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Appendix A

Patrons and officers of the New Zealand Coastguard Service, the New Zealand Volunteer Coastguard Service, and the Auckland Volunteer Coast Guard Service.

Appendix A While every care has been taken to compile the names of these office holders carefully some of the earlier ones are uncertain, particularly with regard to dates in office. There are also a number of omissions due to the loss of the records.

PATRONS

- 1939- Sir Ernest Davis Kt. Mayor of Auckland
 1957- J. Ashby Mayor of Auckland
 1966-1990 Commodore (later Rear-Admiral) L. G. Carr CB DSC RNZN then Chief of Naval Staff.,
 1991 Her Excellency Dame Catherine Tizard GCMG DBE Governor-General of New Zealand

It is possible that other mayors of Auckland may have been patrons before 1964, but no records have been found.

PRESIDENTS

- 1938/39- Captain R. A. Wood
 1940-41-43 Hon. F. E. Lark
 1943-1946 Rev. Jasper Calder MBE
 1946-1948 Dr A. Moody
 1948-1949 Dr A. A. Corban
 1949-1954 Mr (later Hon.) T E. Skinner (later Sir)
 1954-1955 C. Power
 1955-1959 Captain L. G. Bradley
 1960-1961 Captain R. B. Daverne
 1961-1964 R. Faulconbridge
 1964-1965 J. A. McPherson
 1965-1968 H. R. Geddes
 1968-1974 Dr J. H. Taylor
 1974-1976 A. R. D. Haddock
 1976-1978 Captain C. B. Thompson RD
 1978-1980 H. N. E. Sheppard
 1980-1982 R. K. McPherson
 1982-1984 B. A. Smith
 1984-1986 L.J. Ryan
 1986-1988 R. W. Skelton
 1988-1990 P. Handing
 1990-1991 R. A. Perkins (general manager 10/1991)
 1991 -1994 G. Reiher
 1994-1995 B. Archbold

VICE-PRESIDENT

- About 1941 - Captain R. A. Wood, H. M. Botting,
 about 1943 V. Simpson, L. P. Clarke
 1943-1944 C. Pulham, T. Avernell, A. Williams, H. M. Burgess
 1944-1945 C. Pulham J. Avernell, A. Williams, H. M. Burgess, Captains H. H. Sergeant and D. Burgess

- 1946 -1947 Dr A. A. Corban, C. Pulham, A. Williams, H. M. Burgess, Captains H. H. Sergeant and D. Burgess
- 1947-1949 D. M. Rae M.P., T. E. Skinner M.P., Williams, Plumber, Mason, Captains Beswick, H. H. Sergeant, Simpson
- 1949-1950 L. Mason, D. M. Rae M.P., T. E. Skinner M.P., Williams, Plumber, M. Relph, Captain Hogan, Brigadier Park
- 1950-1957 No records have been found for this period
- 1957 - C. Power
- 1958 - Captain R. A. Holloway, M.J. Warbrick
- 1960 - R. Faulconbridge and J. Robinson
- 1964-1965 H. R. Geddes and M.J. Pijacun
- 1965-1966 D. Winstone and L. Colmore-Williams
- 1966-1967 D. Winstone and Dr J. Taylor
- 1967-1968 Dr J. Taylor and K. Archer
- 1968-1969 J. S. Dalton and G. Wiles
- 1969-1972 J. S. Dalton and Dr A. Macfarlane
- 1972-1973 S. Dalton and K. Archer
- 1973-1974 K. Archer and A. R. D. Haddock
- 1974-1975 K. Archer and Captain C. B. Thompson
- 1975-1976 Captain C. B. Thompson and B. Douglas
- 1976-1978 H. N. E. Sheppard and L. V. Wordsworth
- 1978-1979 C. Gilberd and R. Cloutman
- 1979-1980 C. Gilberd and R. McPherson
- 1980-1981 C. Gilberd (until 3/81), R. Osmond and M. Austin
- 1981-1982 R. Osmond and R. Knox
- 1982-1984 L. Ryan and G. E. Rowarth
- 1984-1986 N. Roberts and W Skelton
- 1986-1987 N. Roberts and P. Hamling
- 1987-1988 P. Hamling and R. Perkins
- 1988-1990 R. Perkins and L. Stott
- 1990-1992 G. Reiher and B. Archbold
- 1992-1994 B. Archbold and L. Toon
- 1994-1995 L. Toon and J. Talboys

COMMANDING OFFICERS (Office disbanded 1968)

- 1956 Captain J. P. Eastmure
- 1956-1964 Captain R. A. Holloway
- 1964-1965 B. Middlebrook (Acting)
- 1965 M.J. Pijacun (Acting)
- 1966-1967 Captain C. B. Thompson RD
- 1967-1968 E. E. Ewbank (later Captain)
- 1968 D. Silwood

HONORARY SECRETARIES

- About 1938-9 Dansey
- 1940-1941 K. Douglas
- 1941-1943 J. A. Browning
- 1944-1948 J. Curtis (Mrs)
- 1955-1961 M.J. Pijacun

1961-1963 W Faulconbridge
1964 R. G. O'Neil
1964 Mrs K. O. O'Connor (Acting)
1965-1967 K. Archer
1967-1968 R. Hillary

HONORARY TREASURERS

1955-1956 R. C. McEnally
1957-1961 M.J. Warbrick
1964-1965 F. F. Jolly
1965 J. A. McPherson
1965-1966 J. McDonald
1966-1968 D. Carnahan
1968-1976 H. N. E. Sheppard
1976-1981 R. Knox
1981-1982 L. Ryan
1982-1993 R.Knox
1993-present G. Conway

HONORARY CHAPLAINS

1939 Rev. H. K. Vickery
About 1942 - Rev. J. Calder MBE
1993 to present Rev. W. Laws

HONORARY SURGEONS

About 1942 Dr Short
Later, until 1950s Dr A. A. Corban

HONORARY SOLICITORS

About 1954 C. H. H. Wills
About 1964- B. Kingston
about 1980
Mid 1970s B. Shenkin
1995 J. Mansfield

EDUCATION OFFICERS/DIRECTORS OF EDUCATION

1965 - 1968 C.J. Dadson
1968-1977 Captain C. B. Thompson RD
1977-1981 G. Rowarth
1981-1986 D. Pitham
1986-present K. G O'Sullivan

AUXILIARY DIVISION CHAIRMEN

1965 Captain W. K. Keane
1967 Dr A. Macfarlane

SAR OPERATIONS/SAR GROUP CHAIRMEN

1968-1969 A. Macfarlane
1969-1976 A. R. D. Haddock

Two of the above were chaplains of the Mission to Seamen, and it is probable that others, from time to time, were also appointed honorary chaplain of the Coastguard Service.

From the time of the major reorganisation in 1964, and until then Headquarters Division was disbanded in 1968, the Auxiliary Division constituted only a part of the Coast Guard organisation and as such had its own chairman. The commanding officer was, in effect, the chairman of the Headquarters Division.

For several years about this time the SAR Coordinator was the chairman.

1987-1989 R. Perkins
1989-1990 B. Archbold
1990-1991 P. Mott
1991-1992 L. Toon
1992-1993 G. Thomas
1993-1995 O. O'Meagher
1995- G. Reiher

AIR PATROL CHAIRMEN

1992-1994 B. Smith
1994-present B. Young

CUTTER GROUP/RESCUE VESSEL GROUP CAPTAINS

1967-1969 R. E. Chaafe (Seafarer)
1969-1971 K. Archer (Tamure)
1971-1974 A. Hammer (Lady Luck)
1974-1976 J. Kay (Varlene)
1976-1978 K. Marshall (Condor)
1978-1980 F. Hilditch (Gulf Star)
1980-1981 T. Morris (Chellanda)
1981-1982 B. Isemonger (Saffron)
1982-1983 F. Hilditch (Gulf Star)
1983-1984 W. Skelton (Antares)
1984-1986 R. Perkins (Lindauer)
1986-1988 B. Savage (Kakama)
1988-1990 G. Reiher (Consort)
1990-1992 L. Cranfield (MoKruiser)
1992-1994 J. Ennis (Avenger)
1995- J. Tallboys (El Vencedor)

COMMUNICATIONS OFFICERS

Before 1964-1968 M.J. Pijacun
1968-1970 H. M. McHugh
1970-1973 R. McPherson
1973-1976 G. E. Highet
1976-1977 R. Hanna
1977-1978 R. McPherson
1978-1980 M. Austin
1980-1982 S. Farmer (Mrs)
1982-1984 N. Roberts
1984-1985 R. Wordsworth (Ms)
1985-1986 D. Pitham (Mrs) (resigned 11/86)
1986-1987 L. Ryan (11/86-2/87)
1987-1989 L. Stott
1989-1990 M. Richards
1990-1992 K. Teebone
1992-1994 D. Lawrence
1994-1995 R. Rainey
1995 M. Richards

SAR CO-ORDINATORS/CONTROLLERS (from 1994)

In 1975-1978 H. M. McHugh
1978-1980 L. V Wordsworth
1980-1982 T. Kelly

1982-1983 L. Gilbert
1983-1984 L. Ryan
1984-1986 T. Kelly
1986-1987 B. Smith
1987-1988 T. Kelly
1988-1992 B. Smith
1993-1994 L. Cranfield
1995- D. Lawrence

Appendix B

STAFF AND EMPLOYEES

SECRETARIES/MANAGERS/EXECUTIVE OFFICERS

1968-1974 C. Meinhold
1974 Captain J. McGrane MVO
1974-1976 Captain J. G. Hilliard CBE DSC VRD RNZNVR Retd.
1976-1991 Sq. Ldr.J. Terry RNZAF Retd.

In about 1984, during Squadron Leader Terry's period of office, the title was first changed from secretary to secretary-manager, and then about 1986 to executive officer.

GENERAL MANAGERS (from 1991)

1991-present R. Perkins

OPERATIONS MANAGER (from 1993)

1993-present E. Chappell

SENIOR ADMINISTRATION ASSISTANTS

1976 -1991 Mrs L. Maddick
1984-1993 Mrs J. Bickner
1992-1994 Mrs M.Hall
1994 to present Ms L. Kennedy

RADIO OPERATOR/CUSTODIANS

About 1956-
about 1960 Martin Woods
1965-1966 Arthur Hegh
1967-1968 Bert Longlay
1968-1969 Arthur Hegh
1969-1972
1972-1974 Edgar Wadsley Len Wordsworth
1974 C. S. McCann
1974-1975 C. Hartshorne
1975-1977
1977-1978 Snow Prowse (died in office) Ernie Clode
1978-1979 Herb Brown
1979-1981 Len Wilson
1981-1985 Bob Trail
1985-1989 Ken Entwistle
1989-1993 Roger Wickes
1993-present Juli Mills (Ms)
M. Knight
T. Rodgers (part-time)

Appendix C

Awards of the New Zealand Volunteer Coast Guard and Auckland Volunteer Coast Guard

LIFE MEMBERS

- 1955 Hon. T. E. Skinner MP (later Sir)
- 1958 Captain J. P. Eastmure
- 1966 Captain R. A. Holloway N. B. Middlebrook
- 1968 M.J. Pijacun
- 1971 H. R. Geddes
- 1974 Dr J. H. Taylor
- 1975 K. W. Archer
- 1978 A. R. D. Haddock, A. R. Hammer
- 1980 L. V. Wordsworth
- 1982 R. A. McPherson
- 1984 H. M. McHugh, F. Hilditch
- 1985 H. N. E. Sheppard, M. Reynolds
- 1987 G. E. Rowarth
- 1990 K. G. O'Sullivan, R. W. Skelton
- 1991 L. Gilbert and K. Gilbert (Mrs)
- 1993 N. C. Roberts, L.J. Ryan, T. D. Kelly
- 1994 R. Knox and P. Hamling
- 1995 B. Smith, R. and Mrs H. Blank

HONORARY COMMODORE

- 1957 Captain J. P. Eastmure

SKIPPER OF THE YEAR (introduced 1967)

- 1967 B. Dunn (Barra-Dee)
- 1968 K. Archer (Tamure)
- 1969 C. Garvie (Manurere)
- Special extra award to Dr J. Taylor (Lady Wairakei)
- 1970 A. R. Hammer (Lady Luck)
- 1971 A. R. Hammer (Lady Luck)
- 1972 A. R. Hammer (Lady Luck)
- 1973 J. Kay (Varlene)
- 1974 G. F.J. Coppin (Moomba II)
- 1975 L. and K. Gilbert (Valium)
- 1976 D. and M. Fitchett (Arawai)
- 1977 R. Whillans (Arima)
- 1978 B. Commons (Atria)
- 1979 M. Reynolds (Mataroa)
- 1980 D. Wein (Sunbird)
- 1981 Not awarded
- 1982 Not awarded
- 1983 G. Scott (Skios)
- 1984 B. Savage (Vixen)
- 1985 A. Helm (Lady Leah)

- 1986 M. Roberts (Desiderata)
- 1987 L. Cranfield (MoKruiser)
- 1988 L.Toon (Strangeways II)
- 1989 G. Reiher (Consort)
- 1990 E. Stanley-Hunt (Vesper)
- 1991 G. Reiher (Consort)
- 1992 I. Hunt (Karinya)
- 1993 J. Ennis (Luana)
- 1994 J. Ford (Tamure)

RADIO OPERATOR OF THE YEAR

- 1966 R.Grant
- 1967 J. Scott
- 1968 Not recorded, if awarded
- 1969 Not re'corded, if awarded
- 1970 T. Burton
- 1971 G. Highet
- 1972 R. Smiley
- 1973 R. Hanna
- 1974 L.J. Ryan
- 1975 N. Roberts
- 1976 M. Austin
- 1977 D. Reid
- 1978 E. Gell
- 1979 S. Farmer (Mrs)
- 1980 M. Roundthwaite
- 1981 H. Brown
- 1982 R. Wordsworth (Ms)
- 1983 M. Richards
- 1984 F.James
- 1985 J. Otter (Ms)
- 1986 J. Newby (Ms)
- 1987 J. Stott (Ms)
- 1988 R. Orr
- 1989 K. Hunt (Ms)
- 1990 W. Thompson
- 1991 Not recorded, if awarded
- 1992 B. Mead
- 1993 S. Newhouse (Ms)
- 1994 C. O'Meagher (Ms)
- 1995 K. Roller

MOST MERITORIOUS RESCUE/OPERATION

Awarded to Cutter Group/Rescue Group members. Only the skipper's name appears below, but the awards were frequently made to the skipper and his crew.

- 1970 K. Archer (Leilani)
- 1971 K. Archer (Leilani)
- 1972 C. Garvie (Manurere)
- 1973 H. W. Vegar (Mokoia)

1972	C. Garvie (Manurere)
1973	H. W. Vegar (Mokoia)
1974	G. R. D. Johnstone (Jo-Ann) and W. E. Fraser (Dee-Dee-Jay)
1975	A. Hammer (Lady Luck) and K. Marshall (Condor)
1976	Not recorded
1977	K. Marshall (Condor)
1979	K. Archer (Australis)
1980	B. Isemonger (Saffron)
1981	R. W. Skelton (Antares)
1982	No award made
1983	No award made
1984	R. W. Skelton (Antares) and M. McCowan (Seagoon)
1985	No awards made
1986	No awards made
1987	No awards made
1988	G. Reiher (Proteus)
1989	No award made
1990	L. Toon (Strangeways II)
1991	J. Talboys (Topps)
1992	No award made
1993	No award made
1994	No award made
1995	No award made

MERIT AWARDS

These merit awards were introduced specifically for the general membership of Coast Guard, who were not Cutter Group/Rescue Group members. When first introduced about 1971, there was a Special Merit Award.

Later, as the organisation grew and the numbers involved increased, it was decided to make more than one award, to ensure those in head-quarters concerned with communications received as much consideration as those involved in rescues and other activities on the water. More recently other special awards, including the Growth and Development Award, Commitment Award, Award for Service During Year, Mayday Award, and the Air Patrol Award have been introduced, but for the purpose of this record they are included with the other Merit Awards.

1973	A. H. Needham (of Slipper Island)
1974	K. Archer (Arima)
1975	J. Doel (Penang)
1976	J. Sommervell (Tuatini)
1977	Not recorded
1978	J. Shorter, J. Doel, R. Blank and H. Brown
1979	R. Head and J. McIntyre
1980	R. Moore
1981	Browns Bay Boating Club, Maraetai Beach Boating Club, Constable G. Mason, D. Reid
1982	Mr and Mrs Collier, the Pitham family, N. Hodgkinson, H. Brown, R. Osmond, L. Gilbert, D. Wein, W. Skelton, G. Reid, M. Roberts, G. Scott, Howick Sea Rescue
1983	Mr and Mrs D. Pitham, and H. Brown
1984	D. Pitham (Mrs), K. Gilbert (Mrs), K. Entwistle, P. Hamling, F. James, A. Helm and R. Wordsworth (Ms)
1985	S. Baker (Ms), R. Collect, A. Jamieson
1986	G. Ruck, B. Ruck, P. Ruck, J. Champness and D. Oliver

- 1987 E. Stanley-Hunt, L. Toon
 1988 B. Archbold, M. Roberts, M. A. Caris and K. Hunt
 1989 P. Mott, Westpac Helicopter Service and Howick Sea Rescue
 1990 L. Andrews (Ms), G. Lincoln, G. Mossman
 1991 B. Savage, N. Foster, G. Thomas, A. Dawson and K. McNamara
 1992 Howick Sea Rescue, S. Mowbray, K. McNamara, B. Angrove, R. Rainey, A. Dawson, C. Cohen, C. Miller
 1993 L. Cranfield, R. Gilmor, T. Kelly, R. Bridge, B. Savage, L. Toon, G. Reiher, D. Merson, M. Booth, M. Roundthwaite, B. Archbold, Howick Sea Rescue
 1994 D. Merson, K. Harris, S. Bone, H. M. McHugh, K. Roller, M. Plowright, K. Robertson, C. O’Meagher, B. Anglove, R. Rainey, D. Vulich, K. Mercer, E. Ennis, R. Piper, crew oi Marlana
 1995 I. Perrott, M. Russell, North Harbour Sea Rescue, N. Ward, L. Cranfield, G. Burt, R. Rainey, A. Wickes, crew of Delos, W. Slater, G. Reid, R. Taylor, B. Hawes, Consort skipper G. Reiher, Pacemaker skipper B. Millett, Deodar II crew Snr. Constable N. Dowden

Special awards are made from time to time for long or special service

- :
 1992 20 years continuous service: Mr R. Osmond, Mrs K. Osmond
 S pecial award: New Zealand Police
 1993 14 years as treasurer: R. Knox
 Five years as duty officer: R. Wickes
 Nine years service in the office: J. Bickner (Ms)
 1995 35 years continuous service: H. M. McHugh
 30 years continuous service: L. Ryan

In recent years the Royal New Zealand Coastguard Federation introduced long service awards. Those awarded to members of the AVCG include :

- 1991 Six-year award: K. Stenhouse, K. Hunt, G. Reiher, B. Savage
 12-year award: E. Stanley-Hunt, R. Blank, T. Gosden, J. Sievers
 1994 Six-year award: W Thompson, J. Talboys, L. Andrews (Ms), K. Harris, L. Cranfield, R. Wilton, G. Reiher, N. Reiher, A. Wicks, J. Mills, S. Cameron, S. Lawrence, M. Richards, D. Lawrence, L. Restieaux, N. Restieaux, B. Restieaux, L. Toon, G. Clark
 12-year award: S. Newhouse (Ms)

Appendix D

Royal New Zealand Coastguard

Federation officers, staff and principal awards

PATRON

Since 1985 HRH The Prince of Wales KG

VICE PATRON

Since 1987 Rear-Admiral M. Saull CB RNZN Retd.

PRESIDENT

1976 -1977 (pro tem) A. R. D. Haddock (Auckland)

1977-1978 A. R. D. Haddock

1978-1980 E. Cooper (Taranaki)

1980-1981 A. R. D. Haddock

1981-1982 D. S. G. Deakin (Wellington)

1982-1983 D. S. G. Deakin

1983-1984 A.J. Daines (Whakatane)

1984-1985 A.J. Daines

1985-1987 W.J. Baguley (Sumner)

1987-1989 N. McRae (Wanganui)

1989-1991 C. McCallum (Mana)

1991-1992 W Skelton (Auckland)

1992-1993 W Skelton

1993-1994 B. Archbold (Auckland)

1994-1995 B. Archbold

VICE-PRESIDENT

1976 -1977 —

1977-1978 E. Cooper (Taranaki)

1978-1980 D. S. G. Deakin (Wellington)

1980-1981 D. S. G. Deakin

1981-1982 A.J. Daines (Whakatane)

1982-1983 A.J. Daines

1983-1984 J. F. Patterson (Tasman Bay)

1984-1985 W.J. Baguley (Sumner)

1985-1987 N. McRae (Wanganui)

1987-1989 W Skelton (Auckland)

1989-1991 J. Tracy (Mana)

1991-1992 J. Tracy

1992-1993 B. Archbold (Auckland)

1993-1994 R. Maulder (Wellington)

1994-1995 R. Maulder

SECRETARY/TREASURER

(From 1983 appointed, not elected; secretary only until 1985)

1976 -1977 L.Jones (Papakura)

1977-1978 P. Smitheram (Manukau)

1978-1980 Captain D. Giles (Taranaki)

1980-1981 K. Archer (Auckland)

1981-1982 H. M. Barrowclough (Wellington)

1982-1983 J. F. Patterson (Tasman Bay)

1983-1984 E. G. Boon (Whakatane)
1984-1985 E. G. Boon (Whakatane)
1985-1987 H. N. E. Sheppard (Auckland)
1987-1989 H. N. E. Sheppard
1989-1991 H. N. E. Sheppard
1991-1992 H. N. E. Sheppard
1992-1993 H. N. E. Sheppard
1993-1995 H. N. E. Sheppard

CHIEF EXECUTIVE

1995 to present Chris Turver

EXECUTIVE OFFICER

1985 to present Michael Grace (part-time)

OPERATIONS SUPPORT OFFICER

1994 to present Bill Skelton (part-time)

EDUCATION DIVISION

1977 to present Alan Haddock (hon. chairman)

ADMINISTRATION OFFICER

With the growth of the Education Division the role of the administration officer was replaced by that of the administration manager.

1990-1995 David Pitham

MANAGER

1995 to present Gerry Wright

ADMINISTRATION

1995 to present Jan Ring

EDUCATION OFFICERS

1992 to present Sarah Watchman (national and Auckland)

1995 to present Bruce Carter (Northern Region)

1994 to present Jenny White (Central North Island)

1995 to present Brian Dunn (Lower North Island)

1994 to present Brain Tear (Upper South Island)

1995 to present Jo Knight (Lower South Island)

LIFE MEMBERS

1987 D. S. G. Deakin

1988 H. Jones

1990 Captain G. Wearing A.J. Daines

1991 Baron R. Von Kohorn

1992 W. Baguley

HONORARY MEMBERS

1988 J. R. Atherton R. C. Williams

Appendix E

Vessels owned, borrowed or chartered by Auckland Coastguard

The Coastguard ambulance service started in 1938, and is believed to have then been operated by auxiliaries (privately owned boats) probably crewed partly or entirely by Coastguards. The first cutter built for the service in 1939 was fitted out for ambulance work. Its successors carried on the work until about 1964 with the assistance of auxiliaries when cutters were not available. Both types were used for yacht patrols and rescue work, with cutters, and to a lesser extent auxiliaries, being used for training too.

In the immediate post-war period, the early 1950s and then again in the early to mid-1960s when Coastguard did not operate its own vessels, much of the work afloat was carried out by auxiliaries.

However, from the sale of Toroa in 1968, the last boat owned by the Service, and until the purchase of ASB Coast Guard Rescue in 1995, all of Auckland Coast Guard's operations were performed by privately-owned boats. With the the absence of any Service-owned vessels, the enormous increase in the numbers of privately owned ones, and the adoption of the term 'cutter' for boats in the newly formed Cutter Group, it was no longer felt appropriate that the term 'auxiliaries' should be used for members' boats.

The largest auxiliary operated within the Coastguard was almost certainly the 112-foot Fairmile Ngaroma, then owned by Jim Lawler, a commodore of the Royal Akarana Yacht Club in the 1950s. The largest vessel owned by a Coastguard member is, doubtless, the Spirit of New Zealand, while the smallest is probably a dinghy. Between the two there has been a large and diverse fleet of boats which has served the Coastguard so well over the years.

All the boats known to have been owned by the Service and some of the principal ones loaned, or chartered, or used as auxiliaries, are detailed below.

Crusader

(wartime registration no. 50)

Owned by the Rev. Jasper Calder, this 40-foot launch was an early Coastguard auxiliary. She was possibly the first vessel to operate the ambulance service before Cutter No.1 was built in 1939. Crusader was sold about 1943, having been in Calder's ownership since about 1930, and is believed to be still afloat following a refit. Calder later purchased another similar-size launch which was launched in late 1952, and renamed her Black Watch, as he had the ML he purchased from the Navy.

No. 1 Cutter

(wartime registration no. 1181) Photograph page 34 A well-proportioned launch with good lines she measured 26ft overall x 8ft beam x 2ft 9in., draught. She was originally powered by a second-hand converted car motor which was later replaced with a Gray Marine motor. She never had a name and was always known as No. 7 Cutter . She was the first and only cutter built for Coastguard, being designed and fitted out specially for its ambulance work. Built by Shipbuilders Ltd and launched on 9 December 1939, she was sold for .£500 or £550 about 1946 or 1947, largely to provide the deposit on the ML then being purchased from the Navy.

The building of a second, larger cutter with an overall length of 56-feet was later considered. Plans were drawn up for her, by a Mr. Windsor, but she was never built.

Meteor

Photograph page 40 This fast 25-knot launch, planked in varnished mahogany, was purchased, probably early in 1940, from a Mr Goodfellow for the nominal sum of £600. She is understood to have been taken over by the Defence Department at some stage during the Second World War. Her value to Coastguard as a cutter must have been very limited although she was fast for her era and one account suggests that she had been a water taxi in San Francisco. She has been seen at Thames in recent years. Captain Eastmure contended that she was purchased before the war, but several old Coastguard members today question this and have no recollection of her at this time. A photograph, and reference to 'her acquisition', appeared in the New Zealand Herald on 29 November 1940. This suggests that she probably came into Coastguard ownership about that date.

The Caroline

Photograph page 41 This 84-foot yacht with staysail schooner rig and an auxiliary motor was once Lord Jellicoe's yacht. She arrived from Apia shortly after the outbreak of the Second World War. She was renamed Satanella in Auckland. She was offered to the Service as a training vessel. There is a record of a charter agreement in 1940 with her owner whereby Coastguard was to pay £ 150 per annum with an option to purchase her for £2600. There is also a mention of her being lent to the Coastguard. Whatever the situation may have been she was not found suitable, and was not used for long by Coastguard. One early member suggests she was used only once.

Minerva (No. 2 Cutter)

(wartime registration no. 1327) Photograph page 44

A launch of about 38 feet in length, with a small funnel, she was powered by a Morris Marine petrol/kerosene motor. Her funnel gave her a distinctive appearance. Believed to have been built for Zane Grey, the American writer/ game fisherman, she was purchased in 1942 and was later stationed at Waiheke Island during weekends for yacht rescue and ambulance work. She is believed to have been sold, probably about 1947-48, for £500-600, to a Picton fisherman. Like the No.1 Cutter, her sale was to help pay for the ex-naval ML. She later became a Coastguard auxiliary and was recently seen on the hard at Hobbs Bay.

Scot

Photograph page 47

This ketch-rigged hold scow, 60ft 7in in length, 17ft 3in beam and with a moulded depth of 3ft 3in, was built in 1905 by one of the principal scow builders of the day, Davey Darroch at Omaha. Her gross tonnage 29.96 tons. At the time she was acquired by Coastguard she was fitted with a three-cylinder Gardner diesel motor. She was initially chartered to the Coastguard by the Marine Department in 1944 for three years, at a 'peppercorn' rental of £1 per annum. She was valued at £300. Scot was damaged in a fire while refitting on Shipbuilders slip, but satisfactorily repaired by Coastguard. In 1947 the Marine Department gave her to the Service on completion of the charter, but she was sold in 1949 or 1950 for £970.13.0 to defray debts. She then sailed for the Pacific Islands in 1952 where she was later wrecked.

Cutter No. 1

(ex-ML (31187) Photograph page 48

This 72-foot wooden Harbour Defence Motor Launch, built at Seattle during the war, was the subject of a purchase arrangement on an instalment basis with Coastguard for a total of £4000 . She was commissioned into the Service on 27 April 1947 at a cost of £1929 for repairs and alterations. Earlier she had been allocated to Jasper Calder for his charitable work and returned, due to the Navy's misunderstanding over Calder's involvement with Coastguard. (Calder then

took over ML Q1349 and renamed her Black Watch, but later returned her too after the Korean War had started. She has since reverted to the name Black Watch) Although this ML performed sterling work in Coastguard hands her operation became a financial burden which crippled the Service. Full payment was never made and she was returned to the Navy in May 1950 to become a survey ML, later named HMNZS Tarapunga. She is again in private hands and was sighted recently in the South Island.

Cirrus (No. 3 Cutter)

(ex-Lady Elwiri) Photograph page 67

Following the return of the ML to the Navy the Coastguard became almost entirely land-based, except for the use of a few auxiliaries, until this 38-foot bridge deck launch with a Lord V-8 petrol motor was purchased from Helensville, with some financial assistance, in 1954. She was commissioned into the Service on 10 January 1955. Cirrus was lent (presumably chartered) to the Police when their Lady Shirley was in refit in 1955-56. She gave good service to Coastguard until being sold in about 1960-61, when her book value was about £800. She later became an active auxiliary and cutter boat in the ownership of Lred Hilditch as Gulf Star. The introduction of the names of cloud formations for Coastguard cutters occurred in about 1956 and remained until 1962. These craft also had a distinctive colour scheme of yellow and royal blue.

CAA No. 161

Photograph page 59 A Civil Aviation flying boat tender of about 24-26 feet in length, fitted with a Scripps V-8 petrol motor, was made available to the Coastguard for a short time in the mid-1950s.

Cumulus

(sometimes incorrectly referred to as Vacumulus; formerly C3 400, ex- Commodore, ex-Dolphin) This vessel was a 112-foot Lairmile ML built in Auckland for naval service during the war by Chas Bailey and Sons and originally powered by 2 x 600hp Hall Scott petrol engines. (While with Coastguard her engines were never serviceable.) Loaned to Coastguard by a Mr R. Brown in the the mid-1950s until about 1957, she was used as a stationary training vessel at Mechanics Bay. She was returned to her owner, becoming Commodore and then Seandra, under which name she caught fire and sank at Port Litzroy, Great Barrier Island, where she was finally demolished in 1982.

Stratus (Cutter No. 1)

(ex-WingsAfloat, ex-MLQJ186)

Photograph page 65 Another vessel that started life as a 72-foot HDML, she was built in San Francisco and purchased by Coastguard probably in late 1956 from a Mr C. V. Jobling who had bought her from the Navy in 1948 as a gutted hull without engines. Jobling had substantially altered her appearance with the fitting of a large deckhouse. She was found to have significant dry rot. The necessary repairs, which also involved restoring the wheelhouse to near original appearance, cost the Coastguard dearly. Although she ran successfully for a time, lifting the Coastguard image and providing some good training for many Coastguards who are still involved in boating, her running costs - she had two Chrysler Crown 8-cylinder petrol motors — crippled the Service. Sold in 1960-1961 for financial reasons, her value on the books was then about £2200. She is still afloat in Australia and was last reported in Brisbane in 1993.

Nimbus I (Cutter No. 2)

(ex 'Green Parrot') Photograph page 73 Built in 1937 by Vosper Ltd in the United Kingdom she had been the Captain's barge in HMS Leander before becoming the barge of the Commodore Auckland. Here she was known, in naval parlance, as the 'Green Parrot'. Her dimensions were 35ft x 8ft 10 in x 2ft. She was mahogany planked and powered by two Mercury/Ford V-8 petrol

motors, giving her a speed of about 14 knots. Purchased by Coastguard in 1958, she proved to be an unsuitable craft for its use and was probably returned early in 1960, when the Service had defaulted on payment of £700 under the purchase agreement. (This was for £900, with £200 down and the balance by the end of the year.) She is now Ngataki, owned by a Coast Guard member.

Orari

Around bilge, traditional New Zealand launch, the Orari was an auxiliary owned by Bart Middlebrook, one of the stalwarts of the Service over a period of about 20 years. Although not owned by Coastguard, she steamed thousands of miles on its missions in the 1950s and early 1960s, probably making a greater contribution than any other of the hard-working auxiliaries of that, or any other, era.

Nimbus II

(ex-Air Force crash boat W6) Built in the United Kingdom this 38-footer, powered by two Fordson diesels, was purchased about 1961 with the proceeds of the sale of Stratus. W. Stephenson and Sons Ltd reconditioned the motors on behalf of Coastguard and she proved to be significantly more suitable than her earlier namesake. She was sold, possibly to Whakatane, in 1964, before Coastguard was re-formed. The cash released by her sale was about the only significant asset on the books at that time.

Gay Marie

A fast, open 21-foot launch powered by two Ford 10hp motors, she was owned by Ron Gay and kept in readiness on a Coastguard mooring at Mechanics Bay. Although an auxiliary, and not a Service-owned cutter, for a time she had 'No. 2 CG Auxiliary' painted on her bows. She was used regularly between about 1960 and 1962.

Lady Rangi

Photograph page 91 This modern 28-foot fast launch, powered by two 210hp motors, was an auxiliary owned by Harry Dekock, a Coast Guard member who was briefly on the executive in the mid-1960s. He semi-loaned her to the Service for about a year just after Coast Guard's re-formation, at a time when re-establishing Coast Guard's presence on the water was important. She was Coast Guard-manned and used extensively for rescue work and for training of the new intake of cadets.

Toroa

Photograph page 94 A 28-foot displacement launch, she was purchased in 1966 at the cost of £4000 with the assistance of the ASB Bank and the Golden Kiwi lottery. Toroa was used principally as the training vessel and yacht patrol boat in place of Lady Rangi, but was sold in 1968 with the disbanding of the Headquarters Division. A year or two before she was purchased, consideration was given to the construction of a 28-foot Jim Young-designed Marauder-class launch as a fast rescue and training vessel. This never proceeded, partly due to the likely cost at a time when finances were still not in a satisfactory state to allow such ambitious projects.

Coastguard 1

Photograph page 240 A 5.3-metre Rayglass Legend runabout with a Yamaha 115hp motor and a road trailer, she was lent to the Service in 1994 by Auckland's Rayglass Marine Ltd. She was reclaimed by her owners in early 1995 but is likely to be replaced with a later model for the 1995-96 summer. Coastguard 1 was used as a general office runabout for visits to the islands and for the servicing of VHF repeater sites. She was not used as a rescue boat except in a situation where a Rescue Vessel group boat was not available.

ASB Coastguard

Rescue Photograph page 240 This 8-metre rigid-hull inflatable, diesel powered, was purchased in 1995 from Auckland 'Surf. The first AVCG-owned boat since Toroa, she is used as a rescue

boat and for limited youth training. Appendix F New Zealand Coastguard/Auckland Coast Guard premises

In the early years of the Service it did not own any premises. From time to time it rented premises for use as a headquarters, as a place to meet for training or conducting its business, but more often than not it appears to have only been loaned these, either long-or short- term. Sometimes the Service had little more than an address to satisfy the legal requirement of a registered office for an incorporated society. Early records are sketchy and the following details, with some gaps, are probably not entirely accurate, particularly as to dates.

- 1935-1937 Legion of Frontiersmen Hall in Tylers or
1938 Wandsworth Buildings on Anzac Avenue
1937-1939 Mission to Seamen in Sturdee Street
1937/38 Auckland Harbour Board premises, near the Western Viaduct
1938-1939 Auckland Harbour Board Signal Tower on King's Wharf Legion of Frontiersmen Hall in Excelsior Building, Customs Street East
1938-1941 Office: Shorts Building, Queen Street (Captain Eastmure's office)
Late 1939 HQ: Tamaki Yacht Club Legion of Frontiersmen Hall in Ponsonby Rd(?)
1940 Andrew and Andrews' premises, Quay St United Ship Repairers premises, Quay St (There was a proposal to use the schooner The Caroline for training at about this stage, but it probably did not take place to any significant extent.)
1940-1941 Coastguard Headquarters on corner of Pitt and Wellington Streets
(There may have been a return to the Tamaki Yacht Club after leaving the above premises.)
1941-1942 Collings & Bell's premises, St. Mary's Bay
1941-1957 Office: 24 Endeans Building, 2 Queen St
1943-1945 Training: Epiphany Hall off Karangahape Road
1944 Meetings: Victoria Cruising Club
1945 Training: Scow Scot
1946 About this time Coastguard may have had a headquarters on Hobson Wharf
1951 -1955 Victoria Yacht Club (Coastguard became affiliated) (The VCC hall and the Legion of Frontiersmen's Hall in Ponsonby Road may have been used for training about this time.)
1955 Meetings and training: Royal Akarana Yacht Club in Okahu Bay
1955-1956 Training and general use: Department of Agriculture hut at Mechanics Bay (The Fairmile ML Cumulus was also used as an office and a static training vessel about this time)
About 1955 Office: CML Building, 304 Queen Street (Captain Eastmure's office) 1956-
Headquarters: Civil Aviation Authority hut
About 1960 at Mechanics Bay close to the breastwork
About 1960 Headquarters: Civil Aviation Building Mechanics Bay close to the main road
1968-1991 Headquarters: Coast Guard building, Okahu Bay (previously Auckland Rowing Club building)
1991 to date Headquarters: Marine Rescue Centre at Mechanics Bay The Coastguard boats were moored for a time in the Viaduct Basin. They were kept on moorings in Mechanics Bay from the mid-1950s.

Appendix G

Coastguard magazines and publications

In the early years membership of the New Zealand Coastguard Service was quite small and there would have been little difficulty conveying information to members.

It would probably have been conveyed largely by the commanding officer at training parades, by the president at the annual general meeting or at other special meetings, or by the secretary through correspondence.

By the mid- to late 1960s, with an ever-growing membership amounting to hundreds, and in later years thousands, communication became a most important issue. Harry Geddes, always a good communicator and with an interest in the printing industry, was quick to introduce a magazine which was circulated to all members and to a wider readership as a means of publicising the Auckland Coast Guard's activities.

There is no record of there having been an earlier magazine.

The first magazine was almost certainly introduced in 1965. The oldest one recorded is dated October 1965 and is probably the first issue. It consisted of two sheets of 13 inch x 8 inch paper stapled together to form eight sides. Seven of them had copy relating to Coast Guard, and the back one was an advertisement for Epiglass paint, doubtless taken by one of the vice-presidents who was managing director of the firm. It was prepared on a typewriter but printed to a good standard and carried the name 'NZ Coast Guard' as its banner, while also displaying the Service's logo. The November number contained a few photographs. This format remained in vogue for a year or so.

In the 30 years since that first Auckland Coast Guard magazine appeared its format has varied considerably, and its name has undergone a few changes too. The table which follows shows the known changes of name and format. It is possibly an incomplete record.

Only a limited number of Coast Guard magazines have survived and each move of office has seen old copies thrown out, along with so many other records. In addition to those which are in private hands there are some, dated between 1966 and 1975, which are held by the Parliamentary Library in Wellington.

Unfortunately there are many periods for which no record remains of the name and style of the magazines, and it cannot be certain, even where there is a period shown below, that the publication always appeared as regularly as was intended.

10/1965-6/1966	NZ Coast Guard (typed and printed - see above)
9/1967-4/1968	The NZ Volunteer Coast Guard Magazine (small format - 8.5in x 5.5in printed) (This high quality magazine ran to 40 pages in November 1967)
11/1968-3/1970	Coast Guard News Bulletin (typed and duplicated)
2/1975-7/1975	No name (typed and printed)
8/1975-6/1976	Bulletin (printed)
8/1976-6/1981	Coast Guard (printed)
8/1981-4/1992	Coast Guard (printed, colour cover)

In 1992 an arrangement was entered into with Boating Quarterly magazine whereby there would be a special Coast Guard section in that magazine. The change from an 'in-house' magazine to a magazine of a much wider nature was welcomed by some, particularly the less active membership, but regretted by those who were most involved in Coast Guard's activities

and who had enjoyed a more personal type of presentation with more 'news and views' and a little Coast Guard gossip.

This arrangement only lasted a short time and the magazine ceased publication in 1994. With the growth of the Federation and the widening interest in other Coast Guard activities throughout the country the opportunity was taken by two enterprising Auckland Coast Guard members, Barry Young and Peter Handing, who were already professionally involved with the publishing industry, to launch a Federation newspaper in tabloid form. It first appeared in 1994 under the title Coastguard New Zealand and was confirmed as the official publication of the Royal New Zealand Coastguard Federation.

It was an instant success and contained articles and photographs about many units of the New Zealand Coastguard. In addition, it contained articles relating to HM Coastguard and the RNLI in the United Kingdom and other organisations concerned with search and rescue.

Production costs of an 'in-house' magazine by Coast Guard have invariably been a concern for the executive and the support of advertisers has been particularly important in making its production a viable operation. The task of obtaining advertisers was often undertaken by the radio operator/custodians, who earned a commission. When the recession after 1987 stemmed the flow of ready advertisers the cost of the magazine became a particular problem and led to the decision to stop direct publication and rely upon the association with Boating Quarterly.

MAGAZINE EDITORS

Over the years there have been many editors of the Coast Guard magazine. In some cases, principally when no volunteer editor has been forthcoming, the task has fallen on the secretary/executive officer and their staff. Not all magazine editors have been Coast Guard members. Editors, almost without exception, have complained that the membership was not sufficiently forthcoming with information or written contributions. The following record is as complete as it has been possible to make it from the records available. In many cases the magazines do not show the editor's name and it has not been possible to find them from other records. The editor when the magazine first started, probably in 1965, was likely to have been Harry Geddes himself. He organised it and had it printed by his own firm.

1965-1966	T. Hegh and Jo Noble (Ms)
In 1967-1968 or later	J. O'Keefe
1969-1970	T.J. Walton
1971-1974	C. Meinhold
1975-6-1977	Snow Prowse
1977-1980	J. Terry and office staff
1980-1981	P. Reaves
1981 -1984	C. Coutts
1984	P. Hamling and N. Roberts
1984-1990	P. Hamling
1990-1992	N. Roberts
1992-1994	Bill Barry, Sarah Ell (as editors of Boating Quarterly which included a Coast Guard magazine section)
1994 to present	B. Young, P. Hamling

Coastguard New Zealand is the magazine of the RNZCGF, the AVCG magazine having been discontinued.

YEAR BOOKS

The AVCG produced a number of year books containing details of the organisation, office holders and other useful information for members, including articles on boating safety, fish and

boat maintenance. They were published intermittently between about 1968 and 1989. In 1994 a totally different kind of year book, listing firms sponsoring and supporting the AVCG and some other useful information, was produced. The Federation also produced a Year Book in the mid-1980s.

DIRECTORY OF THE GULF

This very useful publication appeared in 1967 and was largely the work of a member, Clive Messenger. It was repeated again in 1976. It was a gazetteer listing numerous names of headlands, bays, islands, named rocks, and other prominent landmarks around the Hauraki Gulf, giving a grid reference to a special edition of Chart 532 Approaches to Auckland, over which had been printed a special grid. Some members apparently felt that it facilitated locating the places mentioned, as an alternative to using geographical coordinates.

Why the Auckland Coast Guard asked the Hydrographic Department of the Navy to print this special chart about 1965 when the use of latitude and longitude would have sufficed was never satisfactorily explained. The 'Directory of the Gulf' was, nevertheless, a very useful publication and was on public sale. This helped to publicise Coast Guard as well as bring in a small income for the Service.

A 17-metre Severn-class lifeboat of the RNLI of the United Kingdom.



Appendix H

Overseas Coast Guards The United Kingdom

In New Zealand each Coast Guard unit is operated entirely without Government direction and as an autonomous organisation, staffed almost entirely by volunteers with only one or two employing any paid staff.

Most of these individual organisations have a great deal in common, and there is now a significant measure of uniformity in their operation due to the overall influence of the Royal New Zealand Coastguard Federation, which comprises individual Coast Guard units affiliated to it and seeking to operate under its 'umbrella'.

This New Zealand operation is quite different from many overseas coastguard and lifeboat services, which are often Government agencies funded by the public purse and set up by legislation. In some cases there may be a common link in the methods used by these overseas organisations, with some of them also having an auxiliary of volunteers.

The operation of the New Zealand Coast Guard is probably closest to those overseas organisations which have no Government-funded parent body and operate almost entirely with volunteers, although in this country there is still a great deal of emphasis placed upon the use of privately owned boats and this is not generally the case elsewhere.

The two organisations which most readily come to mind when talking about Coast Guards overseas are those of the United Kingdom and the United States - both long established but very different in operation from one another, and from New Zealand.

Both have had some influence on the way the New Zealand Coast Guard has developed, although they are now so different from it that few direct comparisons are possible. The 18th century, and the first part of the 19th century, were the heyday of smuggling of dutiable goods, principally spirits, tea, coffee, and sugar, into Britain. Many an exciting and romantic tale is told of the smugglers, often with the help of the landed gentry, magistrates and clergymen, landing their casks of brandy on the coast of Devon and Cornwall during this period.

Towards the end of the Napoleonic Wars, in 1822, HM Coast-guard was formed to counter the efforts of these smugglers to defraud the Revenue. Since that day the service has gone through many changes. It was originally the responsibility of the Admiralty, and for many years those who joined it had served at sea in the Royal Navy, for which it became a reserve for a time. In 1923 the Board of Trade took over and the Coastguard then became principally concerned, as at present, with life-saving, although it had unofficially performed that role for a long time previously. It is no longer concerned with Customs and Excise. Under the Board of Trade it became a civilian organisation which covered the entire coastline of the United Kingdom.

In later years responsibility for it was transferred to other Government departments, including the Ministry of Shipping and the Ministry of War Transport. During the Second World War HM Coastguard again came under the direction of the Admiralty, but with the return of peace it became an entirely civilian service, though even today its staff wear a uniform and have a service-type of rank structure.

In the 1970s a major reorganisation again occurred — HM Coastguard was divided into six major regions — but the 1990s have seen a reduction in staffing which has curtailed many of the activities of the Service. Exclusively a male service until 1970 until the first women were enrolled, they now play a very active part in the operations role, principally in the Marine Rescue Coordination Centres (MRCCs).

Until recently it was a part of the Marine Directorate of the Department of Transport, the Government department which has, amongst other things, the responsibility for the legislative administration of merchant shipping.

In 1994 HM Coastguard underwent another change of structure and became an 'executive agency' of the Ministry of Transport, a semi-autonomous body funded by central Government, and now enjoys more financial and managerial freedom. It forms a part of the Marine Emergencies Organisation, together with the Marine Pollution Control Unit, but both retain their separate names and identities within the Coastguard agency.

The role of HM Coastguard today is probably best described as being 'the authority responsible for initiating and coordinating the civil search and rescue measures for all vessels in distress off the coasts of the United Kingdom'. It achieves its aims by the operation of a thoroughly professional organisation.

To achieve this, heavy reliance is placed upon the volunteers who form the Coastguard auxiliary, whose principal role is to man the MRCCs with the nucleus of professionals, the paid employees of the Service.

For many years, principally before the Second World War, the Coastguard acted as 'coast watchers' for shipwrecks and other catastrophes. Many rescues were carried out using the breeches buoy rocket life-saving apparatus after either the public had reported a casualty or the vigilant Coastguard has spotted a vessel ashore on rocks or sandbanks. Cliff rescues often figured in the statistics for the rescues carried out each year.

Flag signals, the bicycle and the telegraph were once the means of communication, but in the post-war years the development of radio has changed the way in which HM Coastguard operates. Today it has a modern and sophisticated electronic network operated from a small number of MRCCs. No longer are the naked eye, the telescope and the word of the local police constable the basis of alerting the rescue service. Extensive use is now made of all suitable electronic aids including radio, radar, direction-finding equipment and satellites to provide rapid and efficient communications.

While in the pre-war days merchant shipping made the major demand upon the services of the Coastguard, the growth of pleasure boating and other water-based recreation has meant that the emphasis today is upon the saving of life of small boat users, yachtsmen and swimmers.

HM Coastguard is highly mobile on land and in the air, using four-wheel drive vehicles and helicopters for much of its work. It does not operate any major rescue craft, although it does have a fleet of small inflatables for inshore emergencies.

Britain is provided, through voluntary contributions of money and skills, with a highly efficient lifeboat service. Since its formation in 1824 the Royal National Lifeboat Institution has enjoyed a worldwide reputation as an efficient rescue organisation. HM Coastguard works very closely with the RNLI, whose all-weather and inshore lifeboats carry out the majority of the sea rescues under the coordination of HM Coastguard from its well-equipped rescue centres. Where appropriate HM Coastguard also calls out the Armed Forces to provide helicopter and other rescue facilities, or will call upon merchant ships or commercial aircraft when they are operating in the vicinity.

Support for 'the lifeboat' has become a part of British culture. RNLI statistics show it is called out annually on about 6000 occasions, rescuing an average of 1500 or more people. In 1994, for example, lifeboats were at sea somewhere off the British and Irish coasts for a total of 8895 hours.

In Britain, until recently, neither HM Coastguard nor the RNLI played a major part in safe boating education for the public, which was largely handled by the Royal Yachting Association

(RYA). This body provides the syllabus and programme for small craft examinations and devotes a vast amount of time and effort to promoting high standards in pleasure boating.

However this has recently changed with the RNLI's 'Sea Safety Initiative'. This followed a decision by the organisation to take pro-active steps towards promoting sea safety, based upon the knowledge and experience of its lifeboat crews and staff. A working group has now been set up comprising the RNLI, HM Coastguard, the RYA, the Royal Life Saving Society, the Maritime Safety Agency and the British Marine Industries Federation, intended to improve co-ordination and co-operation between the groups, and to disseminate relevant safety information.

The modern HM Coastguard, comprising six SAR regions, now works very closely with the other organisations with a similar life-saving interest. It has an important role in providing advice to recreational boat users, windsurfers, swimmers, fishermen and many other sea users.

The United States

The US Coast Guard was established in 1915 by an Act of Congress which consolidated the Revenue Service (established 1790) and the Life Saving Service (1878). It was decreed that the organisation 'shall be a military service and a branch of the Armed Forces'. In a time of national emergency, or when the President directs, the Coast Guard operates as part of the Navy.

In 1939 the Lighthouse Service (1789) was transferred to the Coast Guard, and in 1967 the Coast Guard itself was transferred to the newly established Department of Transportation.

Its role includes :

1. enforcement of Federal laws upon the high seas and in the waters under United States jurisdiction, including the carrying out of fisheries patrols, and generally regarding the safety of life and property
2. fostering aids to navigation, ice-breaking, oceanographic research and rescue facilities
3. readiness to function as a specialist service in the Navy. With its many different classes of ships and several different kinds of aircraft, the US Coast Guard, apart from its principal concern with the protection of life at sea, deals with everything from hunting down icebergs to the protection of seals.

The Coast Guard is involved with both professional and amateur sailors. It is the regulatory agency responsible for the maintenance of standards in merchant ships, both United States-flag and others calling at its ports, and the licensing of United States mercantile marine officers. It is also responsible for administering the Federal Boat Safety Act, which is largely concerned with small commercial and pleasure craft.

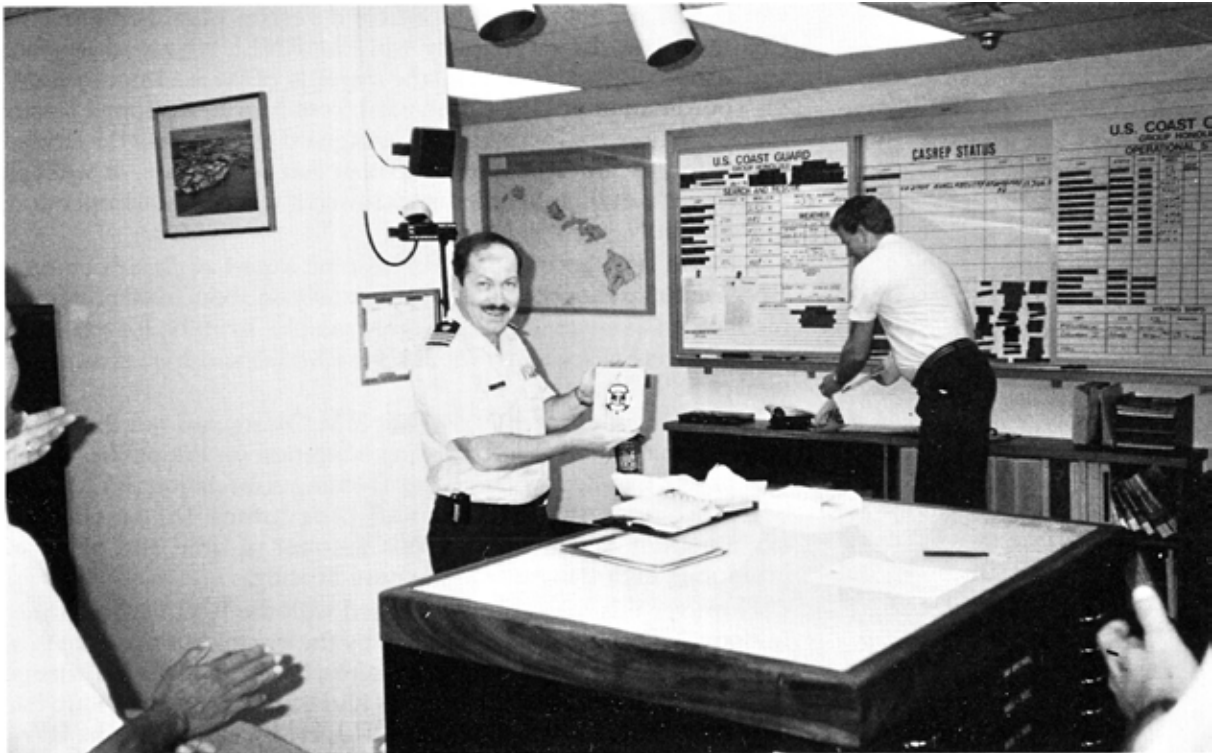
The US Coast Guard has a well-constituted auxiliary which includes volunteers who assist the parent organisation's work in the pleasure craft field. The auxiliaries wear a uniform and are formed into local squadrons and flotillas which provide instructional courses for the public in boat handling and seamanship, and also conduct safety examinations on motor boats when requested by their owners. (Boats passing this Courtesy Motor Boat Examination are issued with decals showing compliance with the necessary standards which, apart from being a source of pride to their owners, reduce their chances of attracting the attention of those concerned with law enforcement.) The Coast Guard auxiliaries also assist with SAR using their own boats.

In the United States there are many locally-based rescue services. Some are of a voluntary nature, but others are operated largely commercially for the purpose of assisting those who pay an annual fee to the organisation specifically for the services that they provide.

The other major contributor to safety in small boating by means of education in the United States is an organisation known as the United States Power Squadrons. With groups operating on much of the east and west coasts of the United States, as well as in some inland areas, the

Power Squadrons have earned a good reputation for their efforts to promote high standards of education of pleasure craft operators. Passing their examinations, like those of the US Coast Guard, merits considerable respect.

A U.S Coastguard operations room in Hawaii. The commanding officer has just been presented with an AVCG shield wall plaque.



Canada

The Canadian Coast Guard, like its United States counterpart, has a wide range of responsibilities including those of search and rescue, the regulation of merchant shipping and marine pollution response.

However, it is a civilian organisation and is part of the Canadian Department of Transport. Ice-breaking on the Atlantic, Pacific and Arctic oceans to assist coastal shipping in the winter, and the maintenance of fixed and floating aids to navigation, are also responsibilities of the Coast Guard. The Canadian Coast Guard has a strong auxiliary, the Canadian Marine Rescue Auxiliary, which is often referred to as the Coast Guard Rescue Auxiliary.

Its members, about 4000 in number, operate as five separate, private, non-profit corporations based in the five geographic regions of the Coast Guard. They comprise principally pleasure boat owners and fishermen, trained by the Coast Guard, and who use their own craft to respond to SAR incidents under the control of Coast Guard officers in their rescue coordination centres. In some regions they also supplement crews aboard regular Coast Guard vessels.

Education of the public and the performance of courtesy examinations of small vessels also form a part-of the Coast Guard Rescue Auxiliary's work. Volunteer groups will soon start to operate in response to pollution incidents, after training by the Coast Guard.

Australia

There are several organisations in Australia which have much in common with the New Zealand Coast Guard, principally because they are voluntarily manned, are not attached to a parent organisation and have no statutory role.

They differ in their method of operation from many New Zealand Coastguard units in that they operate largely by running their own dedicated rescue boats rather than using member-owned boats, although there are some privately-owned craft involved. The two principal Australian organisations are the Royal Volunteer Coastal Patrol and the Australian Volunteer Coast Guard Association.

They differ from their counterparts in New Zealand in that the local squadrons and flotillas in Australia do not have quite the autonomy of the New Zealand Coastguard units but their aims and objects are very similar. They are committed to boating safety by providing SAR facilities and training courses for their members and the public.

As with many of the New Zealand Coastguard groups, both the Royal Volunteer Coastal Patrol and the Australian Volunteer Coast Guard Association offer theoretical and practical instruction courses. They also provide courtesy small boat inspections in a similar manner to the US Coast Guard auxiliary.

There are similar but smaller rescue services in other Australian states, the Air Sea Rescue Association in Queensland and the Volunteer Rescue Association in New South Wales being two of the better known. As with the USCG Auxiliary, uniforms play a significant role. There are rank insignia and there is a paramilitary-style rank structure in each unit, although the egalitarian Australian way of life ensures that, as a civilian organisation, this never assumes other than reasonable proportions.

The earlier of the two principal organisations, the Royal Volunteer Coastal Patrol (the Royal prefix was granted in 1974) was formed in March 1937 with a nucleus of 12 boat owners under the auspices of the Royal Australian Navy. Its first commanding officer was a captain in the Royal Navy.

Many of the early instructors were naval personnel and the patrol worked closely with the military authorities on intelligence and training projects until the outbreak of war when a number

of its members joined the Royal Australian Naval Volunteer Reserve. Later the organisation became involved in security patrols and the guarding of strategic places on the waterfront. The service operated throughout the Second World War.

In due course divisions were formed in the major ports and by 1940 the organisation had grown to about 2000 members and 500 boats. With the exception of the Sydney Division, it became part of the Royal Australian Navy as the Naval Auxiliary Patrol. NSW remains today the stronghold of- the RVCP, although from 1990 operational divisions had been established in all states except Western Australia and Northern Territory.

Today the RVCP's aims include :

- providing assistance to public authorities entrusted with, or connected with, the administration or regulation of maritime affairs
- assisting or cooperating with any authority concerned or entrusted with the defence of the realm
- * providing theoretical and practical instruction in seamanship subjects and boat handling
- carrying out marine search and rescue work, and other water- borne services of a public or community nature

These terms of reference are wider than those at the inception of the service before the war and the latter two roles are the principal ones today. (The Volunteer Coastal Patrol and the New Zealand Coast Guard were formed about the same time, shortly before the war, and one can imagine that Captain Eastmure would surely have envied the VCP its recognition by the Navy,

The Redland Bay (Queensland) headquarters of the Australian Volunteer Coastguard.



and official status, with its role in the defence of the realm.)

In practice the RVCP operates very much in the same way as many of the New Zealand Coastguard units, with its roles of SAR (under the Police), public education, crowd control for special events, ambulance work and related matters being, at least in peace time, its real 'raison d'être'.

It also has an Offshore Division which operates an ex-RNLI lifeboat. It has a closer liaison with the Australian Yachting Federation than the New Zealand units have with the New Zealand Yachting Federation. Fire fighting (mainly boats and coastal bush fires) and pleasure boat licensing (in association with the state agencies responsible for these regulations) are certainly an extension of the New Zealand Coastguard role.

The Australian Volunteer Coast Guard Association

Founded in 1961 in Victoria and modelled to a large extent upon the US Coast Guard Auxiliary the AVCGA operates in all but two states, Western Australia and the Northern Territory. Each state in which it has a presence has one or more squadrons as the major unit, with locally-based flotillas in the principal areas of pleasure boating.

The Australian Volunteer Coast Guard Association claims to be the largest single volunteer marine rescue and education organisation in the Southern Hemisphere. It bases this claim upon having a total membership of about 11,700, with 2514 being 'regular professional volunteers', about 60 flotillas, 143 radio bases, 90 rescue boats and other facilities owned.

Its operations cover a very large area, from Thursday and other islands in the Torres Strait, the eastern side of the Gulf of Carpentaria in the north, down the eastern seaboard through Queensland, New South Wales, and Victoria, across to South Australia and further south to both the east and west coasts of Tasmania. They also cover some of the major inland lakes in New South Wales and Victoria.

Its rescue boats range from 12-foot inflatables and 15-foot aluminium centre-console runabouts for inshore work to 45-foot trawler style, 14-knot diesel craft for offshore rescues and towing. They also operate heavy-seas fast-response catamarans and a 36-foot tri-hulled vessel powered by three outboards.

The association is a member of the International Lifeboat Federation. Apart from its SAR activities, training and public lectures with examinations in navigation and seamanship are an important part of the Coast Guard Association's activities. The AVCGA, like its United States counterpart, offers Courtesy Motor Boat Examinations.

The organisation is a registered charity and in some states it receives financial recognition for the services it provides, including the supplementary role of Water Police support.

South Africa

South Africa does not have a Coastguard at present. The functions normally associated with an official Coastguard are carried out principally by the Departments of Transport, Environmental Affairs, Defence and Internal Affairs. A commission recently enquired into a major revision of the country's maritime policy, and recommended the formation of a Coastguard service.

South Africa is a signatory to the SAR Convention and as such has certain obligations. Its present SAR organisation is the responsibility of the Department of Transport, and consists of several Government departments, the National Defence Force and other groups which have the requisite capability, including the National Sea Rescue Institute.

The National Sea Rescue Institute, with 22 rescue stations equipped principally with rigid-hull inflatables, is the country's principal volunteer lifeboat service for inshore waters. It is largely dependent upon public support, but does receive a small state grant. Its headquarters are in Cape Town.



The Brisbane and Redlands Air Sea Rescue boat and headquarters at Victoria Point, Queensland,