the *Ambitious* were damaged, but she made a second attempt and this time the remaining four men were taken off.

The *Castle Dawn* foundered at about 4.15, and the other two vessels returned to Whitehaven in company, the six survivors being landed at 9 o'clock.

NEW VICE-PRESIDENT

Admiral Sir Angus Cunninghame Graham, K.B.B., C.B., has been elected a Vice-President of the Institution. He has been a member of the Committee of Management since 1953. In the same year he became a Vice-President of the Scottish Life-boat Council. He was Chairman of this council from 1963 to 1965. His father, Commander Cunninghame Graham, was Chief Inspector of Life-boats from 1894-1908.

Captain The Lord Ailwyn, C.B.E., D.D., R.N., who joined the Committee of Management in 1947, has resigned from the Committee. Among a number of important posts which he held was that of Chairman of the Operations Committee from 1949 to 1953.

Award For Bravest Act

Some years ago a Miss Maud Smith left a sum of money to the Institution so that a gift of £5, to be known as the 'Miss Maud Smith award for courage, in memory of John, Seventh Earl of Hardwicke', might be made each year to the member of the life-boat crew who, in the opinion of the Committee of Management, performed the bravest act of life saving.

The latest award has been made to Coxswain John R. Nicolson, of the Aith, Shetlands, life-boat, in recognition of his courage and great determination on 19th February, 1967, when the crew of 12 of the trawler *Juniper* were rescued (THE LIFE-BOAT, September, 1967, page 208).

Notes For Speakers

Those who give talks on the life-boat service may like to know that standard notes for speakers, which are revised at regular intervals to ensure that they include information about new developments, are available on request to the Head Office of the Institution.

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TIPS FROM ANSTRUTHER

by Lucy L. Jack*

'We would like to give a donation . . . '.

Welcome words to anyone who has a hand in raising money for the R.N.L.I., and we hear them often at the various functions arranged by ladies' guilds, branches and stations all over Scotland. As we are a voluntary organisation, depending on the generosity of the public, we make our appeal by holding coffee mornings, whist drives, raffles, and—for sheer grind—sales of work.

Many boatsheds are open in summer with the life-boat on view, and R.N.L.I. souvenirs for sale. At the same time, discreetly but strategically placed at the door is a large collecting box, usually a replica of a life-boat, and every week

The Anstruther life-boat, *The Doctors*, is a 37-foot Oakley.



brings in a harvest of coins. Occasionally we rejoice at the inclusion of a bank-note, but we never cease to be amazed at the number of pounds raised in pennies alone.

Then we get our touch of glamour at the annual dinner dance, life-boat ball and the odd champagne party. Add to this the many personal efforts by enterprising folk, and at the end of each year we find that once again we have the money to keep the life-boats sailing.

ASKED FOR HELP

Almost by accident, my husband and I found a different way of adding to the funds. It happened that our organising secretary was unable to supply a speaker for a church guild in our area, and she appealed to us to help out. The rockets calling out our crew could not have caused more alarm! Our bleats of protest—'We've never done this before' availed us nothing. It seems in the R.N.L.I. 'there is aye a first time'—and this was it. We agreed then to answer this unusual call to duty and determined to make a job of it. As my husband has been a life-boatman for 20 years or so, and is now a coxswain, all he had to do was sort out some of his experiences (grave and amusing) and somehow 'put it over'. Off we sailed, at a laggard couple of knots, but full of resolve. Also HQ had sent a set of slides which any novice could commentate on.

*Honorary secretary, Anstruther ladies' life-boat guild.

At the sight of the packed hall the speaker's face was seen to pale visibly. So did mine. The minister kindly offered to manipulate the projector and I fancy he soon regretted his offer, for the coxswain launched out into the commentary at a cracking 15 knots, and the poor man had to rattle the slides in at such a rate that he never had time to loosen his collar or mop his brow. I was in a cold sweat—feeling that it would all be over before the late comers could squeeze in. Then, as my husband began to speak of his experiences in the Anstruther life-boat as a member of her crew, I saw at once that this was making good listening, and he was holding his audience. He also held my attention as I realised the story of R.N.L.I. rescue work is worth speaking about. Apart from a couple of amusing mistakes, which rocked his audience, he was a success. Our great thrill was then to see a spontaneous collection taken up, and handed to us for R.N.L.I. funds.

That began it. In no time we were 'On the circuit' as R.N.L.I. speakers—and, we hoped—fund-raisers, for a gift of excellent slides from one of our R.N.L.I. men in Anstruther, followed by a gift of a projector and screen from my husband, gave me the necessary tools. The slides are of *The James & Ruby Jackson* and our present boat *The Doctors*, and it is a great pleasure to show them and to tell their story. We go out as a team—but if duty calls the coxswain to sea, then his mate just has to sail off on her own.

SPLENDID SUPPORTERS

For my part, I have tackled young mothers' clubs, speaking against somewhat fierce opposition from the younger ones. I have learnt to 'keep the heid' but raise the voice. The young mums are splendid supporters.

Occasionally an outstanding experience comes along as it did to me when I spoke at a large primary school in one of our new towns. They were doing a project on 'Fish and Ships', and the R.N.L.I. was included. With my son's model of *The Doctors* and my doll dressed as a life-boatman, I found myself facing a lively audience loaded with some very pertinent questions. We all enjoyed it—then the children held a 'mums' and grannies' day' to raise cash to visit the life-boat. Two bus loads—and that was a memorable day for the honorary secretary, mechanic, myself and our engineer inspector who happened to be on the spot. They gave the R.N.L.I. a donation from their takings. Catch 'em young!

My pleasure came on reading over *seventy* 'thank you' letters from the bairns. Here are some extracts: '*Mr. Jack is Cockroach in the Life-boat*'. '*Cum again. You made me forget it was Monday*'. '*Thanks for helping me with my "Fish and Chips" project*'. '*I hope the life-boat doesn't get a dunt from a big wave. It would turn over*'.

VERY PROUD

All this is the pleasurable side of speaking. We hope to raise funds, but being slow at the actual asking, we try a few discreet hints during our talks, hoping for a spontaneous collection, a donation, or to be remembered when funds are allocated. We always acknowledge everything with thanks and are very proud to have joined the many people who go out to tell the story of the life-boat service. Our ambition is to have someone come up and say, 'I'd like to donate the cost of a life-boat' (well, an IRB isn't too pricey). Whether it's a boat or a few bob, it will be received with thanks and gratitude.

Our warm thanks to all the organisations which have welcomed us. To those who may yet invite the coxswain and his mate, we shall be happy to come—and meantime it is 'two lumps, please' in that welcome cuppa.

LONG-STANDING SUPPORTERS OF THE R.N.L.I.

AMONG companies which have given the R.N.L.I. valuable financial support over a number of years are a firm of naval tailors in Harwich, a Leeds brewery, and a Leith firm of shipowners, exporters and importers.

● The Harwich firm of C. H. Bernard & Sons Ltd. was founded in 1896. Its founders, Mr. Charles Henry Firth-Bernard, his son, who is at present chairman, Mr. T. H. F. Bernard, M.B.E., M.M., and his grandson, the managing director, Mr. T. M. F. Bernard, have all served with the Royal Navy. So have many of the staff of the head office and of the company's 25 retail shops. Much of the firm's business consists of tailoring uniforms for the Royal Navy and the Merchant Navy.

Mr. T. H. F. Bernard is president of the Harwich branch of the R.N.L.I.

● The establishment of the brewing firm of Tetley Walker Ltd. may be said to date back to 1822, when Joshua Tetley took over the brewery of William Sykes in Salem Place, Leeds. The firm has expanded steadily over the years, and between 1954 and 1961 acquired other companies owning a number of West Riding public houses. In 1961 a company was formed to link Tetley Walker, Ind Coope and Ansells to make up the group now called *Allied Breweries*.

● In 1846 the Leith firm of Chr. Salvesen & Co. Ltd. was founded by J. T. Salvesen as a branch of his own Grangemouth business, of which the main activities of the time were ships' agency, chartering and brokerage; importing of timber and grain; and exporting of coal and iron.

Early in this century the firm started whaling operations in the Antarctic. They now act as managers for the South Georgia Company Ltd., which owns, directly or through its subsidiaries, 17 cargo ships, large cold stores and small inshore fishing vessels.

When its whaling activities declined, Chr. Salvesen & Co. Ltd. turned to fishmeal operations and became one of the biggest fishmeal producers in Peru.

Trawler Inquiry Findings

The inquiry into the loss of the trawler *Casita* and the subsequent drowning of her crew of two opened at Brixham, Devon, on 22nd January, 1968.

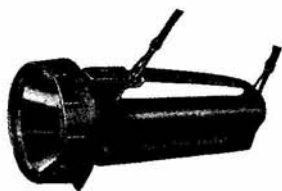
The following witnesses gave evidence on behalf of the R.N.L.I.: Mr. F. W. H. Park, honorary secretary, Torbay; Coxswain H. Coyde, Mechanic B. Pyke, Assistant Mechanic O. MacInally, and Emergency Mechanic A. MacKay.

The report of the inquiry states that 'most unfortunately the correct procedure for broadcasting a May Day message was not followed'. It was pointed out that anything which could be done to stress the need for a vessel in distress to broadcast its position, however approximate, would be a useful contribution to saving life at sea.

No search for the crew of the *Casita*, it was stated, was instituted until it was too late to save their lives. This, the inquiry concluded, was not the fault of anybody. All those who were alerted by receiving the May Day call did their best to discover its source. In particular, it was stated, Mr. Park, honorary secretary of the Torbay life-boat, was very active in his endeavours.

The court was satisfied that if there had been any indication of the area to be searched the Torbay life-boat would have been launched. From the coastguard observation point on Berry Head visibility to the south was unfortunately restricted.

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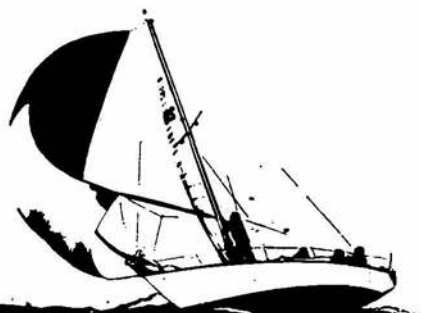
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by courtesy of]

[V. Hey

The Scarborough life-boat *J. G. Graves of Sheffield* going out on service.

FOCUS ON... SCARBOROUGH

by Christopher Elliott

WHEN I arrived at Scarborough, on the Yorkshire coast, night was falling. Down on the fish pier lights twinkled as the wind, the restless wind, tugged at lamp fittings. Sand, like powdered snow, drifted along the promenade, and the wind puffed through the narrow alley-ways and swung the signs to and fro and rattled the shutters of locked shops.

Some of the fishing fleet—cobles and keel boats—were in harbour, and I noticed names like *Graceful Lady*, *Brilliant Star*, *Caroline*, *Hyperion*, *Whitby Rose*, *Vigilantes*, *Betty Sheader*, *Rachael*, *Sparkling Star* and *Protect Us*.

ONE OF THE OLDEST STATIONS

Near the fish pier the 37-foot Oakley life-boat *J. G. Graves of Sheffield*, which in 1958 was the first of its type to go into service with the R.N.L.I., rested in the quiet life-boat house. Round the walls of the house are service boards showing that, since 1801, Scarborough life-boatmen have been helping those in peril on the sea.

In fact, the Scarborough life-boat station is one of the oldest in the British Isles with a continuous history. Only Montrose, in Scotland, and Sunderland, Co. Durham, are older—by a year.

Apparently a life-boat was built in 1801 at Scarborough from the plans and moulds of Henry Greathead, a South Shields professional boat builder, who

designed the *Original* which was launched in 1790 and remained in service for 40 years. The first Scarborough life-boat was financed by local voluntary subscriptions and donations. On 2nd November, 1801, on her first service, she rescued the crew of seven from the *Aurora* of Newcastle.

Ever since Scarborough life-boatmen have been going to sea their old enemy has snatched at them from time to time. In 1836 the second local life-boat, which was built in 1822, capsized with the loss of 10 of her crew.

DASHED AGAINST SEA WALL

The first of the Institution's life-boats, the *Amelia*, which was put into service in 1861, was dashed against the Spa Wall on her first service on 12th November soon after being commissioned. At the time she was endeavouring to rescue the crew of the schooner *Coupland* which had been wrecked in the South Bay. Unfortunately, two of the life-boat crew, J. Burton and T. Brewster, and three spectators, Lord Charles Beauclerk, W. Tindall and J. Iles, lost their lives.

In 1862 the *Mary* life-boat capsized while on exercise—but the crew survived. In 1864 a member of the crew was washed out of the life-boat—but he survived. In 1954—on December 8th—the Scarborough life-boat *E.C.J.R.* capsized on service with the loss of three of her crew of eight—Coxswain John Sheader, Second Coxswain John Cammish and Signalman Francis Bayes. Their names are commemorated on a plaque by the life-boat house.

Such is the sea around Scarborough where, when the gulls are calling above the fish pier, one is likely to demand: 'What is it you want?'

LONG CONNECTION

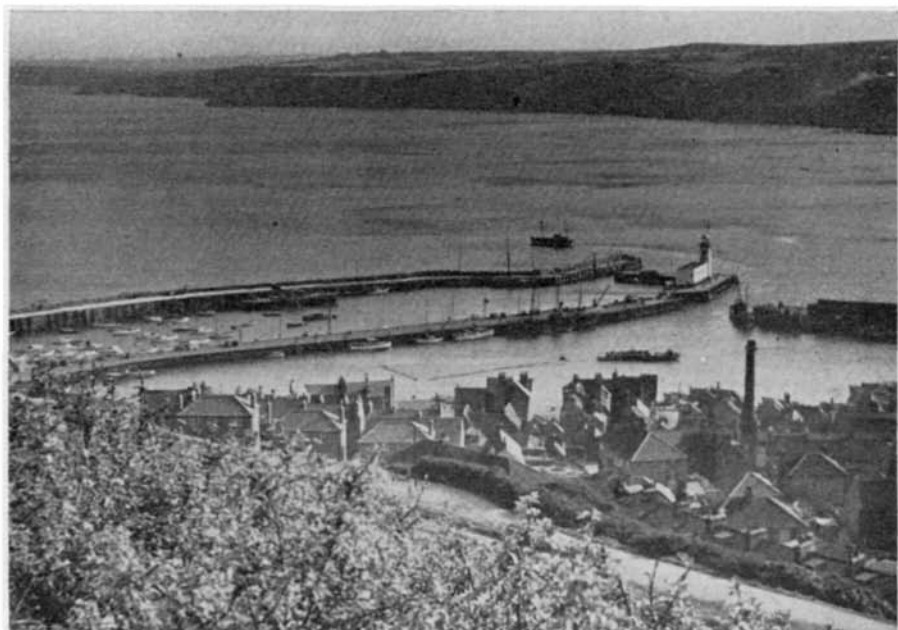
I had not been in Scarborough very long before I received a message from Mr. D. B. Atkinson, the honorary secretary, telling me that he would meet me for a chat. And I found him most helpful, for he joined the local committee in 1940 and was closely associated with the honorary secretary, Lieut. L. N. Sanderson, R.N.V.R., who died in 1956, and has been secretary since that time. Mr. Atkinson is also a keen yachtsman, and he knows the coast. But he has never been to sea on a life-boat service.

'I believe a secretary's place', said Mr. Atkinson, 'is on the station to receive and pass on messages.'

'What about your relations with the press?' I asked Mr. Atkinson.



In the course of 24 hours on 28th-29th October, 1880, the Scarborough life-boat was launched five times and rescued every life in danger—28 in all. The detail is part of a painting of the scene presented to Scarborough Corporation in 1897 by W. Morgan. The incident is described on page 80.



An aerial view of Scarborough harbour.

'The local press clearly understands that, until I have got the boat away, I cannot give them much help. In other words, they leave my telephone free, but I have been troubled at times by press calls from other parts of the country when something big has been on. Press relations, yes, are very good', he added.

TEAMWORK

I asked Mr. Atkinson how things worked out with his crew away at sea for so much of the time.

'We work things very nicely at Scarborough', he explained, 'and we do not launch the life-boat unless it is absolutely essential. High launching figures don't always mean what they appear to mean. Our keel boats and cobles look after themselves very well, which is, of course, to the R.N.L.I.'s advantage.'

I asked Mr. Atkinson for some background information on the crew of the *J. G. Graves of Sheffield*.

'I've been here so long now', explained Mr. Atkinson, 'that I find we think the same over life-boat matters. So far as the coxswain goes I find we are able to predict each other's actions.'

Back in the life-boat house next day I met local officials and, as they came in from the sea, members of the life-boat crew—men with very cold hands but warm hearts.

A VIKING CLAIM

Coxswain William (Bill) Sheader, whose name has a Viking association, eventually turned up in the late afternoon after a hard day at sea. He is certainly a big man and I was struck by the alertness of his eyes which seemed all the time to be searching out over the sea for weather conditions. Then we retired to his friendly little home higher up from the shore where his wife was waiting to greet him, the table spread for the fisherman's return.

Round the walls are photographs and souvenirs of his calling and his family's

long association with the R.N.L.I., as Scarborough has been the home of the Sheaders for a long time—three generations, in fact. Coxswain Sheader's father, Holden, was motor mechanic to Scarborough's first motor life-boat, the *Herbert Joy I*, which was given by Mr. Alexander O. Joy, of London, in memory of his brother Herbert who was drowned from his schooner yacht in South Bay, Scarborough. And Holden's father was in the pulling life-boats at Scarborough. It seems as if there is an age-old feud between the Sheaders and the sea.

SEAS UP TO 35 FEET

I asked Coxswain Sheader, who has been coxswain since 1957 and was aboard the *E.C.J.R.* when she went over in 1954, to tell me what in his view has been his most difficult service to date. Without doubt, he said, their service to the oil rig *Neptune I* on the night of 16 November, 1966, remains the most outstanding for crude weather conditions, with a record wind of 102 m.p.h.

'The weather', explained Coxswain Sheader, 'sent the seas up to 35 feet—the height of *Neptune's* platform above sea level. We were out about 12 hours and the rig's position was eight miles north north east of Scarborough. The Oakley never flinched. It was on that night, if you remember, that Coxswain William Carter, of the Teesmouth life-boat, was washed overboard while on the same service. He was very lucky—they managed to pick him up. The Teesmouth life-boat, coming down from the north, took eight hours 50 minutes to cover the 30 miles to the oil rig.'

And here Mr. Atkinson added a word: 'The moment the life-boat left the harbour we lost her lights in the spray and the night—her lights just disappeared'.

THE CREW

Coxswain Sheader's regular crew are: Second Coxswain Thomas Rowley, Bowman Thomas Towell, Signalman Kenneth Eade, Motor Mechanic Alan Rennard, Assistant Mechanic Cecil Bean, and Crewmen Jack Rowley and Robert Swalwell.

With the history of the Scarborough life-boats one famous name will always be linked—that of John Owston, who retired in 1911 after being coxswain for



by courtesy of]

[Scarborough Mercury



Coxswain William (Bill) Sheader's family has a long tradition of service with the life-boats and the local fishing fleet, one of whose boats is pictured entering the harbour with the usual flock of seagulls.

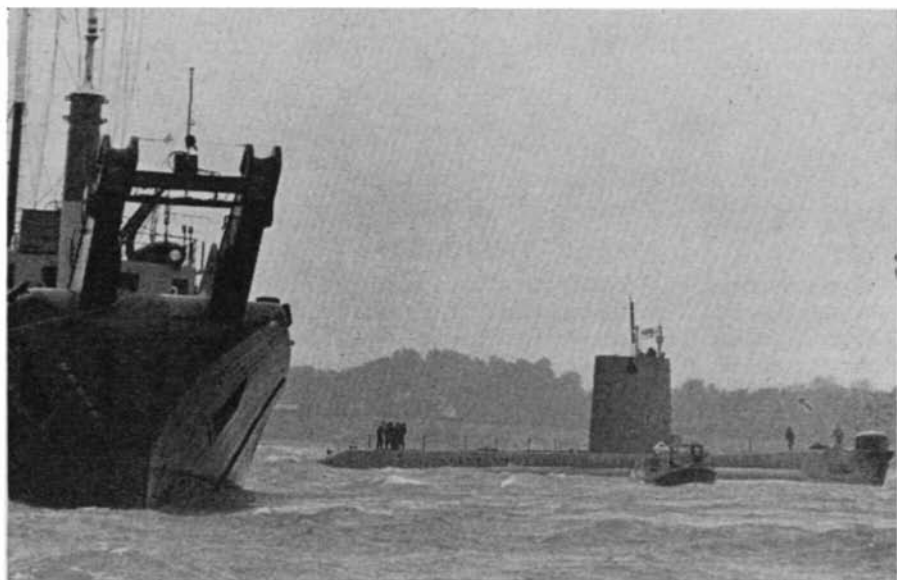
41 years. Altogether he took part in the rescue of 230 lives. He won the silver medal for gallantry on 28th-29th October, 1880, when in the course of 24 hours in very bad weather the life-boat was launched five times and rescued every life in danger—28 in all. In 1902 he was presented by King Edward VII with two silver-mounted pipes.

So, quite clearly, today's life-boatmen of Scarborough have a great tradition behind them. That was tested and proved on the service to *Neptune I* when the *J. G. Graves of Sheffield* and her crew 'took everything that came'.

I expect Coxswain Sheader and his crew know Scarborough inside out. But just in case they don't I wonder if they know that on the horse-trough on the promenade not far from the life-boat house there is this inscription:

*As is good news from a far country
So is water to the thirsty soul.*

One would think that Scarborough has seen all the water anyone would want to see!



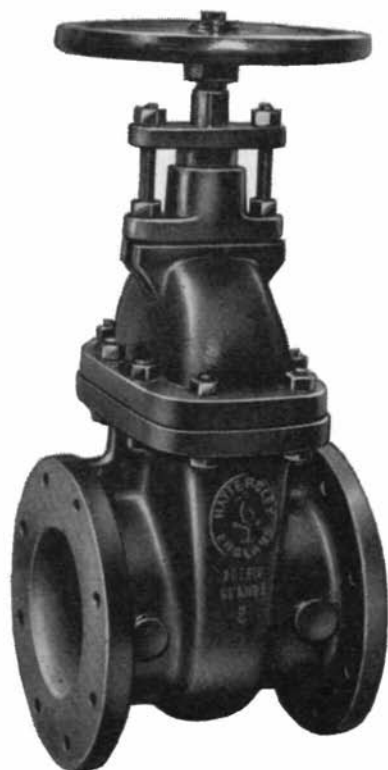
by courtesy of]

[Daily Telegraph

H.M. Submarine *Alliance*, 1,385 tons, aground on Bembridge ledge, Isle of Wight, on 12th January, 1968, when the local life-boat, pictured here, stood by the submarine until she was refloated. A letter of thanks to the R.N.L.I. from the Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, K.C.B., appears below.

THANKS FROM THE ADMIRALTY

Following the assistance given by the Bembridge life-boat to H.M.S. Submarine *Alliance* after she had grounded in January, 1968, Admiral Sir John Frewen, K.C.B., Commander-in-Chief, Portsmouth, wrote to the Institution: 'I should like to express the Royal Navy's deep gratitude for the splendid assistance given by the Bembridge life-boat . . . assisting with the *Alliance* after she had grounded. Conditions were most unpleasant and the seamanship and performance of the *Jesse Lumb* were of the highest order and in the best traditions of your service. I would be grateful if you would pass on my thanks to the coxswain and his crew.'



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NEW WAYS OF RAISING MONEY

Early last year the Kidderminster ladies' life-boat guild gave each member 5s. and told them to increase it. In September it was reported that over £80 had been raised in this way.

The Little Ship Club, of London, E.C.4, sold old nautical magazines at the end of last year in aid of the R.N.L.I.

A small boy, Allan Wright, this year paid into the Conway accounts 7s. 2d. He raised the money "by charging his friends a penny each time they did not call him by his right name".

Children of a Wellington, Shropshire, infants' school were inspired to raise money for the R.N.L.I. in this way: as they collected ship halfpennies they



Simon Boutwood, aged 2½, is watched by Harrow Sea Cadets Stuart Payne and Terry Dormer as he clings to the model lighthouse advertising the R.N.L.I. morning market at Stanmore. The child's grandmother, Mrs. M. Boutwood, is secretary of the Stanmore branch.

by courtesy of]

[Harrow Observer and Gazette



[Reproduced by permission of 'Reveille' from their issue dated 7th/13th March, 1968]

'CARE TO BUY A FLAG, SIR?'

arranged them on trays in the shape of ships. These ships, worth £3 11s. 6d., were presented to the local organiser at a special service.

An officer of the Thorne and Goole Sea Scouts, who is a keen supporter of the Thorne ladies' life-boat guild, is helping them by taking and fixing small photographs of life-boats on to matchboxes. He is finding a ready sale for as many as he can make.

When the gala première film show for 'Half a Sixpence' took place at the Astra cinema, Colwyn Bay, Llandudno, on 11th April, 1968—it was a joint effort by Colwyn Bay and Rhyl—the R.N.L.I. received 75 per cent of the proceeds after expenses had been met. The cinema owner gave the Rhyl and district branch the use of the cinema, and Paramount Pictures granted use of the film. Mr. John M. Owen, Rhyl honorary secretary, comments: 'I would think this idea is a new one for raising money for us. I wonder if it might be possible to follow up this idea in London when any big film is due for its première?'

Ottershaw School, Surrey, has adopted the R.N.L.I. as its charity for the year. More than £50 was raised in December, 1967, by the sale of calendars and Christmas cards. And by January this year the boys were reported to have sawed up logs worth £30. One boy recently offered his next two weeks' total pocket money to the Institution.

During the International Boat Show at Earls Court Lombard Banking Ltd., Marine Division, of London, W.1, allowed ATV Network Ltd. to use their stand

for filming. Lombard Banking requested that in lieu of a facility fee the company should make a donation of £10—and the Institution is now £10 better off.

Mrs. Gilchrist, of Cowes, who runs a summer business at Godshell, Isle of Wight, is now displaying a list of local life-boat rescues alongside her R.N.L.I. collecting box. Last autumn Mrs. Gilchrist gave the season's collection of £60 to the Cowes ladies' guild.

An anonymous donor inquired of the Machynlleth branch how much they had made on a recent coffee evening—and then gave them 2s. for every £1 they had made.

The Beaumaris ladies' life-boat guild reports that Mr. H. Sheridan Watson makes bird boxes and sells them in aid of the Institution's funds. He has already given the guild £8 12s. from this source.

Johnnie Howard's Cambridge Lofts, Cheshunt, Herts., sent a cheque for £3 15s. to the R.N.L.I. last year. They said: 'The cheque is in respect of stray racing pigeons which had entered our pigeon lofts for food and rest. When this happens we report the ring number and the owner is then traced. We had never expected any money all through the years until the R.N.L.I. was suggested.' Since the collecting scheme was started they have reported about 30 stray pigeons to owners. About 2s. 6d. is the average donation.



By courtesy of]

[Mrs. D. M. J. Buswell

When the Chilterns branch held a fashion show at Little Kingshill School, Buckinghamshire, children under seven painted this large picture of a life-boat in action with a helicopter overhead and an IRB approaching a vessel in trouble.

SAVING THE WOODLARK



by courtesy of]

[Western Morning News

The 900-ton coaster *Woodlark* aground on rocks at Morte Point, Woolacombe, Devon, on 13th December, 1967, and (below) the Appledore life-boat towing the vessel clear.



by courtesy of]

[L. G. W. Richard



by courtesy of]

[Daily Telegraph

The Margate life-boat *North Foreland* (Civil Service No. 11) being launched.

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st December to 29th February: Launches 201, lives saved 67

DECEMBER

No. 3 Life-boat Area

Bridlington, Yorkshire – At 8.49 p.m. on 16th December, 1967, the coast-guard informed the honorary secretary that, following an explosion aboard her, the collier *Thomas Goulden* of London was making for Bridlington with a member of her crew who was suffering from serious

burns. The life-boat *William Henry and Mary King*, with a doctor aboard, was launched at 9.10 in a strong north westerly breeze and a rough sea. On coming up with the collier it was found that heavy seas were breaking over her forecastle. On the first run in one member of the life-boat crew was put aboard. The doctor and a stretcher were then transferred. The collier proceeded into the lee of the land, and the

doctor and life-boatman were re-embarked. The injured man was lowered some 20 feet from the after deck of the collier into the life-boat, which then returned to her station, arriving at 1.2 a.m. on 17th December. An ambulance was waiting to take him to hospital.

Seaham, Durham – At 7.33 p.m. on 22nd December, 1967, the coastguard told the honorary secretary that flares had been sighted south of Seaham. The life-boat *Amelia*, on temporary duty at the station, was launched at 7.38 in a strong south westerly breeze and a choppy sea. The tide was ebbing. With the aid of the searchlight, and a further flare being fired, contact was made with the coble *Boy Alan*. Her engine had failed and there was a crew of two on board. The coble was taken in tow to Seaham and the life-boat returned to her station at 8.15.

No. 4 Life-boat Area

Great Yarmouth and Gorleston, Norfolk – At 12.15 p.m. on 10th December, 1967, the honorary secretary learnt that a boat was in difficulties about half a mile east of the lookout. The life-boat *Khami* slipped her moorings at 12.12 in a north north westerly gale and a moderate sea. It was three hours after low water. The life-boat came up with the auxiliary ketch *Chimera* of Great Yarmouth, drifting about one mile south of the harbour. There was a man aboard. The ketch, which had run out of fuel, was taken in tow to the harbour and the life-boat returned to her station at 12.38.

Cromer, Norfolk – At 1.15 a.m. on 19th December, 1967, the coastguard informed the honorary secretary that there was a sick man on board the trawler *Rotha* which was 10 miles north east of the Haisboro light vessel. As poor visibility due to fog would make contact difficult, the *Rotha* was advised to make for



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Cromer and the life-boat would launch to meet her when she was about four miles out. The life-boat *Ruby and Arthur Reed*, with a doctor aboard, was launched at 3.20. It was shortly after low water. At 3.30 the trawler fired a flare which enabled the life-boat to confirm her radar course. When the life-boat came alongside the trawler was four miles east of Cromer the doctor went aboard and examined the patient. He was found to have a strangulated hernia and was taken aboard the life-boat where he was given morphia to ease the pain. The life-boat returned to her station at 4.30, and the patient was transferred to an ambulance.

No. 10 Life-boat Area

Arklow, Co. Wicklow – At 7.10 p.m. on 4th December, 1967, the mechanic informed the honorary secretary that a small open fishing boat from Arklow was overdue. The life-boat *Inbhear Mor* slipped her moorings at 7.25 in a westerly gale and a moderate sea. It was one and a half hours after low water. The life-boat found the fishing boat with a crew of four at 8.5, four and a half miles north east of Arklow. The crew were embarked and the fishing boat, which had engine failure and whose oars had been broken, was taken in tow to harbour. The life-boat returned to her station at 8.50.

IRB LAUNCHES

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

No. 4 Life-boat Area

Southend-on-Sea, Essex – At 12.10 p.m. on 31st December, 1967, the

Leigh sailing club informed the honorary secretary that two boats had capsized and asked if the IRB could assist them. The IRB was launched at 12.12 in a strong to gale force west north westerly wind and a moderate to rough sea. It was five hours after low water. She proceeded to the Leigh sailing club and rendered assistance to two yachts and a catamaran. The IRB rescued five people and after landing them returned to her station, arriving at 1.30.

No. 5 Life-boat Area

Hastings, Sussex – At 1.15 p.m. on 29th December, 1967, the coast-guard told the honorary secretary that a small boat with one man aboard appeared to be drifting out to sea. The IRB was launched at 1.26 in a moderate north westerly wind and a calm sea. It was low water. She found a fibre glass dinghy about two and a half miles off the gas works. The man was exhausted and the dinghy was being blown out to sea by the offshore wind. The IRB took off the man and towed the dinghy into Hastings harbour where she was beached and the man landed. The IRB returned to her station at 3.6.

See page 95 for other IRB services

JANUARY

No. 1 Life-boat Area

Campbeltown, Argyllshire – At 10.26 p.m. on 12th January, 1968, the motor mechanic informed the honorary secretary that he had intercepted a radio message from the

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motor fishing vessel *Golden Oriole* reporting that she was in difficulties with a fouled propeller and required assistance. She was three miles south east of Sanda island. The life-boat *City of Glasgow II* slipped her moorings at 10.43 in a fresh gusting to strong southerly breeze and a rough sea. The tide was ebbing. The position of the vessel was noted and it was estimated she would drift close to the west end of Sanda and possibly strike the boiler reef. The life-boat proceeded through Sanda Sound to intercept the drifting vessel. At 12.20 a.m. on 13th January the life-boat asked the vessel to put up a flare, and the life-boat saw her about a mile away. At 12.52 a line was passed and the life-boat towed the *Golden Oriole* to Campbeltown. The life-boat returned to her station at 3.50. The skipper of the *Golden Oriole* made a donation to the Institution's funds.

No. 4 Life-boat Area

Clacton-on-Sea, and Walton and Frinton, Essex – At 9.43 a.m. on 15th January, 1968, the coastguard informed the brother of the acting honorary secretary of the Clacton-on-Sea life-boat station that the oyster smack *Frederick George* of Maldon, which had left Maldon bound for Gillingham at 11.30 a.m. on 14th January, had not arrived. It was known that the smack had experienced engine trouble in the past. The life-boat *Sir Godfrey Baring* slipped her moorings at Brightlingsea at 10.50 to search the river Blackwater area. There was a strong west south westerly breeze with a slight sea. The tide was flooding. At 11 o'clock a further message was received that the smack was off Walton-on-Naze and that the Walton and Frinton life-boat was proceeding to her assistance. The Clacton-on-Sea life-boat was instructed to return to Brightlingsea which she reached at 12.5 p.m. The Walton and Frinton

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life-boat *Edian Courtauld*, with the Inspector of life-boats who was at the station to carry out a routine exercise on board, left her moorings at 11.13. The smack with three men on board was found drifting one and a half miles east north east of the coastguard lookout. The vessel was taken in tow to Harwich which was reached at 12.46. The life-boat left Harwich at 2.32 to carry out the exercise and returned to her station at 3.58. The rescued people made a donation to the Institution's funds.

Sheringham, Norfolk – At 9 p.m. on 29th January, 1968, the coastguard informed the honorary secretary that red flares had been sighted one to two miles off Cley. The maroons were fired at 9.10. The life-boat *The Manchester Unity of Odd Fellows* could not be launched until 9.42 owing to damage to the slipway



by courtesy of]

[The Irish Times

The Greek freighter, *Razani*, battered by heavy seas on 20th November, 1967, after being swept on to the rocks near Blackhead, Co. Clare.

which made it necessary for the life-boat to be launched across the shingle. There was a west south westerly breeze and a moderate sea. It was three hours after high water. The life-boat came up with the motor cruiser *Hilary Anne* with one man aboard at 10.30. The Dutch coaster *Fokke de Jong* was standing by. The motor cruiser was taken in tow, but owing to the state of the tide the life-boat anchored off Blakeney until 6.30 a.m. on 30th January. A local boatman then piloted the life-boat and her tow to Blakeney Pit, where the *Hilary Anne* was safely moored. The life-boat then returned to her station which she reached at 9.15.

No. 10 Life-boat Area

Ballycotton, Co. Cork – At 3.15 p.m. on 9th January, 1968, the coxswain was informed that the local fishing boat *Three Boys* with a crew of two

was in difficulties in Ballycotton bay. The life-boat *Ethel Mary* slipped her moorings at 3.30 in an easterly gale and a very rough sea. It was low water. On closing with the casualty it was found that she had lost her rudder. The life-boat took the fishing boat in tow to Ballycotton pier and returned to her station at 4.10.

Cloughey-Portavogie, Co. Down – At 2.55 a.m. on 8th January, 1968, the coastguard informed the coxswain that the French trawler *Chenonceaux* had gone aground on the rocks at Burial Isle, Birr Point, Co. Down. The life-boat *Glencoe, Glasgow* slipped her moorings at 3.10 in a fresh easterly breeze and a moderate sea. It was three hours before high water. The life-boat came up with the trawler, which carried a crew of 10, at 3.20. A line was passed and the trawler was towed clear of the rocks at 4.57. The life-boat then returned

to her station which she reached at six o'clock.

IRB LAUNCHES

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

No. 4 Life-boat Area

Great Yarmouth and Gorleston, Norfolk – At 2.29 p.m. on 24th January, 1968, the coastguard informed the honorary secretary that a young German seaman, on a work raft, was being swept up river by the flood tide and was nearing Breydon Waters. He had been painting the motor vessel *Werner Mayburg* of Hamburg when the raft, which had been hoisted up to act as a cradle, fell and was swept away. An attempt had been made to get a life-belt to him but it could not hold him. The IRB was launched at 2.32 in a moderate northerly breeze and a choppy sea. The IRB came up with the raft just after it had been swept

into Bryden Water. The seaman was taken off and was returned to his ship. The IRB arrived back on station at 3 o'clock.

No. 7 Life-boat Area

Aberystwyth, Cardiganshire – At 4.38 p.m. on 28th January, 1968, the coastguard told the honorary secretary that two people were seen to be cut off by the flooding tide two miles north of the station. The IRB was launched at 4.45 in a moderate wind and choppy sea. She proceeded to the position indicated and found a man and a woman trapped on the cliff face. They were embarked safely and the IRB returned to her station at 5.45.

See page 95 for other IRB services

FEBRUARY

No. 1 Life-boat Area

Buckie, Banffshire – On 21st February, 1968, the life-boat *George and Sarah Strachan*, on temporary duty at the station, put out to the assistance of the motor fishing vessel



by courtesy of]

[Eastern Evening News

On 8th February, 1968, the new Gorleston life-boat *Khami*, which is a 44-foot steel boat, towed in this 20-foot ketch.

Mistletoe and rescued her crew of six. A full account of this service will appear in the September issue of THE LIFE-BOAT.

Humber, Yorkshire – At 7.28 p.m. on 18th February, 1968, the coastguard informed the coxswain that a motor boat was in difficulties off Cleethorpes pier. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, was launched at 7.35. It was one hour before high water. Patches of dense fog restricted visibility and the life-boat did not locate the casualty until nine o'clock. She was found about a half mile north of Cleethorpes pier drifting out of the river into the main channel on the ebb tide. Her engine had broken down. There was a man and a woman on board. The latter was taken aboard the life-boat and the motor boat was taken in tow to Grimsby. The life-boat returned to her station at eleven o'clock. A helicopter also participated in this operation.

Bridlington, Yorkshire – On 4th-5th February, 1968, the life-boat *William Henry and Mary King* was launched to the assistance of the motor vessel *Maria F* of Hamburg. A full account of this service will appear in the September issue of THE LIFE-BOAT.

No. 4 Life-boat Area

Skegness, Lincolnshire – At 11.39 p.m. on 21st February, 1968, the coastguard informed the honorary secretary that a red flare had been seen about one mile east of Skegness pier. The life-boat *Charles Fred Grantham* was launched at 12.10 a.m. on 22nd February in a moderate north easterly breeze and a rough sea. The tide was flooding. The life-boat found the cabin cruiser *Alula* with two people on board two miles south east of Skegness pier. The *Alula's* engine had failed and she was in danger of being swept on to a sand-bank. With the aid of a parachute

flare the life-boat took the cabin cruiser in tow, and brought her to Boston which was reached at 7.15 a.m. After mooring the cabin cruiser to the harbour wall the life-boat returned to her station which was reached at noon.

Cromer, Norfolk – At 10.10 a.m. on 4th February, 1968, the coastguard told the honorary secretary that a small dinghy with three men on board which was off Haisbro Gat would be in difficulties if they attempted to land. The life-boat *Ruby and Arthur Reed* was launched at 10.21 in a moderate west south westerly breeze and moderate sea. A helicopter was also alerted by the coastguard. The life-boat found the dinghy half a mile offshore. The three men, who were not wearing life-jackets, were taken on board the life-boat. Their nine and a half foot dinghy was also taken on board and the life-boat returned to her station at 1.55 p.m.

Clacton-on-Sea, Essex – At 1.15 p.m. on 4th February, 1968, the coastguard reported that a small boat was in difficulties off Lion point, Jaywick. The life-boat *Valentine Wyndham-Quin* was launched at 1.50. It was two hours before high water. The life-boat came up with the cabin cruiser *Ginny* with three people on board at 2.10. Her engine had broken down. She was taken in tow and moored at Brightlingsea at 3.30. As conditions were unsuitable for rehousing at Clacton the life-boat remained at Brightlingsea and returned to her station at 10.40 a.m. on 5th February. This was the first service by this new life-boat.

No. 5 Life-boat Area

Ramsgate, Kent – At 4.14 p.m. on 6th February, 1968, the honorary secretary was informed that the small tanker *Busby* was in difficulties with her steering gear broken down off Ramsgate harbour. The life-boat

Michael and Lily Davis slipped her moorings at 4.22 in a south south easterly gale with a very rough sea. It was high water. The life-boat came up with the *Busby* a quarter of a mile from the east pier. The tanker with a crew of three was being carried by the wind and tide. At 4.34 the life-boat successfully passed a line but was unable to tow her to Ramsgate. The *Busby* was therefore taken to Margate roads where she was anchored to await the arrival of the tug *Heros* from Dover. The tow was transferred to the *Heros* and at 7.52, when her services were no longer required, the life-boat returned to her station which was reached at 8.21. The *Busby* was taken to Dover by the tug *Heros*.

At 2 a.m. on 10th February, 1968, the coastguard informed the honorary secretary that a French trawler was aground on the North Goodwin Sands. The life-boat *Michael and Lily Davis* slipped her moorings at 2.17 in a light north easterly breeze and a slight sea. It was one hour before low water. The life-boat came up with the casualty, the trawler *Bon Pasteur* with a crew of nine, at 3.10. The sea was breaking over her. The life-boat stood off until sufficient water enabled

her to close the trawler. A line was passed and at 6.27 she was towed clear. About half an hour later the tow was transferred to the trawler *Jackez Couz*. The life-boat returned to her station at 7.33.

IRB LAUNCHES

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

No. 5 Life-boat Area

Largs, Ayrshire – At 11.35 a.m. on 11th February, 1968, the police informed the honorary secretary that a dinghy with two people aboard appeared to be in difficulties off Fairlie. The IRB was launched at 11.40 in a fresh easterly wind and a smooth sea. It was two hours after high water. She searched off Fairlie but found nothing. A search was then made of the channel between Wee Cumbræ and Big Cumbræ and the dinghy was found off the Lion rock. The IRB towed the dinghy to Fairlie and landed the two survivors who were suffering from cold and exposure. The IRB returned to her station at 2.5 p.m.

See page 95 for other IRB services

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 86, 88, 91, the following launches for service were made during the months December, 1967 to February, 1968, inclusive:

Aldeburgh, Suffolk – February 29th.
 Angle, Pembrokeshire – December 15th, 16th and January 29th.
 Appledore, Devon – December 13th.
 Arklow, Co. Wicklow – December 7th.
 Arranmore, Donegal – January 12th.
 Ballycotton, Co. Cork – December 2nd, 20th and January 25th.
 Barra Islands, Outer Hebrides – December 25th, January 13th and February 7th.
 Barrow, Lancashire – December 7th.
 Barry Dock, Glamorganshire – December 10th.
 Bembridge, Isle of Wight – January 12th, 13th and 14th.
 Bridlington, Yorkshire – January 15th and February 28th.
 Broughty Ferry, Angus – December 6th.
 Clacton-on-Sea, Essex – January 15th.
 Clogher Head, Co. Louth – January 8th.
 Cromer, Norfolk – December 8th.
 Donaghadee, Co. Down – December 4th, 5th and 8th.
 Douglas, Isle of Man – December 7th and February 9th.

Dover, Kent – January 30th.
Dun Laoghaire, Co. Dublin – February 27th.
Eastbourne, Sussex – January 1st and February 4th.
Exmouth, Devon – January 6th.
Falmouth, Cornwall – December 28th.
Filey, Yorkshire – December 19th and February 3rd.
Fishguard, Pembrokeshire – December 16th.
Flamborough, Yorkshire – January 6th, February 3rd, 5th, 9th, and 17th.
Fraserburgh, Aberdeenshire – January 3rd and 9th.
Galway Bay – December 26th, January 1st (twice), 13th, 15th, 30th, February 4th, 5th and 25th.
Girvan, Ayrshire – January 3rd.
Great Yarmouth and Gorleston, Norfolk – January 14th and February 25th.
Hartlepool, Co. Durham – December 6th, January 25th and February 18th.
Harwich, Essex – December 16th, January 26th, February 15th and 20th.
Holyhead, Anglesey – December 9th (twice), February 10th and 23rd.
Hoyle, Cheshire – December 8th.
Humber, Yorkshire – December 31st, January 11th, 24th, February 20th and 29th.
Ilfracombe, Devon – January 29th.
Islay, Inner Hebrides – January 1st, 3rd, 6th, February 2nd and 4th.
Kirkcudbright – December 1st.
Llandudno, Caernarvonshire – December 8th.
Lochinver, Sutherland – January 3rd and 4th.
Longhope, Orkneys – December 3rd.
Lowestoft, Suffolk – February 18th and 29th.
Mallaig, Inverness-shire – January 12th and February 6th.
Margate, Kent – January 2nd and February 3rd.
New Brighton, Cheshire – December 8th.
Newhaven, Sussex – December 14th.
North Sunderland, Northumberland – February 9th.
Penlee, Cornwall – December 6th, 19th and February 24th.
Portpatrick, Wigtownshire – December 4th (twice).
Ramsey, Isle of Man – February 4th.
Ramsgate, Kent – December 5th, January 19th and 20th.
Rhyl, Flintshire – December 8th.
Bunswick, Yorkshire – February 29th.
St. David's, Pembrokeshire – December 15th.
St. Helier, Jersey – January 14th.
St. Ives, Cornwall – February 12th and 26th.
St. Peter Port, Guernsey – December 23rd.
Salcombe, Devon – December 26th.
Scarborough, Yorkshire – December 28th.
Shoreham Harbour, Sussex – December 27th.
Stornoway, Outer Hebrides – January 7th.
Stromness, Orkneys – December 3rd, February 21st and 24th.
Stronsay, Orkneys – December 22nd and January 11th.
Sunderland, Co. Durham – February 3rd, 11th and 18th.
Thurso, Caithness-shire – December 14th.
Torbay, Devon – December 21st.
Troon, Ayrshire – January 17th.
Tynemouth, Northumberland – January 5th and 28th.
Valentia, Co. Kerry – December 21st.
Walmer, Kent – January 15th.
Walton and Frinton, Essex – December 3rd.
Wells, Norfolk – December 21st.
Weston-super-Mare, Somerset – January 17th.
Whitby, Yorkshire – December 6th, 10th, 16th and January 3rd.
Wick, Caithness-shire – February 22nd.
Wicklow, Co. Wicklow – January 31st.
Yarmouth, Isle of Wight – January 28th.
Life-boat 70-002 – December 7th, 10th, January 15th, February 12th and 14th.
Life-boat 07-001 – December 15th and February 20th.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 88, 91, 93, the following launches on service were made during the months December, 1967, to February, 1968, inclusive:

Abersoch, Caernarvonshire – December 1st.
Atlantic College, Glamorganishire – December 10th.
Broughty Ferry, Angus – December 6th, January 27th, February 8th, 11th and 25th.
Eastney, Hampshire – January 31st and February 4th.
Flint, Flintshire – January 28th, February 2nd and 9th.
Great Yarmouth and Gorleston, Norfolk – January 2nd.
Helensburgh, Dumbartonshire – January 24th and February 20th.
Largs, Ayrshire – February 23rd.
Littlestone-on-Sea, Kent – February 3rd.
Lytham St. Annes, Lancashire – December 23rd.
Newquay, Cornwall – January 28th.
Poole, Dorset – December 9th and January 16th.
Silloth, Cumberland – December 6th.
South Queensferry, West Lothian – January 28th.
Southwold, Suffolk – January 7th.
Tynemouth, Northumberland – January 28th.
West Kirby, Cheshire – December 3rd, February 1st and 2nd.
Whitstable, Kent – February 16th.
Yarmouth, Isle of Wight – January 28th and February 2nd.

1971 International Conference

The U.S. Coast Guard are to be hosts on the occasion of the Eleventh International Life-boat Conference in America in 1971.

Galway Crew Thanked

A letter has been received from the Greek Ministry of Merchant Marine highly commending the courage and resolution of the crew of the Galway Bay life-boat when she went to the help of the motor vessel *Razani* and her crew of eight on 26th October, 1967 (THE LIFE-BOAT, March, 1968). The letter referred to the 'self-sacrificing efforts' of the life-boat crew.

NEW IRB STATIONS

The R.N.L.I. is establishing three new inshore rescue boat stations in Scotland at Aberdeen, Arbroath and Dunbar. A new IRB station is also being opened at Horton, Glamorganshire.

STAFF PUT ON PLAY

The Grosvenor Circle, a newly formed drama group of the headquarters staff of the R.N.L.I., staged their first production, *Short Story*, by Robert Morley, at the Abbey Community Centre Theatre, London, S.W.1, on 15th March, 1968.

Attendance was good and the presence of several members of the Committee of Management was most encouraging. At the conclusion a cheque was presented from the group to the R.N.L.I.

The next production, due for presentation in October, is E. V. Tidmarsh's farcical comedy *Is Your Honeymoon Really Necessary?*

CROMARTY AND HARTLEPOOL

The life-boat at Cromarty has been withdrawn and the conventional life-boat at Hartlepool has been replaced with a fast IRB.

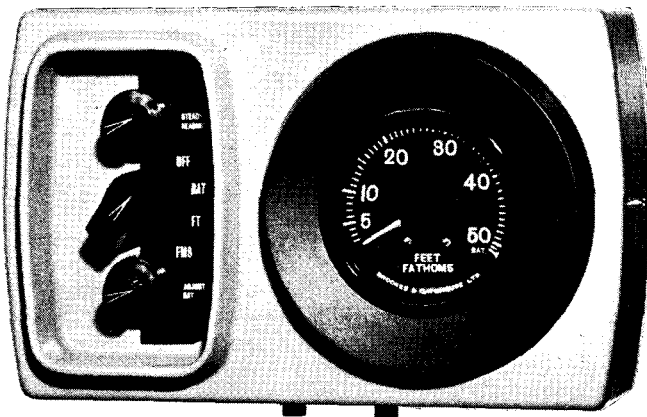
These decisions follow a review undertaken by a working party of the Committee of Management of the R.N.L.I. The purpose of the review was to ensure the most efficient deployment of the rescue craft of the Institution in the light of new developments, particularly the availability of new and faster rescue vessels.

The Cromarty life-boat station was established in 1911. Cromarty launched on service 85 times and saved 32 lives. Three medals for gallantry were awarded to the station.

The date when a life-boat was stationed at Hartlepool has not been definitely established but it is known to have been before 1825. There have been a number of life-boat stations over the years. Between them Hartlepool life-boats are known to have been launched 287 times and to have saved 375 lives. Sixteen medals for gallantry have been awarded to the station.

German Donation

The Deutsche Gesellschaft zur Rettung Schiffbrüchiger—the German Life-boat Society—have sent the R.N.L.I. a donation of £147—half the proceeds from a concert they staged at which there was a brave showing of R.N.L.I. flags.



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