

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

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PORTRAIT OF A COXSWAIN



COXSWAIN JOHN TRIMBLE, of the Donaghadee, Co. Down, life-boat *Sir Samuel Kelly*. Appointed coxswain in April, 1960, he was second coxswain from November, 1954, until his present appointment. Since April, 1950, when he was appointed bowman, the Donaghadee life-boat has been launched 82 times and has saved 84 lives.

NOTES OF THE QUARTER

That the life-boat service is busier every year is now becoming a clearly established fact, and it received further confirmation in the first six months of the present year. In 1965 an all-time record for launches was established, yet there was a marked increase in the number of launches in the first six months of 1966 in comparison with last year. The total figure for launches by life-boats and inshore rescue boats during this period was 670 compared with 527 in 1965. The number of calls on life-boats did not change substantially, but there were over twice as many launches by inshore rescue boats, the figure being 225 compared with 112 for the first six months of 1965. With a 50 per cent increase in the number of IRBs in service some increase was to be expected, but an increase of over 100 per cent is a formidable one.

RESCUES FROM RIGS

A new type of structure, which is now beginning to be familiar near the coasts of parts of Britain, is creating a new form of hazard at sea. This is the boring rig. The number of these in the North Sea is growing steadily with the intensification of the search for gas. Life-boats have been called out on a number of occasions on receiving distress messages concerning rigs, and when *Sea Gem* capsized in December, 1965 (*THE LIFE-BOAT*, June, 1966), four life-boats spent over 100 hours searching for survivors.

These rigs present peculiar problems to rescue services, and in order to assess some of the difficulties the first of the Institution's 70-foot steel life-boats carried out a reconnaissance in the North Sea shortly after she had been formally named. She left Gorleston early in the morning on 11th May and continued the reconnaissance until 17th May. Lieut.-Commander H. F. Teare, R.N.R., Assistant District Inspector, Western, was in command. His report has been carefully studied by the Committee of Management, together with an interesting film, which was made by a B.B.C. cameraman who was aboard at the time. The film has been shown on television. Pictures of oil rigs appear on pages 162 and 163.

A successful rescue has already been carried out from a rig, for on 5th June the Blackpool life-boat took seven men off a drilling rig, which was in danger of capsizing a few hundred yards south of the central pier. It was a difficult operation, and in taking the men off the life-boat's rudder was damaged. A full account of the service will appear in the December number of *THE LIFE-BOAT*.

NORWEGIAN VISIT

The first of the 70-foot life-boats put out from Gorleston on another occasion in May. This was to greet the Norwegian rescue cruiser *Ambassador Bay*, which was paying a visit to Britain from 20th to 22nd May. The Gorleston life-boat and IRB and the Lowestoft life-boat also met the fine Norwegian vessel. A deputy chairman of the Institution, Commander F. R. H. Swann, O.B.E., R.N.V.R., was on board the 70-foot boat.

The Norwegian delegation visited the Brook Marine yard at Lowestoft to



By courtesy of

[Eastern Daily Press

The Chief Inspector of Life-boats, Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., greeting the Secretary General of the Norwegian Life-boat Institution, Capt. Olaf Bjørnstad, when the Norwegian rescue cruiser *Ambassador Bay* berthed at Great Yarmouth on a goodwill mission on 20th May, 1966.

inspect the 44-foot steel life-boats under construction, and in the course of their visit they were entertained by the coxswain and crew of the Gorleston life-boat, by the branch committee, by the Mayor of Great Yarmouth and by Sir Patrick and Lady Benn, who is herself Norwegian.

Captain Olaf Bjørnstad, the Secretary General of the Norwegian Life-boat Society, impressed everyone present by the grace and wit of the speeches he made in English on all the various social occasions. When the Norwegian life-boat returned he went to Littlehampton to inspect the 44-foot steel life-boat which the Institution obtained from the United States Coast Guard. He expressed particular interest in what he saw of the construction of conventional life-boats at Littlehampton.

CLOSING OF CROMER No. 2 STATION

The Institution has decided to close the No. 2 life-boat station at Cromer, but the decision will not be put into effect until repairs to the slipway, which are likely to last some months, have been completed. Cromer is the last station in the country to have two life-boats. The original reason for having a second boat was that if the No. 1 boat could not be rehoused because of weather conditions she might have to put into Gorleston, where she would not be available for duty off Cromer.

The present Cromer No. 1 life-boat *Henry Blogg* is to be replaced shortly by a new 48-foot 6-inch life-boat of the self-righting Oakley type fitted with

radar. Capsizing trials of this life-boat were carried out at Portsmouth in June and a picture appears on p. 154.

NEW HISTORICAL FILM

Another excellent new film has been made about the life-boat service. It is entitled simply 'Lifeboat' and was made by the Perkins Engine Group at Peterborough, who have presented it to the Institution as a tribute to the work of the R.N.L.I. and the courage of its crews.

The film, which runs for 19 minutes, is in colour and 16 mm. It tells something of the history of the Institution and of attempts to improve methods of saving life at sea since 1771. Through the use of models, paintings and reconstructed scenes the efforts of Sir William Hillary, Grace Darling, James Beeching, the fourth Duke of Northumberland and others are portrayed. Scenes were shot at Bamburgh Castle, at Douglas, in the Farne Islands and off the Goodwin Sands. The opening and final sequences were shot at the Seaham life-boat station.

SCOTTISH TELEVISION APPEAL, 1966

On Sunday, 20th March, 1966, Mr. Angus MacVicar, the author of a number of works on life-boats and a well known figure on Scottish Television, made an appeal in the B.B.C. Scottish television service on behalf of the Institution. Those who responded to the appeal contributed in all just over £608.

Tribute to Life-Boat Designer

A MAN who can truly be said to have devoted his working life to the Life-boat Service, and whose name is likely always to figure prominently in the history of life-boat design and construction, has retired from the full-time service of the Institution. He is Mr. R. A. Oakley, M.B.E., M.R.I.N.A.

Mr. Oakley's association with life-boats goes back to 1918, when he entered the service of the Isle of Wight firm of S.E. Saunders Ltd. The first life-boat on which he worked for this firm was a 46-foot 6-inch Norfolk and Suffolk type boat, which was built for Gorleston, but later transferred to Lowestoft. In his early days in the Isle of Wight, he worked closely with Mr. Uffa Fox, with whom he has retained a long-standing friendship.

LIFE-BOATS WERE COMPLETELY OPEN

In 1928 he joined the Institution as Assistant Surveyor. At that time all life-boats were completely open, with no shelter or protection for the crew. One of the first boats to be fitted with a shelter was built for Margate. This life-boat was shown at the British Empire Exhibition at Wembley in 1924 and took part in the first overland haul of a life-boat for exhibition purposes which the Institution had ever undertaken. A trailer was specially constructed and the boat

continued on page 153

The Wreck of the Anzio I

ON the night of 2nd/3rd April, 1966, the motor vessel *Anzio I* went aground. The Humber life-boat was launched. She was unable to save any lives, but for the attempt which she made in extremely severe conditions Coxswain Superintendent Robertson Buchan has been accorded the thanks of the Institution inscribed on vellum.

At 11.40 p.m. on 2nd April Coxswain Buchan learnt from the Humber coast-guard that two red flares had been sighted off the Lincolnshire coast in the direction of Donna Nook. There was a north-easterly gale (force 9) and the weather was overcast. There were intermittent showers of heavy rain. It was two hours after low water.

LAUNCHED IN TEN MINUTES

The Humber life-boat, *City of Bradford III*, which is one of the 46-foot 9-inch Watson type, was launched in 10 minutes. Fifty minutes later she sighted the wreck of the m.v. *Anzio I*, which was heading north west and lying with her starboard side beam on to the seas. Heavy seas were half way up the deck and washing right over her.

Because of the heavy, breaking seas on the bank and around the wreck Coxswain Buchan realized there was no chance of coming alongside, and he decided to anchor and veer down to the wreck.

As this was being done, three members of the crew who were tending the cable forward, Second Coxswain Thomas Beverley, Bowman Clifford Staves, and Crew member Edgar Knaggs, were washed off their feet and thrown back on to the wheelhouse by a heavy sea which completely enveloped the life-boat.

All three men were injured. Second Coxswain Beverley was badly bruised, Bowman Staves received injuries to his ribs, and Edgar Knaggs injured his head.

They all immediately returned to their positions and continued to veer the cable until the life-boat was within 30 yards of the wreck. Meanwhile the breeches buoy and the gun line had been made ready for use.

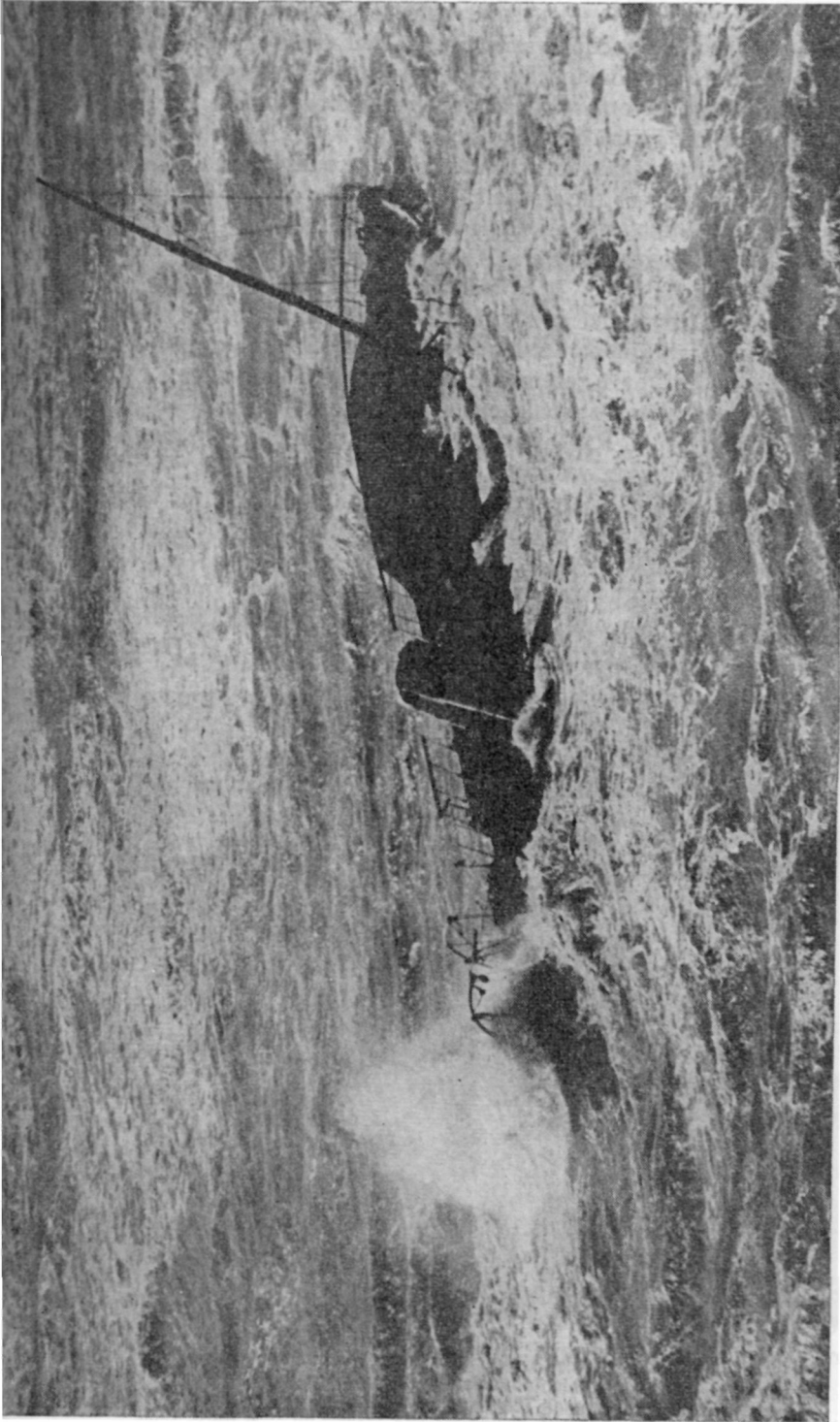
SEARCHLIGHT WAS USED

The searchlight was trained on to the wreck, which was now seen to be on her beam ends, with no sign of life aboard. Fifteen-foot waves were washing right over her, and it seemed clear that the crew had either abandoned ship or been swept overboard. Nevertheless, Coxswain Buchan remained for over twenty minutes, scanning the wreck in the beam of the searchlight for any signs of life.

Heavy seas continued to wash over the life-boat. Three times the cockpit and after cabin were completely filled. The plastic side screens to the wheelhouse bulged inwards with the weight of water.

The echo sounder was operating throughout, and in the trough the life-boat had only 5 feet of water under her keel.

Finally Coxswain Buchan decided that no useful purpose could be served by



By courtesy of]

[Sun

The angry state of the sea at the time is well illustrated in this striking aerial picture of the wreck of the m.v. Anzio I off the Lincolnshire coast on 3rd April, 1966. Some of the crew of the Humber life-boat were injured because of the heavy fast seas on the bank and around the wreck.

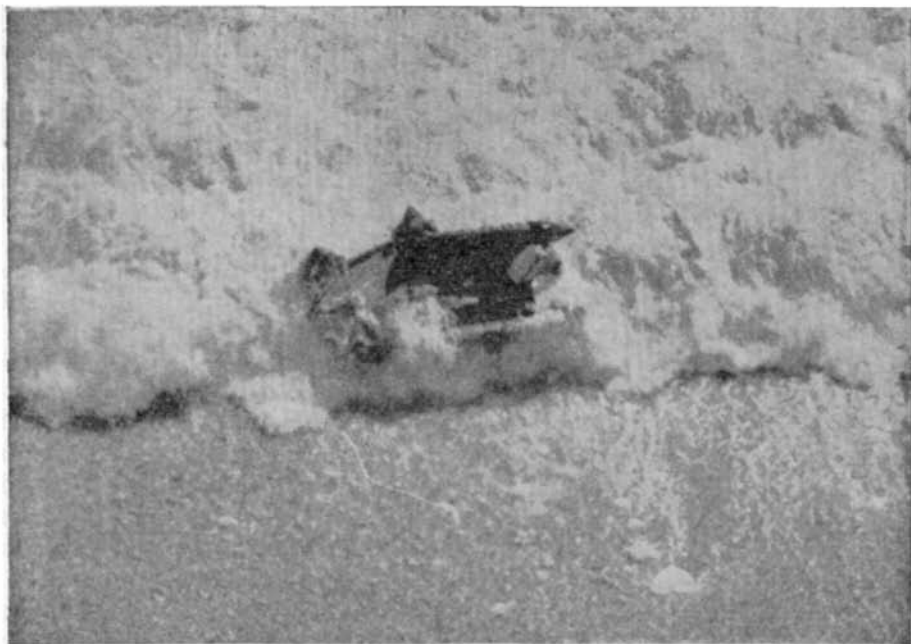
remaining longer. The anchor was recovered, but the life-boat continued searching down tide for survivors until 8.35 in the morning, even though the coxswain was convinced that anyone who had been washed overboard must by then have been cast up on the beach by the onshore gale.

When the life-boat finally left the area all that could be seen of the wreck were the mast and the top of the funnels. The life-boat finally reached her station at 9.55 a.m.

Crew Thrown Out of IRB

Two brothers, Christopher and John Cook, who formed the crew of the Yarmouth, Isle of Wight, inshore rescue boat, and a 64 year old retired doctor, Dr. Harrison Broadbent, have received letters of appreciation signed by the Chairman of the Committee of Management of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N. The letters are in recognition of their part in an attempt to save life which was in itself a striking example of the way in which the different rescue services co-operate. In addition to the IRB, the Yarmouth life-boat, a helicopter of the Royal Air Force and the Needles coastguard all took an active part.

At 11.24 a.m. on 10th April, 1966, Mr. L. W. Noton, honorary secretary of the Yarmouth life-boat and IRB station, learnt from the Needles coastguard that a man had fallen over the cliff at Scratchell's Bay. The IRB, manned by



By courtesy of

[B.B.C.]

'A heavy breaking sea then struck the boat on the quarter, washing her broadside on to the beach . . .'. This fine action photograph—it is a 'still' from a film—was taken by B.B.C. cameraman Tony Knightley from the cliff overlooking Scratchell's Bay, Isle of Wight, during the IRB service on 10th April, 1966.

Christopher and John Cook, put out at 11.40.

There was a light southerly wind, but there was a heavy ground swell. The tide was half flood.

The IRB made a successful landing at Scratchell's Bay about noon on the steep shingle beach. Her crew were advised by the coastguard to put to sea again to make a rendezvous with a helicopter which would lower a doctor and an R.A.F. crewman.

About 12.30 p.m. Dr. Harrison Broadbent, who had volunteered his services in the absence of the station's honorary medical adviser, was winched down into the IRB, together with the R.A.F. crewman.

CAUGHT BY UNDERTOW

The IRB approached the beach again, but as her crew tried to turn her to seaward in order to land her stern first on the beach, she was caught by the undertow. A heavy breaking sea then struck the boat on the quarter, washing her broadside on to the beach and throwing the two brothers into the sea.

Christopher Cook was trapped under the boat, but his brother pulled him clear. Dr. Broadbent and the R.A.F. man were then helped ashore.

With the help of Station Officer P. Kent, of H.M. Coastguard, Dr. Broadbent gave the injured man an injection, but the man died of his injuries. The R.A.F. man swam out to sea and was winched back into the helicopter. The IRB had been cleared of water and was relaunched, but although the engine started she was again washed back by surf. This time the engine was damaged and the boat was hauled up the beach.

Dr. Broadbent and the members of the IRB crew could not be winched up by helicopter from the beach because of the proximity of the overhanging cliffs. It was therefore decided to launch the Yarmouth life-boat, *The Earl and Countess Howe*, which is a 48-foot 6-inch Oakley boat. The life-boat put out at 12.48 and reached the area of Scratchell's Bay at 1.30. Dr. Broadbent and the Cook brothers were still on the beach.

PORT PROPELLER FOULED

It was nearly high water and therefore important to get them off as quickly as possible. Coxswain Harold Hayles anchored in two fathoms of water and began to veer down towards the beach. When the life-boat was half way in, a heavy ground swell swept her. The life-boat rode it well, but she was left lying broadside on to the sea.

The surge had carried the boat over her own cable and fouled the port propeller. As a result the port engine stalled. Attempts to get lines ashore were unsuccessful. During the attempts a heavy ground swell struck the life-boat on the beam and at one moment she seemed almost certain to roll over.

The coastguard then informed the life-boat that it would be possible to bring Dr. Broadbent and the IRB crew and the dead man up the cliff. The life-boat therefore made for Yarmouth and reached her station at 4.14. The party from the beach were successfully brought up the cliff.



By courtesy of]
[Central Press Photos

Princess Marina, Duchess of Kent, president of the R.N.L.I., presenting Ian Gillies, a 12 year old boy from Gourock, with an inscribed wrist watch for an act of exceptional gallantry. The occasion of the presentation was the annual meeting on 20th April, 1966.

Award for Sixteen Year Old Boy

A SIXTEEN YEAR OLD boy, Arnold Togneri, has been awarded an inscribed wrist-watch for the rescue of a girl off Dunbar, East Lothian, on the afternoon of 11th April, 1965.

Arnold Togneri and two other boys, John and James McKay, were canoeing off East Beach, Dunbar, on the particular afternoon – a Sunday.

There was a moderate westerly wind with a moderate sea. About 4.40 two girls, Joan Scambler aged 14 and Linda Sinclair aged 12, asked the boys if they could take the canoes out. It was just after low water.

Joan Scambler took Arnold Togneri's canoe, Linda Sinclair taking another smaller canoe. Within a few minutes they were both in difficulties in the ebbing tide and the offshore wind. Linda Sinclair managed to turn her canoe and reach shore safely, but the other girl found the canoe she was in too large to handle.

CANOE CAPSIZED

Realizing that Joan Scambler was now in serious difficulties, Arnold Togneri launched the smaller canoe again, and went to her help. He tried to turn her canoe, but as soon as it became broadside to the sea it capsized and threw the girl into the water.

He told the girl to hang on to the stern of his canoe, but it could not support their combined weight and sank, leaving them both in the water.

Joan was hampered by her clothes, but Arnold was wearing only bathing trunks and a shirt. He was also a strong swimmer.

At 4.50 the Dunbar coastguard alerted the life-boat. The maroons were fired

in two minutes and four minutes later the Dunbar life-boat, *Margaret*, which is one of the 47-foot Watson type, was launched.

The boy and the girl were extremely cold, and Joan Scambler said she did not think she could hold on any longer. Arnold, who could probably have swum ashore to safety, stayed by her and encouraged her to hold on.

At 5.3 the life-boat reached them and took them out of the water. They were given hot drinks, and at 5.15 the life-boat landed them. They were both taken to Dunbar Cottage Hospital but neither suffered any serious ill effects.

Crimdon Dene IRB

In addition to the inshore rescue boat stations already listed in *THE LIFE-BOAT*, the IRB originally intended for Dun Laoghaire, Ireland, has been re-allocated to Crimdon Dene, Co. Durham.

Sidelights on Stations and Places . . .

When the *Charles H. Barrett* (*Civil Service No. 35*) docked at Broad Quay, Bristol, in preparation for Bristol Life-boat Day, television announcer Guy Thomas, on behalf of T.W.W. Ltd., presented a television set to the crew.

Mr. Jack Abbott, who has provided St. Mary's life-boat with a radar set, plans to donate a stained glass window to the church of St. Mary's. The theme will be the life-boat and the light-house services, but the completion date will not be until September, 1967.

Port Talbot, Glamorganshire, was the scene on 21st May, 1966, of the opening of a new IRB station. Normally IRB stations are commissioned without ceremony but in this case there were special grounds for marking the occasion.

The cost of the boat and its equipment - £750 - was met locally and the new boathouse - it is strategically sited both operationally and from the publicity aspects - was erected by Mr. D. A. Scott, president of the Port Talbot branch of the Institution.

The Mayor of Port Talbot, Councillor J. Gwyn Lewis, O.B.E., welcomed the construction of the station and declared it open, while Sir John Brocklebank, a member of the Committee of Management, cut the tape to signify the official launching of the boat.

Mrs. D. A. Scott, wife of the president, unveiled a commemorative plaque inside the rescue boat station, and the dedication was undertaken by the Rev. A. T. M. Jasper, Chaplain of Missions to Seamen, Port Talbot and Swansea, assisted by Mr. W. K. I. Jones, Missions to Seamen, Port Talbot.

At the conclusion of the ceremony, Mr. L. W. G. Coyde, local honorary secretary, presented a painting of a life-boat to the Mayor on behalf of the Port Talbot branch of the R.N.L.I.

The Deputy Chief Inspector of Life-boats, Commander D. G. Wicksteed, R.N.R., attended from headquarters.

Publications prepared by the R.N.L.I. are among 1,500 books, periodicals, designs and photographs now being shown on the continent by the British Council under the title of 'The Sea and Small Craft'.

Thirty-Fifth Civil Service Life-Boat



By courtesy of]

[James O. Barron and *The Times*

The naming ceremony of the life-boat *Charles H. Barrett* (Civil Service No. 35) at St. Katharine Docks, London, on 4th May, 1966, and (right) Princess Marina, Duchess of Kent, being presented with a bouquet by 4 year old Alison Catherine Gibb who

ST. KATHARINE DOCK, London, was the scene in blustery weather on 4th May, 1966, of the naming of the first of the Institution's fleet of 70-foot steel life-boats – the £57,000 *Charles H. Barrett* (Civil Service No. 35) – by Princess Marina, Duchess of Kent, who is president of the Institution.

Princess Marina, who was greeted at the quayside by the Mayor of Tower Hamlets, Councillor T. H. A. Mitchell, spoke before naming the boat of the 'wonderful example' set by the fund in raising by voluntary means the money for its construction.

The newly commissioned life-boat, 70-001, has a sister, 70-002, and these boats can carry up to 120 survivors and can stay at sea much longer than other life-boats of the Institution's fleet.

CENTENARY VELLUM

At the naming ceremony, which was supported by many people, including London schoolchildren and boys of the City of London Sea Scouts, Air Vice-Marshal Sir Geoffrey R. Bromet, K.B.E., C.B., D.S.O., D.L., a deputy chairman of the Committee of Management, who took the place of Captain the Hon. V. M. Wyndham-Quin, R.N., Chairman, at short notice, invited Princess Marina to present a commemorative vellum to the Civil Service Life-boat Fund to mark the occasion of the fund's centenary.

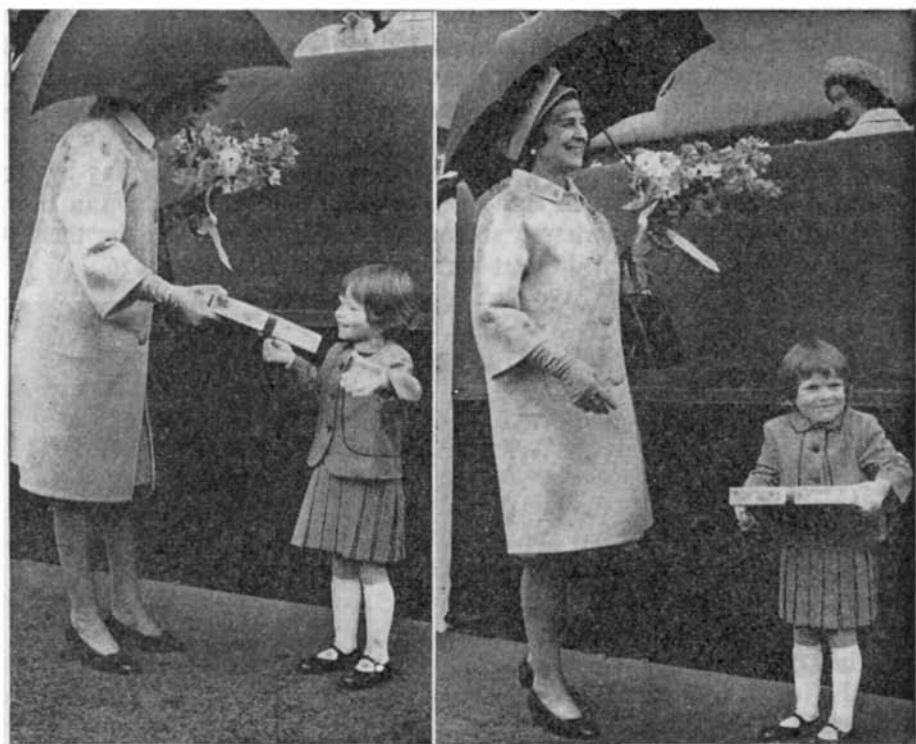
Princess Marina, who afterwards inspected the life-boat and spoke to Lieut.-Commander H. F. Teare, R.N., and the crew of five, then presented the vellum to Sir Eric A. Seal, K.B.E., C.B., chairman of the fund and a member of the Institution's Committee of Management.

Sir Eric, in handing over the life-boat to the Institution, recalled that the Civil Service Life-boat Fund was 'a very remarkable and quite unique body'. It started, he said, over 100 years ago in the General Post Office. It had gone on spreading and growing, quite spontaneously, throughout the much larger Civil service of today. It had started with an annual income of £300 when the average subscription was about 6d., and now had an annual income of over £25,000 with subscribers giving an average of about 2s. 6d.

Sir Eric added: 'The Civil Service Life-boat Fund decided that the best way to celebrate this centenary is to present the very latest and largest life-boat ever to the service, and here she is. I will say nothing in praise of her - let her speak for herself.'

THE ACCEPTANCE

Air Vice-Marshal Sir Geoffrey Bromet accepted the life-boat on behalf of the Institution, and the dedication by the Chaplain of the Fleet, the Venerable



By courtesy of]

[The Times

... received by way of exchange, a box of chocolates. Alison, whose obvious surprise and delight caught the photographer's attention, is the daughter of a member of the Civil Service Life-boat Fund's executive committee.

Archdeacon Christopher Prior, Q.H.C., M.A., followed. After Mr. F. B. Savage, secretary of the Civil Service Life-boat Fund, had proposed a vote of thanks, Princess Marina named the life-boat.

Miniature star attraction of the morning was 4 year old Alison Catherine Gibb, the daughter of a member of the Civil Service Life-boat Fund's executive committee, whose presentation of a bouquet to Princess Marina caught the attention of *The Times* photographer to the extent of not one photograph but *five* photographs on the back page of next day's edition!

V.C. TAKES IRB RIDE

LANCE-CORPORAL RAMBAHADUR, who this year was awarded the Victoria Cross for bravery in Sarawak, was in June taken for a trip in Eastbourne's IRB. He was staying at Upper Dicker at the home of Major J. Gales, an officer in the 10th Princess Mary's Own Gurkha Rifles, and specially asked to see the life-boat station. With the party were two other Gurkha friends.

Lance-Corporal Rambahadur is pictured on page 166.

CENTENTARY AT GORLESTON

A FRAMED letter signed by Capt. the Hon. H. M. Wyndham-Quin, Chairman of the Committee of Management, expressing the Institution's appreciation of the voluntary work of the officers and committee and of the devotion and courage of the Gorleston life-boat crews, has been sent to Gorleston to mark the centenary of the foundation of its station.

The Great Yarmouth life-boat station was established before 1825 by the Norfolk Shipwreck Association and was taken over by the Institution in 1857. It closed in 1919. The Gorleston station, which was established by the Institution in 1866, was renamed Great Yarmouth and Gorleston in 1926.

Gorleston life-boat crews have saved over 1,800 lives.

THE GROSVENOR SPORTS CLUB

THE Grosvenor Sports Club, which was founded in October, 1962, when members of the head office staff of the Institution met to discuss sports and social activities, is going from strength to strength.

Football, apparently, is the most popular sport among members of the club, but there is also a following for table tennis, tennis and snooker. Other activities will be introduced from time to time.

In view of the comparative success of the football team it was decided to enter a team last season in the Southern Area Football League, Division Four and they became league champions in that division. In addition, the team also won the Junior Cup of the League, beating Mitcham Tourers five goals to two in the final. The table tennis 'A' team, which was also entered in a league for the first time last year, emulated the success of the football team by winning the 4th Division championship of the London Business Home League. They were undefeated throughout the season.

BIRTHDAY HONOURS

The following were among those honoured by the Queen in the Birthday Honours List published in June -

K.B.E.

Vice-Admiral Sir Hugh C. Martell, K.B.E., C.B., who was ex-officio on the Committee of Management of the Institution when he was Admiral Commanding Reserves.

O.B.E.

Mr. Basil A. Parkes, O.B.E., chairman of the Boston Group of companies, who is president of the Hull and district life-boat branch.

Mr. Douglas A. Scott, O.B.E., of Porthcawl, Glamorganshire, who is president of the Port Talbot life-boat branch.

B.E.M.

Motor Mechanic John Macleod, B.E.M., of the Stornoway life-boat, who was the youngest motor mechanic in the R.N.L.I. service when he joined in 1929.

THE LIFE-BOAT FLEET

147 station life-boats 73 inshore rescue boats
2 70-foot steel life-boats on operational trials

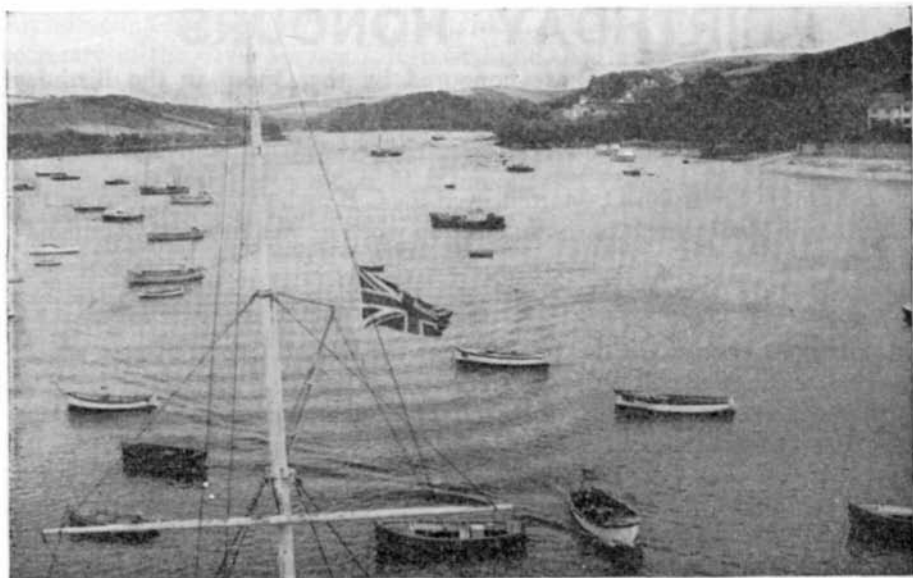
LIVES RESCUED 86,887

from the Institution's foundation in 1824 to 31st May, 1966



By courtesy of
[Northern Echo

Mrs. K. Hanson, of Staithes, Yorkshire, pinning a life-boat flag on Andrew Blowitt, aged 3.



Salcombe's life-boat, *The Baltic Exchange*, at anchor in Salcombe river.
When called out her crew go to her by motor boat.

Focus on . . .

SALCOMBE

by Christopher Elliott

The village of Salcombe stands on the west side of the Salcombe Haven, 11 miles from Dartmouth, and years ago this little Devon port was noted for its trading schooners. The schooners like the clippers of Joseph Conrad's day have gone, but the traditions of the sea live on, particularly in the case of the local life-boat station which was established in 1869.

My first impression of Salcombe, which lies at the mouth of one of Devon's most beautiful estuaries, was that it seems to cling, like a drowning man, to a rather precipitous site by the river named after it. The roads leading down to the village are mostly steep and winding. Most of them seem to lead to the narrow main street where there is a public house called *The Shipwrights' Arms* and branching alleys. Everywhere the sea is reflected in the architecture and, sadly, elsewhere as I shall soon relate.

TIME TO MEDITATE

Down by *The Ferry Inn*, which has a boat hull as a frame for the door and two ship's lanterns to port and starboard, I found the ferry landing stage. Here, where people have time on their hands while waiting for the ferry, are displayed boards – but just now not all the boards – listing the life-boat services from Salcombe. Here, too, a painted notice board gives instructions about calling the local life-boat in an emergency.

Elsewhere I found the memorial cross to those sons of Salcombe who had died in two world wars, and noticed that it included the names of 13 life-boatmen from the days when the community was only 1,900-strong. For one morning in 1916 the seas of this rocky coast overcame the life-boat, which was returning from a service, and suddenly Salcombe was in mourning . . .

THE DISTIN FAMILY

I do not think that the village, despite the passage of 50 years, has ever forgotten that grim day when, on top of the casualties of the Great War, death struck at her men as wives and children looked on aghast.

And here, inevitably, must the Distin family be introduced as Edwin W. Distin, now 76, who was dashed ashore bruised and cut, is the only living survivor. William Johnson, the only other survivor of the disaster, died shortly afterwards.

More about Edwin Distin in a minute. What is so interesting is that his son, Hubert 'Bubbles' Distin, who is 48, is the present coxswain, and his son, Eric, who is 21, is a reserve member of the crew – a three-generation living connection which is not so common in the life-boat service today.

ONLY SURVIVOR

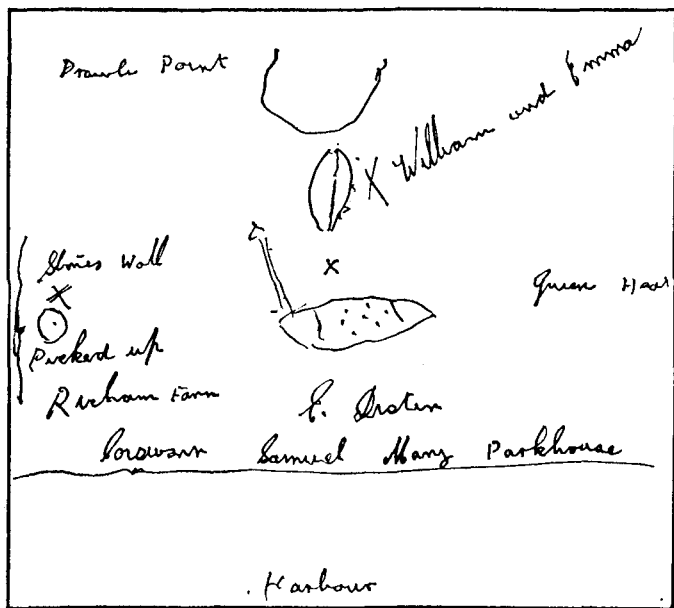
Mr. W. P. Budgett, honorary secretary, was able – but I don't know what he used for bait – to steer Edwin Distin into my hands in the life-boat store on the quay facing *The Baltic Exchange*, the present life-boat, which rides at anchor among the yachts and the sailing boats of Salcombe.

'Jolly lucky to get Edwin to agree to come round,' Mr. Budgett said. 'He's never, as far as I know, allowed himself to be questioned about the 1916 disaster. I can't promise you'll get anything out of him.'

Edwin Distin, who was punctual, came in looking much younger than 76. Yes, he remembered with good reason the 27th October, 1916, when the pulling and sailing life-boat (she was a 35-foot × 10-foot Liverpool type) went out at



76 year old Edwin E. Distin (seated), the only survivor of the 1916 life-boat disaster at Salcombe, with (left to right) Mr. W. P. Budgett, honorary secretary, Hubert 'Bubbles' Distin, son, who is the coxswain, and Mr. W. K. Carson, chairman of the local branch



A reconstruction of the 1916 life-boat disaster by Edwin E. Distin, now 76. His sketch shows how the sea hit the *William and Emma* from astern, turned her end for end (the line leading from the hull is the drogue by which he reached the upturned hull), and then washed all the survivors off as she reached the bar.

6.50 a.m. in a strong gale with very heavy seas to go to the aid of the schooner *Western Lass* east of Prawle Point. But the Prawle life-saving company rescued the crew before the life-boat could be of service.

Turning about for home, the *William and Emma* was 'the seaward side of the bar' – some accounts suggest that she was actually crossing the bar – when the routine order was given to take down all but the mizzen. Just as this was being done a great sea hit the life-boat from astern and she was thrown high into the air. Then another sea, as if to make sure that the victim would not rise again, turned her end for end and capsized her.

I asked Edwin Distin, whose sketch of the disaster appears above, if he could remember much of what happened.

'We had our drogue out at the time,' he explained, 'and I found my way on to the upturned hull by gripping the line. There were several of us on the hull, during those first moments after the accident, but very shortly we were all swept off. With William Johnson I was hurled on to a rock under Prawle Point from where we were eventually rescued from the shore. I have yet to see a sea like it.'

A TOTAL WRECK

Five of the crew were washed ashore, dead, soon after the disaster. Other bodies were subsequently recovered. But one – Edwin Distin thought it was that of William Lamble – was never found. The *William and Emma* was cast ashore 'totally wrecked'.

Edwin Distin and William Johnson, battered black and blue by the sea, were taken up the cliffs to the home of Mr. and Mrs. Michelmores, to whom the Institution awarded an aneroid barometer. There the two survivors lay, unfit



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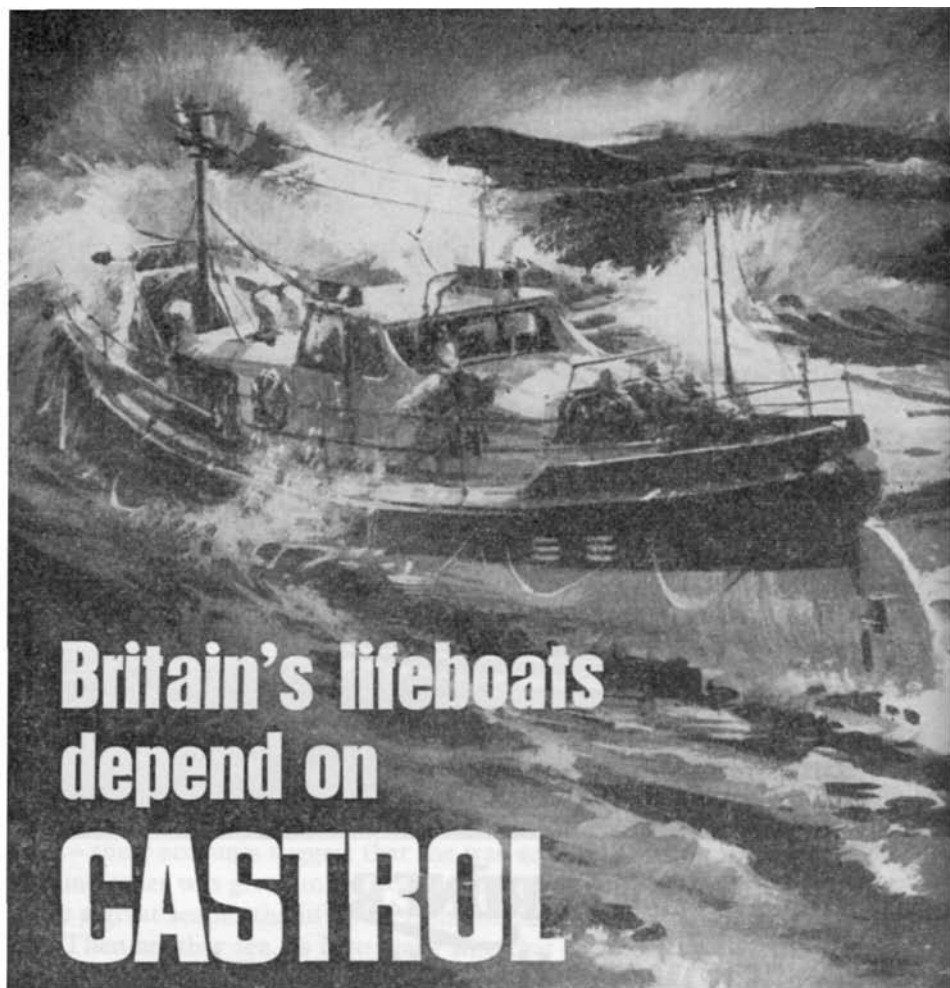
Photograph reproduced by courtesy of The Royal National Life-boat Institution.

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to be moved, for a month. Only visitors were their families.

Without hesitation and undeterred by such a calamity members of the seafaring fraternity of Salcombe came forward to volunteer to form a new life-boat crew. But two years went by before Salcombe got a new life-boat.

"MAGNIFICENT SEAMANSHIP"

Eventually Edwin Distin, whom the sea could not engulf, became coxswain of the Salcombe life-boat, and in 1939 and 1943 he won a silver medal and a bronze medal, respectively, for saving no less than 73 people from two wrecks. On 7th December, 1939, he showed 'magnificent seamanship both in crossing the bar and alongside the steamer' from which he snatched 62 people. In an easterly gale and a very high sea on 4th December, 1943, Edwin Distin took 11 survivors from an Admiralty salvage craft in distress.

And here, appropriately, is where Hubert Distin, the present coxswain, should have his say.

'I particularly remember that service to the Admiralty salvage vessel,' Hubert Distin said. 'You see, I was home on leave from the navy and, as was my custom, went out with the life-boat. On this occasion, however, it was nearly a knock-out. For one of the survivors, when ordered to jump, threw his suitcase instead of himself and that hit me across the face!'

I asked Hubert Distin about his crew. They are Owen Taylor, second coxswain (fisherman), Cyril Baskerville, second engineer (ferryman), Michael Dornom, deck hand (boatman), Brian Cater, deck hand (boatman), Edgar Budd, bowman (painter and decorator), and his twin brother William Budd, deck hand (postman), Graham Griffiths, deck hand (fisherman) and Edward Hannaford, full time mechanic.

GREAT RESPECT FOR BAR

The bar, despite its familiarity to these men, is treated with great respect by the Salcombe life-boat crew. At low tide, in fact, there is less than seven foot of water and much less, of course, in a storm. Thus, when their present life-boat, which had only just been commissioned, was returning from a service at night in 'a full south east gale blowing 8-9 force,' Hubert Distin decided not to cross the bar. They went instead to Dartmouth and came home by taxi. Back at Dartmouth two days later Hubert Distin, still wary of the bar, asked his father, who was a Trinity House pilot for over 30 years, to take a look. Edwin Distin, from the Prawle Point side of the river, confirmed that the time was ripe to come in and so the Salcombe life-boat returned without incident. Here, surely, was a nice demonstration of caution distilled from hard experience. And who better to ask for confirmation than Edwin Distin?

Of other tales there were plenty. Mr. Budgett took me to see Kenneth Richards, 69 years old, who was second coxswain of the Salcombe life-boat for a period. Just as we sat down and he produced an old postcard of the pulling and sailing life-boat they received following the 1916 disaster, Gerald Shepherd, 61 years old, who was coxswain for a good many years, was hailed and brought in to add his piece.

Both recalled, with admiration, the part that the womenfolk of Salcombe played in the days when all hands were needed to launch the life-boat from South Sands.

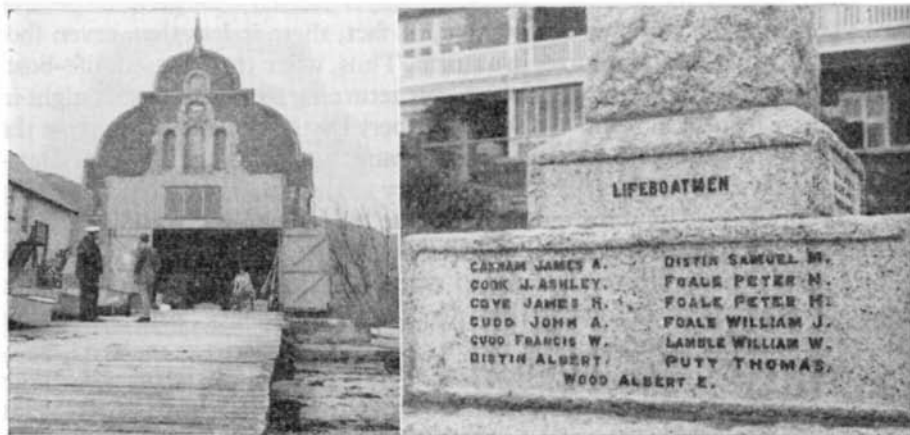
'They'd run miles – and it was quite a long run to South Sands – when they were needed,' Kenneth Richards said. 'I can recall one occasion when, being a man short after the launching, a man from the crowd swam out to the life-boat. Such was the spirit.'

Down near the quay we found Laurie Prynne, 61 years old, the harbour master, who was a member of the local life-boat crew for many years. Now, with his active life-boat days over, he delights in giving lectures to local organizations on Salcombe and the life-boats of the Devon coast. 'I'm a kind of publications relations man on the subject and it goes down very well,' he told me.

RAISED NEARLY £500

Mr. Budgett (ex-R.A.F. Coastal Command), the honorary secretary, whose assistant secretary is Mr. J. P. K. Line (ex-navy), told me that, because of the difficult country, collecting for the Institution has to be done mostly on a door-to-door basis. During the financial year 1964-65 Salcombe Hope Cove and Kings Bridge raised nearly £500. Mr. Budgett has several ideas for promoting the work of the Institution. One is the making of a film on the Salcombe life-boat.

Mr. W. K. Carson, the chairman (he operated in Corsica during the war as a British officer with the Maquis), believes that, with the small community they have (just over 2,500), fund-raising efforts must be carefully timed and the local population, who are very conscious of their life-boat, not pressed too frequently for support. 'After all,' he said, 'many other charities are favourites here as well and one mustn't overdo things. I think we know the potential very well.'



The old life-boat station at South Sands from which the *William and Emma* set out in 1916 and (right) the names of the 13 local life-boatmen who perished in the disaster. It was Richard Durant, of Sharpham, Totnes, who gave Salcombe its first life-boat – the *Rescue* – in 1869.

NEW WAYS OF RAISING MONEY

A 'heady' tradition was upheld in double measure at Aberdeen in May when the maiden catch of the Shetland seine-net boat Evening Star was auctioned. Traditionally, the buyer of the first box of fish from a maiden catch receives a new hat, but fish salesmen P. and J. Johnstone Ltd. offered two hats – one to each of the buyers of the first boxes of haddock and whiting. The gross proceeds, £21 11s. – again by tradition offered to charity – went to the Lerwick branch of the R.N.L.I.

* * *

Recently a lady who was wrongfully slandered threatened to sue unless the slanderer gave a written apology and donation to the R.N.L.I. The lady got the written apology. And the Institution got the donation – £5.

* * *

Miss Joyce Davey, of Maple Road, Surbiton, Surrey, has sent a cheque for £5 8s. as a gift to the Institution. She says: 'When turning out some oddments a few days ago it occurred to me that it would be a good idea to sell the gold contained in a couple of worn-out watches and a gold chain, and send the proceeds to the Institution. I have not sold anything like this before and had no idea what it would fetch – in fact I vaguely expected something like £1.'

* * *

Are you able to collect overseas postage stamps, especially the parcel and higher value ones? If so, Mr. R. C. Drew, of 78 Chessington Avenue, Bexleyheath, Kent, would like to hear from you. With the backing of the R.N.L.I., he is writing to firms with a good export trade, to banks and to any organizations with foreign contacts, asking them to let him have their overseas stamps. He then makes them up into sets and sells them to various philatelic societies for resale – and the Institution benefits.

* * *

The Southend (Essex) branch of the R.N.L.I. went in for all-in wrestling at Southend in March and shared the proceeds – the event also included a supper dance – with the Jewish National Federation. Total takings were about £1,500 of which £750 went to the Institution. Since then the branch has organized other fund-raising functions, including a gymkhana which made between £100 and £150. Three hundred horses took part.

* * *

The R.N.L.I. has received a cheque for £50 'under rather strange circumstances'. Mr. D. W. Crosse, of Cummins Diesel Sales & Service Ltd., London, writes: 'It became vitally important for a customer to have equipment from us by

a given date, which seemed to the customer – and indeed I must admit to ourselves – an almost impossible task. However, we embarked on this exercise with the somewhat unusual comment from the customer to the effect that, if we could complete the job on the due date, he would be prepared to donate £50 to any charity we cared to nominate. As things worked out, our engineers were able to comply with his request, and as a result he forwarded the £50 to us.'

* * *

When Mr. Mike Honnor, landlord of the Chapelhay Tavern, Weymouth, won the George Stanley Knock-out Cup – a darts trophy exclusive to publicans – he gave the £80 cheque to the Weymouth life-boat. Fifty pounds was paid to local branch funds and £30 was used to buy a loud hailer and an electric kettle. Afterwards he invited the Weymouth life-boat crew to his tavern for a friendly game of darts with his regulars.

* * *

COASTGUARDS HONOURED

The President of the Board of Trade, Mr. Douglas Jay, has awarded the shield for the best wreck service of the year 1965–66 to the Walton-on-Naze Coastguard Rescue Company for their rescue of nine men by breeches buoy from the stranded motor vessel *Mi Amigo*, better known as Radio Caroline, on 20th January, 1966.

* * *

SILVER MEDAL FOR NORWEGIANS

As reported in the June issue of *THE LIFE-BOAT* the Norsk Selskab til Skibbrudnes Redning – the Norwegian Life-boat Institution – is celebrating its 75th anniversary this month.

Commander F. R. H. Swann, R.N.V.R., a deputy chairman of the Committee of Management of the R.N.L.I., will personally present the Silver Medal of the Institution, together with a certificate inscribed on vellum commemorating the award, in Oslo.

STOCKPORT AUXILIARIES' 9-FT. LIFE-BOAT

MEMBERS of the Stockport Crew of Life-boat Auxiliaries, led by Mr. Wallace L. Barber, aged 60, of 19 Roxton Road, Heaton Chapel, Stockport, Lancashire, who founded the crew in 1937, have completed a model of a 37-foot Oakley life-boat which is quarter full size – 9-foot 3-inches long.

In a recent local drive in aid of the Institution the model life-boat, which was the work of the many hands, netted over £90 over a period of two days.

Apparently the Stockport auxiliaries are willing to lend it to branches, the only stipulations being that a member of the crew must be with it and that transport costs are defrayed.

Tribute To Life-Boat Designer

(continued from page 133)

was drawn from Southampton by a steam traction engine, the journey lasting several days.

In the course of his work for the Institution Mr. Oakley saw the construction of some 300 life-boats, i.e. twice as many as the total number now in the active fleet.

When he first joined the Institution, Mr. Oakley was the only permanent Assistant Surveyor. For seven months of the year he had to cover the entire country to deal with hull repairs during that period. During the survey season from 1st April to 31st August temporary surveyors were taken on, but there were then no reserve motor life-boats, and speed in the completion of surveys was of the utmost importance.

THE TWO TYPES

In 1936 Mr. Oakley became chief hull draughtsman and in 1940 he was appointed Surveyor of Life-boats. He was made a M.B.E. in 1959 and in 1964 the title of his post was changed to that of Naval Architect.

He is of course best known for the two new types of life-boat which he himself designed. One is the 37-foot self-righting Oakley type. The first of these boats came into service at Scarborough in 1958. The other is the 48-foot 6-inch Oakley life-boat, one of which was completed in 1963. After being shown at



By courtesy of [Keystone

The news agency caption said: 'Life-boat designer, Mr. Richard Oakley, went down with his ship—and came up smiling'. The occasion? Capsizing trials at Portsmouth on 23rd June, 1966, when the second 48-foot 6-inch Oakley life-boat was shown to the Press (see p. 154).

the International Life-boat Conference at Edinburgh that year she was sent to her station at Yarmouth in the Isle of Wight. Mr. Oakley was also the designer of the first of the Institution's 70-foot steel life-boats.

In the course of his career he served under no fewer than seven chief inspectors and five secretaries. The Institution is fortunate in being able to retain his services on a part-time basis.



By courtesy of]

{Central Press Photos

In Portsmouth dockyard on 23rd June, 1966, the second Oakley 48-foot 6-inch life-boat was capsized twice for the benefit of the Press and a large unofficial gathering of naval and civilian dockyard personnel. Here she is shown righting and clearing herself after the second demonstration during which she righted herself in three seconds.

An interesting contribution to Mr. Oakley's standing as a life-boat designer was made by an Irish schoolgirl, who, in an essay on the life-boat service, wrote that life-boats are constructed 'either of steel or of oakley'.

Mr. F. H. Futcher, A.M.R.I.N.A., the present Assistant Surveyor of Life-boats, has been appointed Surveyor of Life-boats. He joined the Institution from the naval construction department of the Admiralty in 1946, became senior draughtsman in 1960 and Assistant Surveyor in 1962.

Mr. R. M. Skillman, B.Sc., A.M.R.I.N.A., has been appointed Naval Architect. He joined the Institution in 1964 after working for the Fairfield Shipbuilding & Engineering Co. Ltd., the Fairfield Ship Design Office, Brooke Marine Limited and Sir J. H. Biles & Co., consulting naval architects and engineers. He took a degree in naval architecture at Glasgow University.

BOOK REVIEWS

THE third volume in Cyril Noall's and Grahame Farr's series *Wreck and Rescue around the Cornish Coast* (D. Bradford Barton Ltd., Truro, 28s.) tells the history of life-boat stations on the south coast of Cornwall. These are: Mullion, Lizard-Cadgwith, Coverack, Falmouth, Mevagissey, Fowey, The Lizard, Cadgwith, Porthoustock, Portloe, Polkerris and Looe.

The consistently high standard shown in the earlier volumes is fully maintained, and the three volumes must be regarded as a standard work on the history of Cornish life-boats.

Most of the rescues recorded were carried out by members of life-boat crews, but the authors also pay appropriate tribute to the gallantry shown by Cornish fishermen, so often described in the past as wreckers, in putting out to the rescue before there were life-boats available for this purpose.

Many of the rescues described make exciting and, in some cases, tragic reading. There was, for instance, the wreck of the steamship *Mohegan* of Hull in October, 1898. The Porthoustock life-boat put out and found an overturned boat, underneath which there were two women. The bowman jumped into the water and cut away the thwart with an axe to release one of them.

The life-boat put up signals for further help, and a volunteer crew, including the second coxswain and honorary secretary, put out in a boat. They were unable to give help directly, but the second coxswain soaked his necktie in paraffin to make a torch to attract the attention of the survivors. He then told them to remain where they were until he could direct the life-boat to their help.

THE HENRY BLOGG TRADITION

A modern rescue, the service to the motor vessel *Citrine*, in the course of which the acting Coverack Coxswain Reginald Carey drove the life-boat over the port quarter of the motor vessel, is also vividly described.

The book contains many other interesting facts and comments. At one time it was the regular practice for the Lizard life-boat to be transported through fields before being launched from the various coves.

We learn too that the first Cadgwith life-boat was provided by a fund raised by commercial travellers in the West of England.

The inaugural ceremony of the Mullion life-boat station in 1868 seems to have been a colourful occasion. It took place at Penzance, where ten thousand people were assembled. Other life-boats were present, their crews tossing their oars and cheering lustily. The six life-boats then took part in a race. The Institution came to the conclusion in 1872 that life-boat races, which had been popular events, ought to be discouraged, as they tended to take life-boats away from their stations when they might be needed for more important purposes.

Like the earlier volumes, the book is attractively illustrated and carefully documented.—P.H.

* * *

In the Battle of Britain, when the German air force threw its whole weight on the coasts and counties of southern England, life-boats from the mouth of the Humber to Weymouth were launched to friendly and enemy aeroplanes over 100 times.

As the radar stations along the east and south coasts detected the Luftwaffe massing over the continent, so this message was flashed to life-boat stations likely to be affected: 'Expect air battle in this area within next hour. Arrange life-boat stand by.'

Now Richard Collier in *Eagle Day* (Hodder and Stoughton, 35s.) has taken a new look at the Battle of Britain for the period 6th August to 15th September, 1940, and inevitably, as in most books about the R.A.F., the work of R.N.L.I. life-boats is mentioned.

But clearly, to start with, the lightning strokes of aeroplanes fighting at speeds of over 300 m.p.h. gave the life-boatmen many problems, and one was that, no matter how quickly they launched or how hard they drove their boats, they were often too late to be of service. That they were always willing, despite the risk, there is no doubt. In three July weeks of 1940, before the Battle of Britain really got going, R.A.F. casualties were '220 killed or missing over the sea'. For the Air Ministry had provided only 18 high speed rescue launches to cover Great Britain's entire coastline—just two craft more than the 1936 establishment.

THE PRIME MINISTER WAS CONCERNED

Prime Minister Winston Churchill, who was concerned about the high pilot losses due to drowning, was told that '60 per cent of all fatal air battles were taking place over the sea'.

Thus, for many weeks, a great burden fell on the life-boats of the R.N.L.I. How lucky some pilots were is well illustrated in the following account from the book:

'Pilot after pilot could tell the same alarming story. Baling out over St. Margaret's Bay, Kent, Flying Officer Paul Le Rougetel was saved by the merest fluke; still drifting as night fell, the tiny luminous dial of his wrist watch caught the eye of

Margate life-boat's Coxswain, "Sinbad" Price in the instant the pilot heeled over, unconscious.'

On August 19, as the two air forces struggled over the approaches to Essex, Kent and Sussex, Lord Dowding, who commanded R.A.F. Fighter Command, greatly worried at the mounting casualties due to drowning, had to order his sector controllers to refrain from sending his fighters beyond the coastline to tackle small formations. Three days later, however, the Air Ministry stepped up its meagre air-sea rescue effort with Coastal Command spotter aeroplanes, a dozen Army Co-operation Command Lysanders, and naval patrol boats.

So some of the burden was eased from the shoulders of the weary life-boatmen. Meanwhile, Assistant Mechanic Alfred Lacey, of the Margate life-boat, who saw a good few German airmen lifted from the sea although, without success, some sections of the public had pressed for them to be left to die, noted: 'If they could stand at all, they stood at attention.'

Richard Collier mentions Pilot Officer Richard Hillary, author of *The Last Enemy*, who fell in flames off Margate in early September, 1940, and who, like Pilot Officer Paul Le Rougetel, was saved by the same life-boat in the nick of time. Pilot Officer Hillary was the great-great-great-great nephew of Sir William Hillary, founder of the life-boat service.—C.R.E.

New Scottish Life-Boat Magazine

THE SCOTTISH LIFE-BOAT COUNCIL is producing a new magazine, *The Scottish Life-boat*, in June, 1967. The new magazine, which will appear annually, will have a wide range and cover all aspects of the work of the Institution in Scotland, with a variety of news, views and information. It is hoped that it will appeal not only to those intimately concerned with the Institution's work, but also to the general public. Contributions and photographs intended for publication should be sent for consideration to The Editor, Scottish Life-boat Magazine, 45 Queen Street, Edinburgh, 2.

SKIPPER IAN INNES

SKIPPER Ian Innes, of Helmsdale, Sutherland, whose R.N.L.I. bronze medal award for gallantry in rescuing three fishermen was reported in the June issue of THE LIFE-BOAT, has been presented with a piece of plate by the President of the Board of Trade, the Rt. Hon. Douglas Jay, M.P. Skipper Innes made the rescues from the fishing vessel *Branch*.

COXSWAIN JAMES TURPIN

Coxswain James Turpin, whose picture appeared in the June issue of THE LIFE-BOAT, joined the Fowey life-boat in 1938 and not 1948 as we stated. His life-boat service has been practically unbroken.

Two Doctors Landed on Island

TWO DOCTORS who were landed on Lundy Island to attend a woman who was seriously ill after a miscarriage have been commended by the Institution to the British Medical Association. They also received letters of appreciation from the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N. They are Dr. W. Ruddock, M.B., B.Ch., and Dr. S. G. Brook, M.B., B.Chir.

Dr. Ruddock telephoned the Appledore honorary secretary, Captain P. Brennan, at 7 p.m. on 1st January 1966, to ask for the help of the life-boat to take him and Dr. Brook, a gynaecologist from Barnstaple, to Lundy Island to attend the sick woman. He had already asked for the help of a helicopter but the R.A.F. at Chivenor were unable to help because of darkness and the state of the weather. The two doctors reached Appledore at 8.15.

A westerly gale was blowing, gusting in squalls to hurricane force. The sea was rough. It was two hours after low water.

At 8.30 the life-boat, *Louisa Anne Hawker*, which is one of the 47-foot Watson type, put out. Conditions when she crossed Appledore bar were extremely bad, but they improved as the life-boat approached Lundy, although there was considerable backwash from the cliffs at the landing when she approached at 1.26.

Two men, Mr. R. N. Davey and Mr. J. G. Ogilvie, put off from the Lundy slip in a dinghy, but they were washed back on to the rocky beach and their dinghy capsized. They succeeded in clambering out of the water.

It now seemed that the only way to put the two doctors ashore was by means of the South lighthouse stores hoist. This consists of a wire cable anchored on the sea bed and secured to sheer legs on the cliff near the lighthouse. An open box was lowered down the cable by winch. Coxswain H. E. Carter anchored and veered down close enough to the cable to pass a rope round it from the starboard bow of the life-boat. Dr. Ruddock and Dr. Brook climbed into the box with their equipment and were then hauled some 250 feet up to the cliff top. As they went up the box was swinging dangerously in the wind.

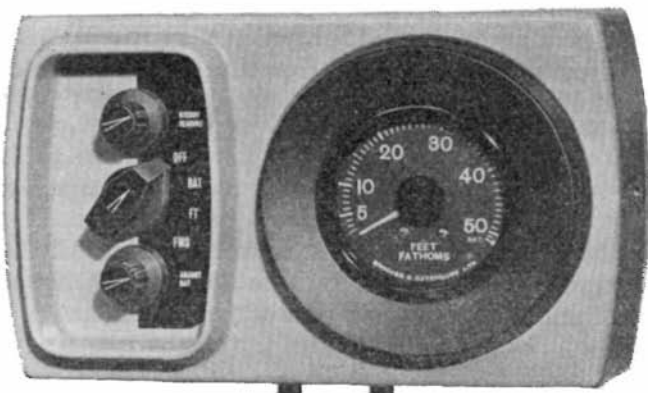
MOVED TO SAFE ANCHORAGE

Coxswain Carter moved to a safe anchorage and stood by ready to re-embark the doctors when they had finished their work.

The doctors came to the conclusion that the woman should be taken to hospital and it was decided to ask for a helicopter to come from Chivenor at dawn.

The R.A.F. asked for the life-boat to stand by, and the coxswain weighed anchor at 6.40 a.m. to take up a position half way between Lundy and the mainland. He reached this position at 8.30. The helicopter landed, took on board the woman and two doctors and returned to Barnstaple, arriving at 8.50.

At 10.28, when the life-boat was approaching Appledore bar, Coxswain Carter decided it would be too hazardous to try to cross. He returned to Lundy and secured to a mooring where the life-boat remained until the morning of the 3rd January. On the return trip the drogue and oil sprays were used when



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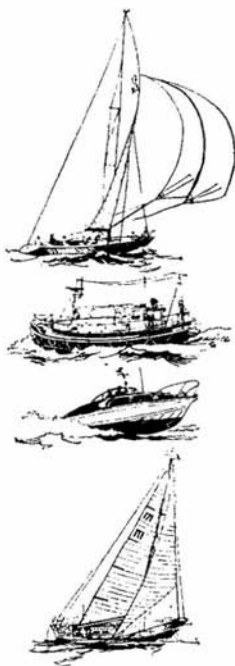
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MARINE AUXILIARIES FOR LIFE-BOAT STATIONS

This illustrates one of our electrically driven winches as supplied to the Tynemouth Life-boat Station for hauling up the life-boat. Many other winches of similar design have been supplied to the Institution, for either electric or petrol engine drive.

Photograph by courtesy of the Royal National Life-boat Institution.



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crossing the bar and the life-boat finally reached her station at 11.10 a.m.

Additional monetary awards were made to the crew and letters of thanks were sent to Mr. Davey and Mr. Ogilvie and to the Superintendent of Trinity House depot at Swansea.

OBITUARY

Professor Edgar A. Pask, O.B.E., M.D., M.A., M.B., B.Chir., D.A., F.F.A.R.C.S., died suddenly on 30th May, 1966, at the age of 53. Professor Pask was a member of the Committee of Management of the Institution.

HIS LIFE AND WORK

A memorial service was held at St. Thomas' Church, Newcastle-upon-Tyne, on June 16. Dr. Geoffrey Hale, M.B.E., M.B., B.Ch., of the Committee of Management, in a tribute to Prof. Pask, writes that at the service a large congregation gave thanks for his life and work. They were thankful "*for Prof. Pask's bravery and initiative in the Royal Air Force Institution of Aviation Medicine during the war.*"

'For his years of devoted service to medicine in the London Hospital, the Radcliffe Infirmary at Oxford, and in the Royal Victoria Infirmary in this city.

'For his abundant gifts as a teacher and research worker during his nineteen years as Reader and Professor of Anaesthetics, and his wise and balanced leadership in administration and planning in this University.

'For the guidance and help he gave to the cause of medicine in this country and overseas.

'For his active concern to promote the safety of life at sea and particularly in association with the Royal National Life-boat Institution.

'For his disregard for personal safety and convenience where the welfare of others was concerned.

'For his kindly and patient care for all whom he saved and for all with whom he worked.'

Dr. Hale continues: "This quotation from the order of service gives a broad picture of the quality of Prof. Pask's life and work, but it was particularly his work on resuscitation and life jacket design that were of such value to the Royal National Life-boat Institution.

"This was much more than the application of a clear and brilliant mind to the problems involved, because, only too much aware of the hazards, he submitted himself more than once to research procedures undertaken by his co-workers while he was deeply anaesthetized. The results of this research on the unconscious "casualty" undoubtedly led to the saving of many lives both during the war and afterwards.

"By the end of the war this work made him an acknowledged expert in many countries both in this field as well as his medical speciality of anaesthesia. In 1949 at the early age of 37 he was appointed Professor of Anaesthetics in the Medical School of the University of Durham (now part of the University of Newcastle-upon-Tyne).

'The Royal National Life-boat Institution have reason to be deeply thankful that he agreed to become honorary medical adviser to the Tynemouth life-boat station, and later to serve on the Committee of Management, where his painstaking mind and wide knowledge were invaluable in helping to develop the equipment of policies of the Institution.

'With associates in America Prof. Pask developed an anthropometric dummy which floated in the manner of an unconscious man and was used both by the Royal National Life-boat Institution and the Ministry of Transport during 1964 and 1965 for developing and testing life jackets.

'In conversation Prof. Pask was always lucid and went to great pains to help others understand his point of view, and it was of course this gift which made him such a valuable teacher in his medical school, where he was also an example of quiet determination and dedication.

'Prof. Pask's health, never robust, was evidently deteriorating in recent months but, characteristically, he never let this interfere with his work and within four days of his death he was answering routine letters on the Institution's medical administration.

'Such qualities and experience in one man can hardly be replaced and in the Royal National Life-boat Institution, as elsewhere, he will be sorely missed for years to come'.



By courtesy of
[Belfast Telegraph

Life-boat collector Miss Myrtle Graham, of Belfast, receiving her quota of flags from Mr. Gerald Murphy (right) and Mr. Gerald Lenaghan, members of the crew of the Newcastle (Ireland) life-boat, in the grounds of the City Hall, Belfast.

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st March to 31st May: Launches 359, lives saved 156

MARCH

SOUTH-EAST DISTRICT

Walton and Frinton, Essex – At 11.8 a.m. on 4th March, 1966, a message was received that the tanker *Blandford* had a sick man on board and that the services of a doctor were urgently required. After contacting a doctor the life-boat *Edian Courtauld* left her station at noon to rendezvous between the Sunk lightvessel and the N.E. Gunfleet buoy. There was a light north westerly breeze and a slight sea. The tide was ebbing. The doctor was put aboard the tanker, and a helicopter arrived to assist if necessary. The doctor decided that the sick man's condition

was such that he should be taken ashore by the life-boat. The man was landed safely and transferred to an ambulance which conveyed him to hospital. The life-boat returned to her station at 2.55 p.m.

Great Yarmouth and Gorleston, Norfolk – At 4.22 p.m. on 19th March, 1966, the coastguard informed the honorary secretary that the tug *Placard* of London, anchored four miles off Yarmouth, required help. At 4.40 the life-boat *Louise Stephens* was launched in a gentle breeze from the north east and a slight sea. It was three hours after low water. While the life-boat was on her way a helicopter winched a man down to the casualty and he was informed that the services of a tug were required. When the life-boat reached the *Placard* the coxswain informed her master that the tug was in a bad position and offered to take her in tow until the tug arrived. His offer was accepted and four of the life-boat crew went aboard the casualty to help. The *Placard* was taken in tow and handed over at 7.30 to the tug *Hector Read*. The life-boat stood by and at eight o'clock was asked by the master of the *Hector Read* to assist with the towage. The life-boat reached her station at 10.3.



By courtesy of]

[Royal Air Force

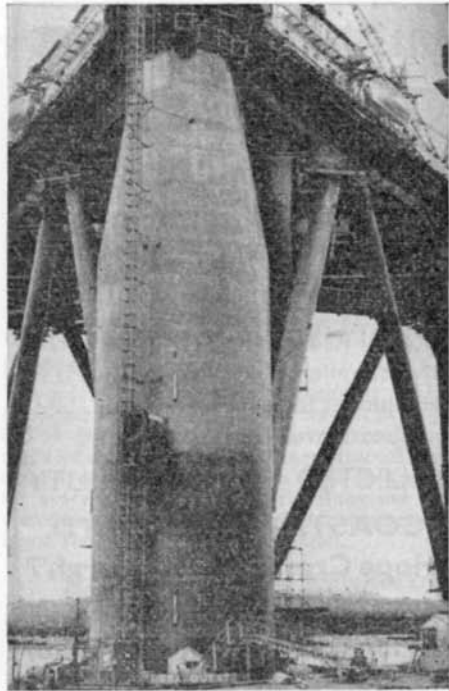
The Cromer life-boat near the oil rig Constellation in the North Sea.

Skegness, Lincolnshire – At 9 a.m. on 23rd March, 1966, the coastguard informed the honorary secretary that a badly injured man was aboard the *Lynn-Well* lightvessel, and as he could not be lifted by helicopter, the services of the life-boat were requested. At 9.30 the life-boat *Charles Fred Grantham* was launched in a fresh south westerly breeze and a

rough sea. It was one hour after high water. She went to the lightvessel where a helicopter was waiting. An R.A.F. medical officer was lowered from the helicopter to the life-boat and was then transferred to the lightvessel. At the request of the doctor the life-boat returned to Skegness with himself and the patient on board. She arrived at 12.5 p.m. and the patient and doctor were transferred to a waiting ambulance. The life-boat returned to her station at 12.45 p.m.

Clacton-on-Sea, Essex - At 11.26 a.m. on 27th March, 1966, the coastguard informed the honorary secretary that a small motor launch appeared to be in trouble. There was a strong gale from the west south west with a very rough sea. The tide was flooding. The life-boat *Sir Godfrey Baring* launched at 11.58, and when she came up with the launch found that a helicopter from R.A.F. Manston had taken off a sick boy. The remaining crew member did not require assistance. On approaching the harbour the coxswain was advised by the commanding officer of a cadet school on board the yacht *Telstar* that seven yachts with 30 cadets were in difficulties in Pysfleet Channel owing to the weather conditions. The life-boat then rescued the crew of five of the *Essex Pride* and towed the boat to Brightlingsea. The life-boat returned and helped a further four yachts to safety. The sixth yacht was too far aground on the mud to be reached, and the coxswain of the life-boat arranged for a helicopter to take off her crew of five before returning to moorings at Brightlingsea as she was unable to rehouse in the existing conditions. When weather conditions moderated on the following day the life-boat rehouseed at 11.00 p.m. A letter of appreciation was received from the commanding officer of the cadet school, together with a donation to the Institution's funds. A gift was also made by the cadets to the coxswain and crew.

Southend-on-Sea, Essex - At 6.30 p.m. on 8th March, 1966, the coastguard informed the coxswain that the tanker



By courtesy of]

[Belfast Telegraph

The oil drilling rig *Sea Quest*, costing £3½m, before she left the Belfast shipyard that built her. Boats can be seen on davits at deck level.

Springwater had an injured man on board and a doctor was urgently required. At 7.14 the life-boat *Greater London II* (Civil Service No. 30) was launched with a doctor on board in a gentle breeze from the south-west and a slight sea. The tide was ebbing. At eight o'clock she reached the tanker and put the doctor on board. The injured man, who required hospital treatment, was transferred to the life-boat which landed him at 8.51 p.m. at Southend-on-Sea, where he was conveyed to hospital by ambulance.

Ramsgate, Kent - At 9.5 a.m. on 9th March, 1966, the honorary secretary telephoned the coastguard at Deal to inquire whether any distress calls or advice from lightvessels had been received regarding a German ship aground on the Goodwins between north and north east of the Goodwin buoys. The vessel had been seen by the honorary secretary and cox-



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swain when out in a hovercraft, on a survey of the Goodwins, and the coxswain believed that the vessel could not get clear without help. The coastguard had no information. At 9.12 the life-boat *Michael and Lily Davis* was launched in a gentle north westerly breeze and a smooth sea. It was four hours before high water. At 10.20 the life-boat came up with the German motor vessel *Margrit Angelika*, stood by until she refloated at 10.29, and then escorted her away from the sands. At 10.46 she left the vessel at the north Goodwin and returned to the station, arriving at 12.15 p.m.

SOUTHERN DISTRICT

Eastbourne, Sussex - At 4.48 p.m. on 11th March, 1966, the coastguard informed the honorary secretary that a small boat had fired a red flare and one of her crew was waving a coat attached to an oar. There was a fresh westerly breeze with a rough sea. The tide was ebbing. The life-

boat *Beryl Tollemache* launched at 5.10 and reached the position given. There she came up with the small boat, whose engine had failed, rescued her crew of four and took the boat in tow with a member of the life-boat's crew on board. The small boat was beached at 5.42 and the life-boat was rehoused at 6.21 p.m.

Poole, Dorset - At 7.15 p.m. on 27th March, 1966, a motor launch with three members of the Parkstone Yacht Club on board, which was going to a yacht moored in the middle of the harbour, broke down and was in difficulties. There was a gale from the west north west with a rough sea. The tide was flooding. The life-boat *Bassett Green* set off at 7.30 and took the launch safely in tow to Poole, arriving at 8.30. She returned to her mooring at 8.35.

See page 180 for March service by new 44-foot steel life-boat.

SOUTH-WEST DISTRICT

Penlee, Cornwall - At 7.30 p.m. on 9th March, 1966, a telephone message was received that the life-boat *Solomon Browne* was needed to meet the British ship *Silver Comet*, as there was an injured man on board who needed hospital attention. At 12.45 a.m. on 10th March the life-boat was launched in a light westerly breeze. It was low water. The life-boat reached the ship four miles south of Penzance, where the man was transferred, and then went on to Newlyn, arriving at 2.30. The life-boat returned to her station, arriving at eight o'clock.

SICK MAN

At 1.30 p.m. on 11th March, 1966, the coxswain received a telephone call from a doctor that the life-boat *Solomon Browne* was needed to bring a sick man off the motor vessel *Clan MacIver*. At 3.30 the life-boat was launched in a strong breeze from the north west and a choppy sea. It was low water. She went to Newlyn to pick up the doctor and ambulance crew, and left Newlyn at four o'clock, reaching

the motor vessel at 4.30 four miles south of Penzance. The life-boat returned to Newlyn with the sick man on board at 5.30 p.m.

OFF PENZANCE

At 3 p.m. on 29th March, 1966, the honorary secretary was informed that the life-boat would be required to bring a sick man off the Greek vessel *Proodos*. At 6.10 the life-boat *Solomon Browne* was launched in a light north westerly breeze and a smooth sea. It was two hours and a half after low water. The life-boat, having called at Newlyn to pick up a doctor and ambulance men, left at 6.50. She reached the vessel at 7.30 five miles south of Penzance. The sick man was taken on board and landed at Newlyn at 8.30.

TWO INJURED MEN

At 9.30 a.m. on 21st March, 1966, the honorary secretary was informed that there were two injured men on board the Danish vessel *Dangulf Maersk*. At 9.35 the life-boat *Solomon Browne* was launched in a light west-north-westerly breeze and a slight sea. The tide was ebbing. The life-boat embarked a doctor and ambulance men at Newlyn. The life-boat went alongside the vessel at 11.15 and left at 12.40 p.m. with the two injured men on board, reaching Newlyn at 1.30 p.m.

Sennen Cove, Cornwall - At 11.20 a.m. on 30th March, 1966, the port medical officer at Penzance informed the honorary secretary that the m.v. *Hille Oldendorff*, of Lubeck, which was about nine miles north west of the Longships lighthouse, needed medical help for an injured seaman. At 11.45 the life-boat *Susan Ashley* was launched with a doctor on board. There was a light north westerly wind, the sea was slight and the tide was ebbing. The life-boat came up with the vessel seven miles north west of the life-boat station and put the doctor on board. The injured man, who had a suspected fracture of the skull, was transferred to the life-boat, which then returned to her

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station where an ambulance was waiting, arriving at 1.45 p.m.

CHANNEL ISLANDS

St. Helier, Jersey - At 10.21 a.m. on 8th March, 1966, the duty harbour officer received a Mayday message via Jersey radio from the tug *Duke of Normandy* saying that she had struck a rock near Les Vascelius on the Les Minquiers reef. The life-boat *Elizabeth Rippon* set off at 10.32 in a light easterly breeze and a calm sea. There was fog with a visibility of 250 yards. The life-boat went to the given position but in the meantime the tug had floated off the rocks and had anchored. Although she was not leaking she still requested the life-boat to stand by. A fishing boat the *Betabob*, helped to guide the tug out of the reef and into deep water, and the life-boat on reaching the position escorted the tug back to St. Helier, returning to her station at 2.30 p.m.

NORTH-WEST DISTRICT

Barmouth, Merionethshire - At 8.55 a.m. on 22nd March, 1966, the police informed the honorary secretary that a fishing boat, the *Violet Sinclair*, had been seen three miles south west of Barmouth firing red flares. At 9.10 the life-boat *The Chieftain* was launched in a fresh breeze from the north west and a moderate sea. It was one hour after high water. She reached the *Violet Sinclair* and found that the boat had developed engine trouble two miles south west of the Fairway buoy. A rope was passed aboard and the boat with three men on board was towed back to harbour, arriving at eleven o'clock.

Portpatrick, Wigtownshire - At 5.20 a.m. on 15th March, 1966, the coast-guard informed the honorary secretary that the motor fishing vessel *Maisie* of Caernarvon had broken down six miles south west by west of Portpatrick. A message received from the British ship *Fernfield* advised that the assistance of the life-boat was required. At 5.55 the life-boat



By courtesy of]

[Eastbourne Gazette

L/Cpl. Rambahadur Limbu, who received the V.C. from the Queen on 12th July, 1966, for bravery in Sarawak, was a visitor to the Eastbourne life-boat station in June.

The Jeanie left in a gentle north westerly breeze and a slight sea. It was high water. She reached the casualty at 6.45 and took the *Maisie* in tow, reaching Portpatrick at nine o'clock.

IRISH DISTRICT

Galway Bay - At 7.30 p.m. on 25th March, 1966, the honorary secretary received a report that distress flares had been seen about a mile south east of the North Aran light. At 8.5 the life-boat *Mabel Marion Thompson* was launched. There was a strong south westerly wind, the sea was rough and the tide was ebbing. She made a search and found the 46-foot lobster boat *Muir Ara*, of Aran, with a crew of two, five miles north west of Kilronan. The boat had a broken fuel pipe and was drifting, so the life-boat towed her to Kilronan, arriving at 10.15 p.m.

CHILD HELPED

At 1.30 p.m. on 7th March, 1966, the local doctor informed the honorary secretary that a one year old child on Inishere Island required medical attention and, as no other boat was available, he requested the help of the life-boat. At 2.30 the life-boat *Mabel Marion Thompson* set out in a strong south westerly breeze and a rough sea. It was three hours before high water. The child had to be taken to a hospital on the mainland, so the life-boat continued the journey with the patient and doctor to Rossaveil, and returned to her station at 8.15 p.m.

Howth, Co. Dublin - At 5.52 p.m. on 13th March, 1966, the coxswain's wife informed the honorary secretary that a man had fallen over the cliff. The Dublin Fire Brigade had been called out but had been unable to rescue him. At 6.15 the life-boat *A.M.T.* went to the scene of the accident at Baily Howth. It was two hours after high water. She arrived just off the foot of the cliff at 6.40 and the boarding boat was sent in. The injured man was put on a stretcher and, with two of the



Photograph by courtesy of the Evening Argus, Brighton

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firemen, taken aboard. At 6.55 she returned to the east pier where the injured man was landed for hospital treatment. The life-boat returned to her moorings at 7.25

Valentia, Co. Cork — At 9 a.m. on 2nd March, 1966, the Marine Rescue Co-ordination Centre at Haulbowline informed the honorary secretary that there was a sick man on board the British tanker *Esso Canterbury* and that her estimated time of arrival in Dingle bay was 5 p.m. At 3 p.m. the life-boat *Rowland Watts*, with a doctor on board, set out for the tanker in a strong breeze from the south west and a rough sea. It was low water. At 6.5 the life-boat reached the tanker six miles north of Valentia harbour. The sick man was taken on board and landed at Reenard Point at 6.45, and was then taken by ambulance to a hospital at Tralee for an operation. The life-boat returned to her moorings at 6.45 p.m.

Dun Laoghaire, Co. Dublin — On 17th March, 1966, the life-boat *Dunleary II* was to undertake a special exercise in connection with the opening of the Irish Boat Show at which the Institution was represented. Before the life-boat left her moorings to cross Dublin Bay, the honorary secretary obtained a report from the meteorological office. This indicated the likelihood of strong squalls and, as the Dublin Bay canoe race was in progress at the mouth of the river Liffey, the life-boat moved off at 11.10 a.m. to meet the canoes and escort them across the bay. There was a strong westerly breeze and a choppy sea. Half a mile east south east of Poolbeg a canoe signalled for help. When the life-boat reached the canoe and her crew were being hauled aboard, a second canoe capsized, throwing the occupants into the water. These were also hauled aboard. The remainder of the canoeists were dispersed over a considerable area, and before the finish of the race,

another four canoes and five occupants were rescued by the life-boat. She returned to her moorings after seeing the last remaining canoe safely into Dun Laoghaire Harbour, arriving at 1.30 p.m.

Ramsey, Isle of Man – At 11 p.m. on 22nd March, 1966, the coastguard informed the honorary secretary that they had intercepted a message from the wireless transmitting station Radio Caroline in Ramsey Bay that there was an injured man on board. The life-boat *Thomas Corbett* launched at 11.16 with a doctor on board in a fresh westerly breeze and a rough sea. It was two hours and a half before high water. The doctor went on board the vessel and gave first aid. The injured man was then brought ashore by the life-boat and conveyed to hospital where he had a finger amputated. The life-boat returned to her station at 1.30 a.m. A donation was made to the Institution's funds from the owners of the wireless station.

SCOTTISH DISTRICT

Stornoway, Outer Hebrides – At 11 a.m. on 9th March, 1966, the coastguard informed the honorary secretary that they had received a call from the owners of the Fleetwood trawler *SSAFA* saying that the vessel had on board a seriously injured man. She was making for Stornoway, was expected to arrive at about 2 p.m., and had requested the life-boat to meet her with a doctor and oxygen equipment. The life-boat's crew and doctor were alerted and stood by for three-quarters of an hour while the coastguard tried to contact the trawler to ascertain her position. The coastguard failed to contact her and at 11.45 it was decided that the life-boat *James and Margret Boyd* should go in the direction of the Butt of Lewis in the hope of intercepting the *SSAFA*. The life-boat left in a strong westerly breeze and a rough sea. It was two hours and a half after low water. She met the trawler north of the Tiumpan Head lighthouse and a doctor and a member of the life-boat crew, qualified in first aid, together with the oxygen equipment, were transferred to her. The

SSAFA then continued to Stornoway, where an ambulance was waiting to take the sick man to hospital. The life-boat arrived back at her moorings at 3.40 p.m.

Barra Island, Outer Hebrides – At 7 p.m. on 26th March, 1966, the honorary secretary was asked by a local doctor if the life-boat could be used to convey an injured patient to South Uist for hospital treatment as no other suitable boat was available. There was a gale from the south-west with a rough sea. The tide was flooding. The life-boat *The Rankin*, on temporary duty at the station, set out at 7.30 and after the patient was embarked went on to South Uist. The life-boat arrived back at her station at 2.45 a.m. next day.

MEDICAL CALL

At 7.50 p.m. on 8th March, 1966, the local doctor asked the honorary secretary if the life-boat would convey a patient to South Uist for hospital treatment as no other boat was available. The life-boat *The Rankin*, on temporary duty at the station, left at 8.20 in a light westerly breeze and a smooth sea. It was low water. The patient was embarked at the pier and the life-boat left for South Uist at 9.15. After landing the patient, the life-boat returned to her station, arriving at 4 o'clock.

Stronsay, Orkneys – At 6 a.m. on 5th March, 1966, the honorary secretary received a telephone message from the doctor on Sanday Island stating that he had an urgent case requiring immediate hospital attention in Kirkwall. Because of land transport difficulties the use of the life-boat *The John Gellatly Hyndman* was requested to take the patient to hospital. She set out at 6.30 for Kettletoft pier, Sanday, in a moderate south westerly breeze, arriving at 7.10. It was three hours after low water. She left at 7.25 with the patient and a nurse on board and reached Kirkwall at 9.45. She waited to take the nurse back to Sanday, and left Kirkwall at eleven o'clock arriving at Sanday at 1.10 p.m. The life-boat then left immediately for her station where she arrived at two o'clock.

Lerwick, Shetlands – At 12.35 a.m. on 22nd March, 1966, a vessel was reported aground to the east of Lerwick harbour. There was a moderate north westerly breeze and a calm sea. The life-boat *Claude Cecil Staniforth* set out 20 minutes later on an ebbing tide. She found the Danish fishing vessel *Senious* hard aground and an attempt to tow her off was unsuccessful. The life-boat stood by the *Senious* until daybreak, by which time the tide had ebbed, leaving the boat high and dry on a rock. The life-boat returned to her station. At 10.50 a.m. the *Claude and Cecil Staniforth* was again called and at 11.20 succeeded in towing her off the rocks. The life-boat returned to her station at 11.45.

NORTH-EAST DISTRICT

Whitby, Yorkshire – At 9.10 a.m. on 18th March, 1966, with the weather deteriorating and the local fishing fleet at sea, the life-boat *Mary Ann Hepworth* was launched at 9.30 in a north westerly gale, rough sea and flooding tide. She escorted four keel boats over the harbour bar, but the weather improved and, as the services of the life-boat were then no longer needed, she returned to her station.

GALE BLOWING

At 10.10 a.m. on 29th March, 1966, the coxswain informed the honorary secretary that the sea was becoming dangerous on the harbour bar, and at 10.13 the life-boat *Mary Ann Hepworth* was launched. A gale was blowing from the north west, the sea was very rough and the tide was flooding. The life-boat escorted three local fishing boats over the bar, and returned to her station at 2.57 p.m.

PROVIDED ESCORT

At 7.35 a.m. on 12th March, 1966, the coxswain saw a local coble, *William and Martha*, at sea in deteriorating weather. The life-boat *Mary Ann Hepworth* launched at 7.45 in a strong to gale force wind from the north west and a rough sea. It was high water. The life-boat

found the coble and escorted her back to harbour, arriving at 8.58 a.m.

HOSPITAL CASE

At 11 a.m. on 13th March, 1966, the coastguard informed the coxswain that a man on board the motor vessel *Olna Firth*, of Newcastle, needed hospital treatment. The life-boat *Mary Ann Hepworth* was launched at 11.25 in a light breeze from the north-west and a moderate sea. It was three hours before low water. She reached the motor vessel, took the sick man, who had a suspected perforated ulcer, on board, and reached the harbour at 11.30 where an ambulance was waiting.

Bridlington, Yorkshire – At 4.30 p.m. on 29th March, 1966, the coastguard informed the honorary secretary that the trawler *Newby Wyke*, of Hull, due at Bridlington about 4.15, had a very sick man on board. There was a moderate north westerly breeze with a smooth sea. The tide was flooding. The life-boat *Tillie Morrison Sheffield II* launched at 5.55 and after the station honorary medical adviser had embarked, set off and soon came up with the trawler. After he had been examined by the doctor, the patient was transferred to the life-boat which conveyed him to the south pier at Bridlington, where he was landed by the harbour crane and conveyed to hospital.

INJURED MAN

At 2.35 p.m. on 28th March, 1966, the coastguard informed the honorary secretary that the Grimsby trawler *Blackburn Rovers* in Bridlington Bay had an injured man on board. There was a fresh north westerly breeze with a moderate sea. It was almost low water. The life-boat *Tillie Morrison Sheffield II* launched at 3.5, and after a doctor had embarked, went to the trawler. The injured man was transferred to the life-boat which returned to the south pier, where the patient was landed with the help of the harbour crane and conveyed to hospital.

The following life-boats were also called out in March:

Arranmore, Co. Donegal – 18th.
Bembridge, Isle of Wight – 2nd.
Berwick-upon-Tweed, Northumberland – 7th.
Dungeness, Kent – 22nd.
Dun Laoghaire – 24th and 25th.
Falmouth, Cornwall – 30th.
Holyhead, Anglesey – 16th.
Humber, Yorkshire – 12th.
Longhope, Orkneys – 24th.
Lowestoft, Suffolk – 27th.
Plymouth, Devon – 26th.
Redcar, Yorkshire – 20th.
St. Helier, Jersey – 8th.
Southend-on-Sea, Essex – 26th.
O.N. 70-002 – 17th.

IRB LAUNCHES

Rescues by IRBs in March were undertaken by the following stations:

SOUTH-EAST DISTRICT

Whitstable, Kent – At 6 p.m. on 26th March, 1966, following the completion of a previous service, the coastguard informed the honorary secretary that a man with his five year old son had put off in a small dinghy from Shell Ness and were being swept out to sea by the ebbing tide and offshore wind. The IRB launched immediately in a strong south westerly breeze for Shell Ness. Meanwhile another man, who had put off in his rowing boat to assist the dinghy, was also being swept out to sea. The IRB towed both boats to the beach at Shell Ness, and returned to her station at 7.10 p.m.

CANOEISTS SAVED

At about 12.5 p.m. on 26th March, 1966, the coastguard informed the honorary secretary that some 24 boys in canoes were in difficulties about one mile offshore near Herne Bay Pier. At 12.10 the IRB launched in a strong south westerly breeze and corresponding sea. The tide was flooding. A helicopter was diverted from another call and picked up seven of

the boys. The IRB took five boys on board but was unable to save their canoes which were later recovered by trawlers from Whitstable. The IRB returned to her station at 1.15 p.m.

NORTH-EAST DISTRICT

Redcar, Yorkshire – At about 8.50 a.m. on 11th March, 1966, the coxswain informed the honorary secretary that he had seen a small fishing boat in difficulties half a mile off Redcar. At 8.50 the IRB launched in a strong north westerly breeze and corresponding sea. The tide was ebbing. The IRB guided the boat, which had shipped a good deal of water, to a safe part of the beach where she was beached with the aid of a line. The IRB returned to her station at 9.10 a.m.

Tynemouth, Northumberland – At 11.55 a.m. on 20th March, 1966, a small rowing boat with two people on board was reported in difficulties with a broken oar one mile east of Tynemouth. At 11.59 the IRB launched in a fresh gusting to strong south westerly breeze and slight swell. The tide was flooding. The small boat was towed up river to the pilot jetty. A pilot cutter contacted the IRB crew and informed them a boat of the same type was missing. The IRB searched the area but could find no trace of the missing boat. On reaching her station at 1.48 p.m. a further check revealed that the reported missing boat was in fact the one that the IRB had towed in.

SCOTTISH DISTRICT

Broughty Ferry, Angus – At 12.20 p.m. on 31st March, 1966, the coxswain saw a canoe with two persons on board being swept downstream. At 12.30 the IRB launched in a gentle north westerly breeze and slight sea. The tide was ebbing. The IRB rescued the two persons and their canoe, returning to her station at 1.15 p.m.

See page 196 for other IRB launches.

APRIL

IRISH DISTRICT

Arranmore, Co. Donegal - At 12.45 p.m. on 16th April, 1966, the doctor informed the honorary secretary that it was essential that an expectant mother on Tory Island was transferred to Dungloe Hospital as there was no medical aid available on the island. The conditions, however, were too severe for an ordinary boat to make the crossing to Tory. The life-boat *W. M. Tilson* was therefore launched at 1.30 in a strong north-easterly wind and a rough sea. It was three hours before high water. She reached the island, collected the patient, and landed her at Burtonport, afterwards returning to her station at 8.5.

Youghal, Co. Cork - At 11.15 p.m. on 1st April, 1966, a fisherman informed the honorary secretary that a salmon yawl was in difficulties off Youghal. As the weather was bad the life-boat *J. B. Couper of Glasgow* was launched at 11.41 in a strong north north easterly breeze and a calm sea. It was low water. After unsuccessfully searching outside the harbour, flashing from an electric torch was seen inside the overfall on the eastern side of the harbour. Approaching in very shallow water, the life-boat reached the yawl at 11.50 and took her in tow, arriving at her station at 1 o'clock.

Portrush, Co. Antrim - At 12.10 a.m. on 4th April, 1966, the coastguard advised the honorary secretary that a red flare had been seen two miles north-east of Rhu Point, Rattlin Island. The life-boat *Lady Scott (Civil Service No. 4)* was launched in a light south-easterly wind and a moderate sea. It was low water. When she reached the position given it was found that the motor launch *Impetus*, whose engine had failed, had been driven on to the rocks. The crew had already been rescued and were safe on the island. The life-boat continued on to Church Bay and embarked the survivors. She then returned to her station at 8.30.

Peel, Isle of Man - At 4.55 a.m. on 22nd April, 1966, the coastguard in-



on

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formed the honorary secretary that the m.f.v. *Ailsea* had run ashore half a mile north east of Jurby Head. The crew of the life-boat assembled, but a message was then received that the vessel was in no immediate danger, and the life-boat was re-housed. At 7.45 the m.f.v. *Ailsea* asked the life-boat to stand by. The life-boat *Helena Harris* was launched at 7.50 in a strong south-easterly wind, a very rough sea and heavy rain. It was two hours after low water. At 9.20 the life-boat reached the m.f.v. *Ailsea* and stood by. A line was fired to the casualty, and the life-boat assisted in the refloating of the vessel, which was completed at 10.20. The m.f.v. *Ailsea* returned to Peel Harbour and tied up at 12 noon. The life-boat's return, however, was delayed by a rope which fouled the port propeller, but she arrived at her station at 2 o'clock.

Port St. Mary, Isle of Man - At 6.20 p.m. on 16th April, 1966, the coastguard



By courtesy of]

[Evening Argus

The Brighton IRB being launched in a choppy sea. During the first six months of this year IRBs were launched 225 times compared with 112 for the same period last year.

informed the honorary secretary that flares and a signal fire had been sighted on the north end of the Calf of Man. There was a strong easterly wind with a moderate sea. The tide was flooding. The life-boat *R. A. Colby Cubbin No. 2* left her moorings at 6.45, taking the mechanic's dinghy as she could not go alongside the landing stage on the island. Upon arrival, it was found that the warden of the Calf of Man needed medical attention as a large fish hook was embedded in his hand. The warden, who was suffering from shock, was embarked and brought back to the life-boat station at 8.30. A doctor met the life-boat and took the patient to hospital.

STRANDED

When on service at the Calf of Man on 16th April, 1966, a request was made by a party of students, who were stranded on the island owing to the weather conditions, to be taken off as they had run out of food. As conditions had not improved overnight,

on 17th April the honorary secretary agreed that the life-boat could be used. The *R. A. Colby Cubbin No. 2* left her moorings at 9 a.m. in a strong easterly wind and a moderate sea. It was high water. She took the boarding boat with her as she could not go alongside the landing stage on the island. The life-boat reached the island at 9.40 and the students were embarked by 10.45. She then returned to Port St. Mary and disembarked the party.

Galway Bay - At 20 minutes past midnight on 22nd April, 1966, the coxswain informed the honorary secretary that a young man had been seriously injured in a fall from a motor scooter, and the doctor had requested the use of the life-boat to take the patient to the mainland for hospital treatment. As no other boat was available, the life-boat *Mabel Marion Thompson* embarked the injured man, together with a nurse, and set out from her moorings at 1 a.m. in a strong south-westerly wind and a rough sea. It

was one hour after low water. The coxswain was unable to approach Rossaveel because of very poor visibility and, had to wait at the mouth of Cashla Bay until 4.45 before attempting the passage to the pier at Rossaveel. The patient was landed and taken to hospital.

PATIENT

At 11 a.m. on 25th April, 1966, the local doctor informed the honorary secretary that a man with a serious haemorrhage had to be brought to the mainland for hospital treatment. The patient was embarked on the life-boat, *Mabel Marion Thompson*, together with a nurse, and the life-boat left her moorings at 11.30 in a moderate south-westerly wind and a smooth sea. It was three hours before low water. The patient was conveyed to Galway Docks, because of low water at Rossaveel on the mainland, and was then taken by ambulance to hospital.

Howth, Co. Dublin – At 6.35 p.m. on 30th April, 1966, the Garda informed the motor mechanic that two boys were stranded at the foot of the cliff at Castena Bay. The fire brigade had been unable to reach them. In the absence of the honorary secretary, the coxswain decided to launch the life-boat *A.M.T.* This was done at 6.45 in a gentle southerly wind and a smooth sea. It was two hours before high water. When the life-boat reached the bay, the boarding boat was sent in to pick up the two casualties, one of whom had sustained head injuries. A third person who had tried to reach the two boys and was stranded had to be rescued with the help of a veering line. The life-boat returned to Howth, the crew rendering first aid to the injured boy on the way.

CLIFF FALL

At 7.32 p.m. on 24th April, 1966, the honorary secretary was informed that two boys had fallen over the cliff at White-waterbrook. The life-boat *A.M.T.* was launched at 7.42 in a light westerly wind and a smooth sea. The coxswain took the life-boat in close to the shore, and three of the crew went ashore in the boarding boat with a stretcher, and took off a six-

teen-year-old boy, who had a fractured arm and leg. They returned to the shore and found that the fire brigade, Garda and a doctor had arrived via some steps leading to the shore, but that they were too steep for the stretcher. The second boy, who was 11 years old, had head injuries. He was taken out to the life-boat with the doctor in attendance, and then both doctor and casualty were landed at the west pier where an ambulance was waiting.

NORTH-EAST DISTRICT

Bridlington, Yorkshire – At 9.5 a.m. on 22nd April, 1966, the assistant harbour master informed the honorary secretary that there were three cobsles at sea, and the weather was deteriorating rapidly. He said unless they were inside the harbour by 10.30 they would have to wait until mid-afternoon. One of these was heading for the north landing at Flamborough. The life-boat *Tillie Morrison, Sheffield II* was launched in a moderate south-by-easterly wind and a rough sea. The tide had been ebbing for three hours. She met the coble *Boys' Own* coming up from the north, and escorted her to safety in the harbour. The third coble *My Judith* was believed to be crabbing well to the south, so the life-boat headed south against the ebb to search for her. She eventually found the coble 16 miles away off Mappleton and escorted her back to Bridlington. The life-boat waited with the coble outside the harbour until she was able to get in. Also waiting outside were the motor cruiser *Philander* and 10 motor fishing vessels. All these were escorted into harbour.

CALL TO COBLE

At 1.10 p.m. on 20th April, 1966, the coastguard informed the honorary secretary that the fishing coble *Neptune* had sprung a leak while crabbing near Hornsea. A helicopter from Leconfield was standing by the boat. The life-boat *Tillie Morrison, Sheffield II* was launched at 1.30 in a light north-by-easterly wind and a rough sea. She reached the casualty at 2.15 and took her in tow as the engine

had been swamped. The life-boat towed the coble back to the harbour, and then returned to her station arriving at 4.30.

TOO ROUGH

At 8.30 a.m. on 9th of April, 1966, the Lloyd's agent told the honorary secretary that the trawler *Ross Cormorant* would be in Bridlington Bay at 8.30 p.m. and wished to have a sick man taken off. He had asked for a coble to go, but was told that it was too rough. He had arranged for an ambulance to be on the pier. The life-boat *Tillie Morrison, Sheffield II* was launched at 9.10 p.m. in a moderate to fresh east-by-northerly wind and a rough sea. It was high water. She took the man off the trawler and returned to the harbour, where the patient was transferred to the ambulance.

Whitby, Yorkshire - At 10.15 a.m. on 11th April, 1966, the coxswain informed the honorary secretary that conditions were deteriorating on the bar and harbour approaches and that the oldest boat in the local fleet was approaching the harbour. The life-boat *Mary Ann Hepworth* was launched at 10.30 in a east north easterly wind and a rough sea. It was two hours after high water. She met the *Galilee* near the bar and escorted her to the harbour. She then stood by, and at intervals escorted another seven fishing boats which were returning to harbour. When all the boats were safely berthed, the life-boat returned to her station, arriving at 1.25 p.m.

SEVERE

At 9 a.m. on 10th April, 1966, the coxswain informed the honorary secretary that the m.f.v. *Golden Hope* was at sea and that conditions in the harbour approaches were very severe, with visibility almost nil. The life-boat *Mary Ann Hepworth* was launched at 9.10 in a easterly wind and a rough sea, which was caused by the heavy flow of water down the river meeting the severe swell at sea. It was 30 minutes before high water. In the vicinity of Rock buoy she awaited the arrival of the *Golden Hope*. The life-boat contacted the vessel at 11.2 and escorted her into the harbour.

Hartlepool, Yorkshire - At 7.27 p.m. on 2nd April, 1966, the coastguard told the motor mechanic that a yacht had capsized off the north pier. It was low water with a moderate easterly breeze and a corresponding sea. The life-boat *The Princess Royal (Civil Service No. 7)* set out at 7.37. In the meantime the Hartlepool pilot cutter, which had observed the casualty, rescued the two occupants of the yacht and brought them ashore. The life-boat took the yacht in tow.

Humber, Yorkshire - At 1.50 p.m. on 30th April, 1966, a motorist told the coxswain superintendent that a small aircraft had crashed into the sea about two miles north of Spurn. There was a gentle south-easterly wind and a smooth sea. It was high water. The life-boat *City of Bradford III* launched at 1.55 and proceeded to the scene of the crash. As she arrived the coastguards were helping a man up the beach. The life-boat picked up some wreckage, a jacket, life-belt, pillow and a chart, but there were no signs of any other survivors. A helicopter joined the search about 10 minutes later, but after searching for over an hour found nothing. The search was then called off, and the life-boat returned to her station at 3.50. A police officer met the life-boat and took charge of the various articles which had been salvaged.

Boulmer, Northumberland - At 8.55 a.m. on 8th April, 1966, the coxswain informed the honorary secretary that the coble *Providence* of Boulmer was late in returning. The sea in the harbour mouth was increasing and visibility was poor owing to fog and drizzle. The life-boat *Robert and Dorothy Hardcastle* was therefore launched at 9.5 in a light easterly wind and a choppy sea. The tide was ebbing. She came up with the *Providence* at 9.25 and escorted her into harbour.

SOUTH-EAST DISTRICT

Walton and Frinton, Essex - At 3.30 p.m. on 11th April, 1966, the coxswain

informed the honorary secretary that some concern was being felt for two men in a small yacht off Walton pier. The men had hailed fishermen on the pier and were obviously exhausted. One was sick. The men were bound for Harwich from Canvey Island, their boat was leaking, and the engine was giving trouble. Within a few minutes of sailing a man was seen waving an oilskin. The life-boat *Edian Courtauld* was launched at 4.40 in a gentle north-easterly wind and a slight sea. It was high water. The yacht *Wild Goose* was taken in tow at 4.53 but due to the poor condition of the yacht the life-boat was obliged to make a slow tow. They arrived in Harwich at 5.54, moored the casualty alongside the Navy Yard Wharf, and then the life-boat returned to Walton. She arrived at her station at 8.12.

YACHT AGROUND

At 4.55 p.m. on 3rd April, 1966, the coastguard told the honorary secretary that a yacht had been reported to be aground on the Pye Sands, about half a mile outside the mouth of the river. The honorary secretary then telephoned a man whose house overlooks the sands and he confirmed that the yacht was high on the sands, lying abeam the wind and well on her side. He then went with the coxswain and district officer of H.M. Coastguard to a point where they could see the casualty which was lying on a lee shore, with two anchors laid fore and aft. The life-boat *Edian Courtauld* put out at 6 p.m. in a strong north-north-easterly wind and a moderate sea. It was one hour after low water. She came up with the casualty, which was the auxiliary yacht *Souris* of Maldon with a crew of four on board. Owing to lack of water the life-boat was unable to get alongside, but a line was fired to her. At 7.23 the life-boat started to tow her and arrived at Harwich at 8.17. A berth was found for the yacht alongside the Trinity House vessel *Vestal*.

Southend-on-Sea, Essex - At 6.14 p.m. on 7th April, 1966, the coastguard informed the honorary secretary that a message had been received from the tanker *Metco* advising him that two men

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were drifting past her in lifejackets. A further message was received from a Medway launch that the tanker *Emsadler*, anchored south of Mid Shoebury buoy, had reported losing several men and had launched one of her own boats to search. At 6.37 the life-boat *Greater London II* (Civil Service No. 30) was launched in a choppy sea and a gentle breeze from the north-west. The tide was ebbing. It was reported later that only two men had been lost overboard from the *Emsadler* and that both men had been picked up. The life-boat towed the boat back to the tanker, and on her return to the station found a small cabin cruiser *Pandora* anchored with nobody on board. A woman then reported that her husband and another man had been fishing in a boat which she thought was named *Pandora* but had not returned home. The life-boat searched but found nothing, and returned to the station with the cabin cruiser, arriving at 11.30 p.m. A helicopter from Manston also searched.

Lowestoft, Suffolk - At 7.42 p.m. on 10th April, 1966, the coastguard informed

the honorary secretary that the trawler *Ormsby Queen* had an injured man on board. At 10.35 the trawler requested the help of the life-boat to convey the man ashore as she could not enter the harbour because of the thick fog and shallow water at the harbour entrance. The life-boat *Frederick Edward Crick* left her moorings at 10.45 in a light north-easterly wind and a slight sea. The tide was in flood. After searching for an hour in the thick fog the life-boat located the trawler near the North Corton buoy and went alongside. The casualty was transferred to the life-boat, which returned to Lowestoft, where the man was taken to hospital. The life-boat arrived back at her station at 2 a.m.

Dover, Kent – At 9 a.m. on 14th April, 1966, the coastguard informed the honorary secretary that a small yacht, with a crew of four on board, off Shakespeare cliffs had sent up distress flares. The life-boat *Southern Africa* left her moorings at 9.34 in a snowstorm. There was a gale force easterly wind and a rough sea. It



By courtesy of]

[Norman Paterson

Dr. Harrison Broadbent on top of the cliff after his IRB ordeal in Scratchell's Bay, Isle of Wight, on 10th April, 1966 (see p. 136).

was two hours after high water. The life-boat found the yacht *Mer Gaspard*, which had been blown off course while sailing from Calais to Nieuport, Belgium, anchored between Shakespeare cliffs and Admiralty pier. She towed her to a safe position in Dover Inner Harbour, and returned to her moorings at 11.30.

Sheringham, Norfolk – At 2.6 p.m. on 8th April, 1966, the coxswain informed the honorary secretary that four Sheringham crab boats were at sea in a very thick fog and might have difficulty in finding the passage back to the beach. The life-boat *James and Catherine Macfarlane*, on temporary duty at the station, was launched at 2.20 in a moderate sea and a light south-easterly wind. It was low water and visibility was down to 10 yards. The life-boat proceeded to the mouth of the passage and at 2.35 the four boats were found. After passing a life-belt to each boat the coxswain advised them to wait for deeper water before attempting to get through the passage. The life-boat stood by for an hour and three-quarters, until it was deemed safe to take the boats through the passage. All the boats were beached in safety and the life-boat returned to her station at 5 o'clock.

SOUTHERN DISTRICT

Plymouth, Devon – At 8.50 p.m. on 16th April, 1966, the naval authorities informed the honorary secretary that a red distress signal had been sighted due east of Penlee, near Renny Rocks. It was confirmed that the casualty was a yacht, and the life-boat *Thomas Forehead and Mary Rowse* left her moorings at 9.5 in a moderate east-north-easterly wind and a moderate sea. The yacht *Jenesta*, which had had engine failure and had become becalmed, was reached at 9.30. The crew asked to be towed in, so a line was passed to her and the life-boat towed her to Millbay Docks. The life-boat returned to her station at 10.35.

Newhaven, Sussex – At 6.15 p.m. on 8th April, 1966, the coastguard informed the coxswain that one boat had capsized and another was in difficulties off Peace-

haven. The life-boat *Kathleen Mary* was launched at 6.30 in a light south-easterly wind and a slight sea. It was one hour before low water and visibility was poor owing to thick fog. She contacted the motor boat *Marianne* and started to escort her to harbour. The I.R.B. had also launched and took over the escort duty while the life-boat went in search of the m.f.v. *Atalanta* which was reported to be on the rocks. She found the casualty west of Rottingdean and stood by until she refloat. The life-boat then escorted her back to Newhaven, and returned to her station at 1 a.m. next day. A monetary gift was received by the life-boat crew from the master of the *Atalanta*.

Shoreham Harbour, Sussex - At 7.55 p.m. on 26th April, 1966, the coastguard told the honorary secretary that a speedboat had capsized one and a half miles east-south-east of Shoreham harbour entrance. The life-boat *Dorothy and Philip Constant* was launched at 8.3 in a moderate east-south-easterly wind and a choppy sea. It was one hour before low water. The life-boat reached the speedboat *Sheila Ann* at 8.20 and found three skin divers clinging to the upturned hull. These were immediately taken on board the life-boat, with the speedboat taken in tow. The life-boat arrived at her station at 9.30.

SOUTH-WEST DISTRICT

Weston-Super-Mare, Somerset - At 11.35 p.m. on 12th April, 1966, the Barry coastguard informed the honorary secretary that two men in an open fishing boat were overdue. They had left the River Axe at midday, intending to return at dusk. After making further inquiries, the life-boat *Calouste Gulbenkian* was launched at 12.25 a.m. in a fresh north-easterly wind and a moderate sea. It was high water. The search was successful as the boat *Kincora* was found anchored at the seaward end of the Brean Down. The occupants said that owing to the condition of the sea they were unable to return to Uphill as planned. The boat was towed to Knightstone, where the two men were

landed. The life-boat returned to her station at 2.25.

Penlee, Cornwall - At 3 p.m. on 10th April, 1966, the honorary secretary was informed that the life-boat's services had been requested at 11 o'clock to take a sick woman off a Liberian tanker. The life-boat *Solomon Browne* was launched in a moderate breeze from the south east and a rough sea. It was one hour before low water. She proceeded to Newlyn to embark a doctor, nurse, and ambulance men. At 11.25 she left Newlyn and moved to a position six miles south of Penzance, reaching the tanker *G.S. Livanos* at 12.45 a.m. The doctor and ambulance men were put on board and the tanker steamed further into the bay to sheltered waters, where the patient, doctor, and ambulance men were transferred to the life-boat and landed at Newlyn at 2.45. The life-boat remained at Newlyn, finally returning to her station at 10 o'clock.

Fowey, Cornwall - At 10.5 a.m. on 9th April, 1966, the coastguard informed the honorary secretary that a vessel was submerged with about two foot of mast showing above the water, a quarter of a mile west of Polperro. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, was launched at 10.18 in a strong south-westerly wind and a rough sea. It was one hour after high water. She found the casualty at Larrick Cove, searched the area in conjunction with a helicopter, and recovered the body of a man about 150 yards offshore. When the search was called off she took the body to Fowey and handed it over to the police. The life-boat returned to her station at 12.30 p.m.

SCOTTISH DISTRICT

Dunbar, East Lothian - At 9.47 a.m. on 3rd April, 1966, the coastguard informed the coxswain of the life-boat that the cabin cruiser *Fiola* of Glasgow, with a crew of three, was aground on Belhaven Sands. The owner of the cabin cruiser told the coastguard that they were bound

from South Queensferry to Rochester and had deliberately run on to the sands as one of the crew was sick. In the absence of the honorary secretary the coxswain decided to go to their assistance as the *Fiola* was lying in a potentially dangerous position. At 9.58 the life-boat *City of Bradford II*, on temporary duty at the station, proceeded in a light breeze from the north-east and a slight sea. It was half an hour after low water. The coxswain asked the owner to lay an anchor to seaward and then attempted without success to fire a line aboard. However, on the flood tide the *Fiola* managed to pull herself off the beach using her own engines, and the life-boat escorted the cabin cruiser into Dunbar harbour, arriving at 1.42 p.m.

Stornoway, Orkneys – At 8.30 p.m. on 12th April, 1966, the coastguard informed the honorary secretary that a message had been received from the m.f.v. *Flower* that a member of her crew had severely injured his leg. The life-boat, *The Rankin*, on temporary duty at the station, left her moorings at 9.25 with a doctor on board. There was a fresh east-south-easterly wind and a rough sea. It was two hours after low water. The life-boat met the m.f.v. *Flower* off Lumpan Head, where the doctor was transferred to the vessel and tended to the casualty. Both the *Flower* and the life-boat then proceeded to Stornoway, where the life-boat returned to her moorings at 1.10 a.m.

Longhope, Orkneys – At 7.44 p.m. on 1st April, 1966, the coastguard informed the honorary secretary that the m.f.v. *Trust* of Stromness was ashore at Haven, Stroma Island, Pentland Firth, and required the assistance of the life-boat. The Longhope life-boat *T.G.B.* was already afloat, returning from an exercise, and proceeded immediately in a fresh north-westerly wind and a choppy sea. It was one hour before high water. She picked up the crew of three from the m.f.v. *Trust*, who were safely ashore on the island, at 8.45 and landed them at Longhope.

The life-boat returned to her station at 10.40.

Arbroath, Angus – At 1.33 p.m. on 9th April, 1966, the coastguard informed the honorary secretary that the motor fishing boat *Evening Star* was lying off the harbour. At 1.45 the life-boat *Rosa Woodd and Phyllis Lunn*, on temporary duty at the station, was launched in a rough sea and a gale from the south east. It was 1½ hours after low water. She crossed the harbour bar and escorted the *Evening Star*, skippered by the coxswain of the life-boat, into harbour. The life-boat returned to her station at 2.25.

Islay, Inner Hebrides – At 7.30 p.m. on 29th April, 1966, a man informed the honorary secretary that a motor fishing vessel was in trouble off the Isle of Jura. The help of the Islay life-boat had been requested as the vessel's engine had exploded and a crew member had been injured. The life-boat *Francis W. Wotherpoon of Paisley* was launched at 7.40 in a moderate south westerly wind and a choppy sea. It was low water. The coastguard told the honorary secretary that the injured man was being taken ashore by a local boatman, but that the m.f.v. *May* of Port Charlotte, Islay, still required the life-boat's assistance. She found the casualty at Lagg Point with her engine shattered by the explosion. The vessel was towed to Crinan, and the life-boat returned to her station at 5 a.m. The fishing vessel's owner has since made a donation to the Institution's funds.

Gourdon, Kincardineshire – At 11.10 a.m. on 22nd April, 1966, the coxswain informed the honorary secretary that the fishing fleet was having difficulties at the harbour entrance. The life-boat *The Edith Clauson-Thue* was launched at 11.22 in a strong south-easterly wind and a rough sea. It was one hour and a half after low water. She escorted all the fishing boats to safety and returned to her station at 4 p.m.



By courtesy of]

[Daily Express

When Mr. Basil Dove, lighthouse keeper at Beachy Head, injured himself when he fell down a flight of steps, Eastbourne life-boat went alongside to take him off. An account of this service will appear in the next issue of THE LIFE-BOAT.

NORTH-WEST DISTRICT

Llandudno, Caernarvonshire – At 4 p.m. on 11th April, 1966, the coxswain informed the assistant honorary secretary that a small yacht was getting into difficulties in the bay. The coastguard was contacted, and after setting a watch they said that the yacht did not appear to require assistance. The life-boat crew, however, stood by. Later the coastguard lost sight of the yacht, so the life-boat *Lilly Wainwright* was launched at 6.10 in a moderate south-easterly wind and a rough sea. It was two and a half hours after high water. When the casualty was reached she had drifted about eight miles. The crew of three were in a distressed condition and numb with cold. They were taken on board the life-boat, given hot soup and wrapped in blankets. The yacht was taken in tow, and the life-boat returned to her station, arriving at 8.45. A helicopter assisted in the search for the yacht.

Troon, Ayrshire – At 4.20 p.m. on 9th April, 1966, the police told the honorary secretary that a dinghy had

capsized off Croy Hotel and two people were hanging on to the boat. The life-boat *James and Barbara Aitken* was launched at 4.35 in a strong east-south-easterly wind and a rough sea. It was three hours before low water. She proceeded to the position given and started to search. At 6.35 the coastguard advised the life-boat that the occupants of the dinghy had been landed. She picked up the dinghy and returned to her station at 8.50.

Holyhead, Anglesey – At 12.29 a.m. on 18th April, 1966, the coastguard informed the honorary secretary that the m.v. *Kilkenny* had sighted red flares about 10 miles north-west of Skerries lighthouse. There was a gale from the east-north-east with a very rough sea. The tide was ebbing. The life-boat *St. Cybi* (Civil Service No. 9) was launched 10 minutes later and proceeded to the position given. At 2.5 the *Kilkenny* reported that she had taken the crew of five off the yacht *Shelmelie* and was going to meet the life-boat. The life-boat, however, was unable to take the five survivors off the *Kilkenny* due to the very heavy seas and severe weather conditions. At 2.58 the life-boat came up with the

yacht and a tow line was made fast but this parted at 9.14 and, as the seas were too rough to make fast a further line, the yacht was abandoned. The life-boat returned to her station, arriving at 11.25. She was placed on moorings in the inner harbour until the weather moderated sufficiently for her to be rehoused at 8 p.m. A donation was made to the Institution by the owner of the yacht.

Hoylelake, Cheshire, and Rhyl, Flintshire – At 9.25 p.m. on 8th April, 1966, the shipping agent to the m.v. *Bierum* informed the Rhyl honorary secretary that the vessel had gone aground a quarter of a mile east of Point of Air lighthouse. The life-boat *Lucy Lavers*, on temporary duty at the Rhyl station, launched at 11.10, and the life-boat *Clara and Emily Barwell*, on temporary duty at Hoylelake, launched at 11.55. Both life-boats went alongside the vessel and their coxswains went aboard. After consultation with the captain, it was agreed to attempt to refloat the vessel at high water. The attempt, however, was unsuccessful, and on the ebb tide it was decided that both life-boats would return to their stations. The Hoylelake life-boat arrived at her station at 5.25 a.m. and the Rhyl life-boat at 5.30.

Porthdinllaen, Caernarvonshire – At 11.40 a.m. on 24th April, 1966, a police inspector informed the honorary secretary that a car or van had gone over the cliffs and into the sea, close to the Aberdaron look-out hut. As no other suitable craft was available to take divers to investigate, the life-boat *White Star*, on temporary duty at the station, was launched at 2 p.m. with a police officer and four skin divers on board. There was a light south-westerly wind and a slight sea. The tide had been ebbing for two hours. While on course for Aberdaron some wreckage was picked up which appeared to be part of a van. Upon arrival at a position under the look-out hut the divers went down, and when they returned they reported that a cream van was lying in about 30 feet of water. The steering wheel was recovered but there was no trace of the driver. The search

was then called off and the life-boat returned to her station at 8 o'clock.

New Brighton, Cheshire – At 6.30 p.m. on 3rd April, 1966, the coxswain informed the honorary secretary that a motor fishing vessel was aground on the revetment wall a quarter of a mile north-west of the New Brighton lighthouse. The life-boat *Norman B. Corlett* was launched at 6.50 in a light north-easterly wind and a smooth sea. It was just past low water. At 7 o'clock the life-boat reached the m.f.v. *Orian* of Fleetwood, and stood by until she refloated on the rising tide. The life-boat then escorted her as far as New Brighton, and returned to her station at 7.20.

The following life-boats were also called out in April:

Aberdeen – 1st.
Broughty Ferry, Angus – 28th.
Cromer, Norfolk – 3rd.
Donaghadee, Co. Down – 4th.
Dungeness, Kent – 5th.
Dun Laoghaire, Co. Dublin – 2nd.
Dunmore East, Co. Waterford – 11th.
Howth, Co. Dublin – 5th and 30th.
Humber, Yorkshire – 2nd.
Ilfracombe, Devon – 18th.
Lizard-Cadgwith, Cornwall – 14th and 15th.
Llandudno, Caernarvonshire – 8th.
Penlee, Cornwall – 21st.
Rhyl, Flintshire – 24th.
St. Helier, Jersey – 10th.
St. Ives, Cornwall – 20th.
St. Peter Port, Guernsey – 26th.
Salcombe, Devon – 18th.
Scarborough, Yorkshire – 4th and 10th.
Swanage, Dorset – 11th.
Walmer, Kent – 5th.
Yarmouth, Isle of Wight – 10th and 22nd.

Life-boat O.N. 44-001

Life-boat O.N. 44-001 – At 12.10 p.m. on 26th March, 1966, while on passage from Dover to Littlehampton, the life-boat O.N. 44-001 came upon the yacht *Orion* of Newhaven which was burning

distress flares. She was stopped and lying broadside to a steep sea. There was a gale force south westerly wind and a rough sea. At the same time the cross-Channel ferry *Villandry* arrived on the scene, and stopped. The life-boat approached the yacht and the owner asked for a tow to Newhaven. The staff socket was corroded and it was necessary to unship the ensign staff before towing could commence. When it had been removed the tow-rope was quickly passed to the yacht and made fast around the base of the gypsy-windlass. The tow started at minimum revolutions, and the ferry, which had been giving some lee, then continued her voyage. Within a few minutes, however, the windlass came away from the yacht's deck and brought down the main mast, which broke in two. It was obvious that there was no fitting strong enough to which the tow-rope could be secured, so it was decided to take off the crew of two young boys and a man.

MUCH WRECKAGE

There was so much wreckage around the yacht that they had to be taken from the stem of the boat. The life-boat was placed at right angles against the yacht and as the first survivor came over the stem, the life-boat was put astern. The other two survivors were rescued in a similar manner. When the survivors were safely on board the life-boat she stood by the yacht for about 15 minutes. The owner then requested that no attempt be made to put anyone back on board because of the considerable risk involved. It was then decided to abandon the wreck and land the survivors at Newhaven. The life-boat eventually arrived at Littlehampton at 1.5 p.m.

IRB LAUNCHES

SOUTH-EASTERN DISTRICT

Rescues by IRBs in April were undertaken by the following stations:

Southend-on-Sea, Essex – At 11.54 a.m. on 18th April, 1966, while the IRB was being exercised with the district inspector on board, the crew were informed that a dinghy with four youths on board was in difficulties 100 yards off shore from Halfway House, Thorpe Bay. There was a fresh easterly breeze and moderate sea. It was high water. The four youths were embarked and taken ashore. The dinghy was later recovered and towed ashore. The IRB returned to her station at 12.40 p.m.

SOUTHERN DISTRICT

Mudford, Hampshire – At 1.45 p.m. on 21st April, 1966, a visitor to Mudford informed a member of the IRB crew that a sailing dinghy had capsized about one mile east of the harbour entrance. The IRB was immediately launched in a moderate to fresh south-westerly breeze and slight sea. It was high water. She came up with the sailing dinghy, whose mast had been carried away. The dinghy with two people on board was then taken in tow, and the IRB returned to her station at 2.5.

Yarmouth, Isle of Wight – At 11.10 a.m. on 2nd April, 1966, the coastguard informed the honorary secretary that a canoe had capsized near Scratchell's Bay. The two crew members, who were clinging to the canoe, were being swept by the tide towards the beach. At 11.20 the IRB launched in a fresh southerly breeze and moderate sea. The tide was ebbing. The IRB took the two people, who had reached the beach, on board and returned to her station at 12.10 p.m. The canoe was recovered later by a local boatman.

SOUTH-WESTERN DISTRICT

The Mumbles, Glamorganshire – At 6.40 p.m. on 3rd April, 1966, the coastguard informed the honorary secretary that a small motor boat had broken down and was drifting out to sea on the ebb tide. At 6.47 the IRB launched in a gentle

easterly breeze and moderate sea. The IRB took the motor boat with three people on board in tow, and returned to her station, which was reached at 7.45.

St. Ives, Cornwall – At 11.57 a.m. on 9th April, 1966, the owner of the speedboat *Zepturb* informed the honorary secretary that his boat was out of fuel and was drifting out to sea in St. Ives Bay. The IRB was launched immediately in a gentle to moderate south-south-westerly breeze and a choppy sea. The tide was ebbing. The IRB came up with the *Zepturb* with five people on board very close to Merryn Rock, and she was pulled clear with only feet to spare and was taken in tow to St. Ives Harbour. The IRB, after towing the *Zepturb* to St. Ives, returned to her station at 12.15 p.m.

See page 196 for other IRB launches.

MAY

SOUTHERN DISTRICT

Weymouth, Dorset – At 10.46 p.m. on 1st May, 1966, the coastguard informed the honorary secretary that the motor cruiser *Windy Wyne* of Falmouth had asked for assistance as her engine had broken down half a mile north-west of Portland Bill. The casualty had fouled some lobster pots and had lost her anchor. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, was launched at 11.5 in a light north-easterly wind and a slight sea. The tide was ebbing. When she found her, the casualty was being held against the strong spring ebb tide, but was being swept into the race. The life-boat secured a line to her and towed her to Weymouth harbour. She returned to her station at 1.35 a.m.

Swanage, Dorset – At about 12.45 p.m. on 22nd May, 1966, the assistant honorary secretary saw a sailing dinghy capsize in the bay. The yacht club rescue boat had difficulty in towing her in, as there

was a strong offshore wind and spring ebb tide which was taking them towards the Pevril ledge. When they were within 50 yards of the ledge, the towline parted, and as there was still one man on board the dinghy, the assistant honorary secretary decided to launch the life-boat. The *R.L.P.* was launched at 1.10 in a rough sea. It was one hour after high water. The rescue boat had managed to take the survivor off the dinghy so the life-boat recovered the dinghy and returned to her station at 2.30 p.m.

TWO CASUALTIES

At 6.52 p.m. on 15th May, 1966, the coastguard informed the honorary secretary that a fishing vessel had broken down and was drifting one mile south of St. Albans Head. The life-boat *R.L.P.* was launched at 7.7 in a light south-westerly wind and a moderate sea. It was high water. On the way to the casualty, a capsized dinghy was sighted. The survivors were picked up and transferred to the speedboat *Jaguar*, which was taking the dinghy in tow. The life-boat then went on to the fishing vessel *Mambo*, which was taken in tow at 7.55 after the man aboard her had been transferred to the life-boat. She returned to her moorings at 9.30 p.m.

RED FLARE

At 10.35 p.m. on 29th May, 1966, the assistant honorary secretary's wife informed the honorary secretary that she had seen a red flare in the direction of the bay. The life-boat *R.L.P.* was launched at 11 o'clock in a moderate east-south-easterly wind and a rough sea. It was two hours before low water. She found a man in a small boat, and took him aboard. He said that he had ferried one man to the yacht *Ventureess* of Southampton, and was returning to the shore for the second member of the crew when his boat capsized. He had then swum to the boat on which he was found. The life-boat put him on the yacht and then proceeded to check on a police report of flares off Old Harry rocks, but found nothing. She returned to her moorings at 45 minutes

after midnight to await the flood tide before rehousing.

TAKEN IN TOW

At 11.53 a.m. on 20th May, 1966, the police informed the honorary secretary that a man had been seen in difficulties off Kimmeridge ledge. It was requested that the life-boat be launched. A sergeant and a constable embarked in the life-boat *R.L.P.* which launched at 12.5 in a light westerly wind and a moderate sea. It was two hours after high water. The dinghy was sighted coming out of Chapman's Pool. The dinghy was taken in tow, and the life-boat returned to her station at 3.20 p.m.

Bembridge, Isle of Wight - At 5.31 p.m. on 7th May, 1966, the coastguard informed the honorary secretary that a yacht, the *Chillerton Dene* of Poole, had lost a rudder and was drifting off Ryde pier. At 7.5 the position had not improved and it was decided to launch the life-boat. There was a light north-westerly wind and a smooth sea. It was one hour before low water. The life-boat *Jesse Lumb* launched at 7.19 and came up with the yacht at 8.15. She took her in tow and proceeded to Portsmouth as there was not sufficient water for the yacht to enter the harbour at Ryde. The life-boat returned to her station at 11.10 p.m. The owner of the yacht made a gift to the life-boat's crew.

Weymouth, Dorset - At 6.50 p.m. on 29th May, 1966, a yacht reported that the folk-boat *Huckleberry Finn* was dismasted and adrift about eight and a half miles south east of the Shambles light-vessel. The life-boat *Frank Spiller Locke* left at 8.55 on an ebbing tide. There was a strong easterly wind with a rough sea. The life-boat carried out a search in conjunction with other vessels and a helicopter but without success and returned to harbour at 2 on 30th May to refuel. At 6 p.m. a further message was received from the coastguard that a boat answering the description of the *Huckle-*

berry Finn had been sighted 20 miles south of Portland Bill. The *Frank Spiller Locke* set off again at 6.25 and continued to search, making extensive use of her radar. At 6.26 a.m. on 31st May the frigate *H.M.S. Malcolm*, which had also joined the search, located the boat and took her in tow. The life-boat met the frigate and took over the tow, bringing the *Huckleberry Finn* safely to Weymouth harbour at 11.10 a.m. The life-boat was engaged in the search for the yacht for almost 35 hours.

Selsey, Sussex - At 6.12 p.m. on 29th May, 1966, the coastguard informed the honorary secretary that a small yacht three-quarters of a mile west of Bognor pier was signalling for help. The life-boat *Canadian Pacific* launched at 6.24 in a moderate to fresh north-easterly wind and a moderate sea. It was two hours before high water. She found the casualty - a 14-foot sailing dinghy - one mile off Bognor pier. Her mast was broken, her sails lost and her hull almost submerged. There was no sign of her crew. At 7.14 a message was received that they were safe at Littlehampton. The life-boat took the dinghy in tow and started back to her station, but when she was just off Selsey Bill another small boat was reported to be in difficulties. She cast off the dinghy which was towed in by a local motor boat, and proceeded to an area two miles to the west, but found nothing. The life-boat arrived back on station at 9.30 p.m.

Hastings, Sussex - At 8.30 p.m. on 25th May, 1966, the honorary secretary was informed that a small fishing boat was burning a red flare in a position one mile east of the life-boat station. The life-boat *Fairlight* was launched at 8.42 in a fresh south-westerly wind and a choppy sea. It was low water. She found that the fishing boat *Deano* had developed engine trouble after hitting a balk of timber. A line was passed to the casualty and the life-boat towed her back to Hastings. The life-boat returned to her station at 9.16 p.m.

Exmouth, Devon – At 2.40 a.m. on 19th May, 1966, the coastguard told the honorary secretary that a man was lying injured at the foot of the cliffs between Otter and Brandy Head, near Budleigh Salterton, and he could not be reached from the cliff top. The life-boat *Michael Stephen* was launched at three o'clock in a light south-westerly wind and a moderate sea, with the honorary medical adviser on board. The boarding boat was taken for landing purposes. The casualty was reached at 4.30 and was found to be suffering from multiple injuries. After being given an injection, he was embarked on the life-boat and taken to Budleigh Salterton, where he was transferred to a waiting ambulance for hospital. The life-boat returned to her station at six o'clock.

Torbay, Devon – At 9.37 p.m. on 9th May, 1966, the coastguard informed the honorary secretary that a red flare had been sighted about six miles south-south-west of Berry Head and picket boats had been sent out to investigate from the Royal Naval College, Dartmouth. As no further information was received the life-boat *Lloyd's*, on temporary duty at the station, proceeded in a light north-west-by-northerly wind and a slight sea. It was at high water. She searched in the direction indicated and radio contact was then made with the Irish coaster *Susan* which stated that she was standing by a small yacht *Manana* about eight miles from Start Point. The life-boat had no difficulty in finding the *Manana* which was well illuminated, and went alongside the yacht. The *Susan* then continued her voyage. The yacht had one man on board, and he was in a distressed condition having been suffering from sea sickness for three days. The yacht was towed back to Brixham inner harbour, and after ensuring that the *Manana* was moored safely, the life-boat returned to her own moorings at 2.30 a.m.

Shoreham Harbour, Sussex – At 8.48 p.m. on 9th May, 1966 it was reported that a flashing light had been seen about four miles south of the harbour.

The life-boat *Dorothy and Philip Constant* launched at 8.54 in a moderate north westerly wind and a slight sea. It was almost low water. When she reached the given position she found the fishing boat *Trident* whose engine had broken down. The casualty was partly water-logged so the crew of two were taken off by the life-boat and the *Trident* was towed slowly back to harbour. The life-boat returned to her station at 12.15 a.m. on 10th May.

NORTH-WEST DISTRICT

Llandudno, Caernarvonshire – At 7.55 p.m. on 21st May, 1966, the honorary secretary was informed that a yacht had capsized one mile north of Penmaen Head. The life-boat *Lilly Wainwright* was launched at 8.20 and on her way to the reported casualty she sighted a capsized yacht one mile off Colwyn Bay pier. She asked the Rhos Yacht Club, via the coastguard, whether the occupants had been taken ashore, and then went to the position. A helicopter joined the search and spotted the first yacht three miles north of Penmaen Head. The life-boat moved to the new position and after further consultation with the coastguard it was confirmed that the occupants of both yachts had been taken ashore and were safe. The life-boat took both yachts in tow and returned to Llandudno harbour. She reached her station at 1.45 a.m. next day. A donation was made to the Institution's funds.

New Quay, Cardiganshire – At 12.38 p.m. on 22nd May, 1966, the coastguard informed the honorary secretary that a sailing boat was in difficulties three-quarters of a mile off Lochtyn Island. The life-boat *St. Albans* was launched at one o'clock in a gale force westerly wind and a very rough sea. It was two and a half hours after high water. The life-boat reached the yacht and escorted her to the lee of New Quay Head. The second coxswain and a crew member were then transferred from the life-boat to the yacht to assist the yacht's crew. The yacht was

beached, and the life-boat returned to her station at 2.30 p.m.

Holyhead, Anglesey - At 4.55 p.m. on 6th May, 1966, the coastguard informed the honorary secretary that a Dutch trawler had struck the Platteris, and was aground, but the local pilot boat and a boat from a Holyhead boatyard were standing by. It was later seen that while these boats were taking ropes from the trawler, her crew of six were drifting away in a small rubber dinghy. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 6.2 in a gale force northerly wind and a rough sea. She took the survivors off the dinghy and stood by until the trawler *Anna Hendrika* refloated. She then put them back on board. The life-boat returned to her station at 6.45 p.m.

SOUTH-EAST DISTRICT

Skegness, Lincolnshire - At 8.45 p.m. on 21st May, 1966, the coastguard informed the honorary secretary that a cabin cruiser was reported to be in difficulties three and a half miles east of Trusthorpe. Her engine had failed and there was a sick man on board. The life-boat *Charles Fred Grantham* launched at 9.12 in a moderate south south westerly wind and a rough sea. It was one hour after low water. At 9.25 a message was received that a rubber dinghy with two men and a small boy had been missing off Skegness since 1 o'clock. The life-boat was asked to search northwards on her way to the cabin cruiser. She found the cabin cruiser *Higgy*, took her in tow, and turned back towards Skegness. At 11.30 the IRB launched to take over the tow of the *Higgy*, so that the life-boat could continue the search for the rubber dinghy. The honorary secretary was told at 12.30 a.m. that the Humber life-boat *City of Bradford III* had launched to assist in the search and a Shackleton aircraft would join the search at daybreak. The Skegness life-boat found the dinghy at 7.30 with the survivors aboard. She picked up the dinghy and crew and returned to her station, arriving at 9 a.m.

The owner of the cabin cruiser made a donation to the Institution's funds and gave a gift to the life-boat crew.

Dover, Kent - At 3.53 p.m. on 24th May, 1966, the coastguard informed the honorary secretary that an open boat with two men in it had been seen drifting eastwards in the Channel. The life-boat *Southern Africa* was launched at 4.23 in a light north north westerly wind and a slight sea. She found the boat - a whaler - with two young men on board who said that they had fallen asleep in the boat and on waking had found themselves at sea. The life-boat picked them up and towed the whaler back to Dover. She arrived back at her station at 6 o'clock.

Clacton-on-Sea, Essex - At 5.57 a.m. on 23rd May, 1966, the coastguard informed the honorary secretary that a yacht was firing flares at Whittaker Beacon. The life-boat *Isabella and Edward Irvin* was launched at 6.22 in a strong westerly wind and a rough sea. It was two and a half hours before low water. She proceeded to the beacon, and on the way, received a message that a helicopter had rescued the crew of the yacht *Valri*. When the life-boat reached the casualty two members of the life-boat crew were put aboard the yacht which had grounded. Then the life-boat stood by until the water rose sufficiently to float the yacht. She then towed her to Brightlingsea and moored there at 1 p.m. The life-boat was rehoused on the following day.

Walton and Frinton, Essex - At 8.3 p.m. on 19th May, 1966, the coastguard informed the honorary secretary that the radio ship *Olga Patricia* had reported that a fishing smack was firing red flares about one mile north of her. The life-boat *Edian Courtauld* left her moorings at 8.25 in a strong south-west-by-westerly wind and a moderate sea. She had to keep outside the Pye Sands until reaching High Hill buoy. The life-boat found the sailing barge *Asphodel*, belonging to the Thames Barge Sailing Club, at 9.7. She had been cruising with club members on board when a squall had

carried away her port vang. Her sprit-sail was broken and her top and main sails had both fouled. The life-boat came up with the barge, which was still making six knots, passed a line to her and took her in tow to Harwich, arriving at 9.50. At the request of the casualty's crew, the barge was anchored off Shotley Spit, and the crew taken ashore to notify their families. They were then put back on board the barge by the life-boat.

TWO SAVED

At 4.4 p.m. on 15th May, 1966, the coastguard informed the honorary secretary that the motor vessel *Mi Amigo*, operating as the wireless transmitting station Radio Caroline, had broadcast a message that they had rescued two women from a capsized catamaran and taken them aboard. As no tender would be available to bring the survivors ashore, the life-boat *Edian Courtauld* was launched at 4.40. There was a moderate to fresh north-easterly wind and a moderate sea. It was one hour after low water. She reached the *Mi Amigo* at 6.1 and took the two women on board. They were landed and the life-boat returned to her station at 7.46 p.m.

Aldeburgh, Suffolk – At 8.5 a.m. on 26th May, 1966, the coastguard informed the honorary secretary that the catamaran *Comanche* had requested assistance as she was drifting towards Orfordness, dragging her anchor. The life-boat *Alfred and Patience Gottwald* was launched at 8.25 in a moderate west north westerly wind and a moderate sea. It was one hour before low water. She met the *Comanche* off Mid Bawdsey buoy and towed her into Harwich harbour.

Caister, and Gt. Yarmouth and Gorleston, Norfolk – At 9.40 a.m. on 6th May, 1966, the coastguard informed the honorary secretaries of the Caister and Great Yarmouth and Gorleston life-boat stations that a U.S.A.F. Phantom aircraft had crashed into the sea five to six miles east of Winterton. The Caister life-boat

The Royal Thames was launched at 9.50 in a strong south easterly wind and a rough sea. It was two hours before high water. The Great Yarmouth and Gorleston life-boat *Louise Stephens* launched at 9.55. The coastguard requested that one of the life-boats rendezvous with the Dutch motor vessel *Poorsingel* and take from her an ejector seat and a rubber dinghy which she had picked up. The Caister life-boat undertook this, picking up some wreckage, which had been indicated by a helicopter on the way, and then continued searching in a north-easterly direction. At 11.45 a.m. the *Louise Stephens* picked up more wreckage and continued with the search. The Caister life-boat found three more pieces of wreckage and a log book off Bailey Pickle and took the wreckage into Yarmouth harbour. At 4.56 p.m. a message was received by both life-boats that the search had been discontinued and the Great Yarmouth and Gorleston life-boat returned to her station arriving, at six o'clock. The Caister life-boat arrived at her station at 6.40 p.m.

Margate, Kent – At 9.2 p.m. on 1st May, 1966, the coastguard informed the honorary secretary that flashes had been reported by the police to be coming from a small boat near the south east Margate buoy and requested that the life-boat stand by. At 9.50, acting upon a further message from the coastguard, the life-boat *North Foreland* (Civil Service No. 11) was launched in a light easterly wind and a smooth sea. It was one hour before high water. While she was going to the reported position a message was received giving the position of the flashes as one and a half miles out from Minnis Bay. When she arrived there it was discovered that a cabin cruiser had just entered the bay and was not in any trouble. The life-boat then moved to the position originally stated and fired a parachute flare but saw nothing. She moved nearer to the shore and saw a small boat with an outboard motor which was being rowed towards the shore by two men. They said they had not been flashing lights but had a small lamp burning in the bottom of the

boat which had probably been mistaken for a distress signal. They asked for a tow to West Bay, Westgate, which the life-boat undertook, and returned to her station at 11.5 p.m.

OUT OF CONTROL

At 2.43 p.m. on 22nd May, 1966, the coastguard informed the coxswain that a small boat was out of control and drifting, to the east of Westgate, with one adult and three children aboard. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 2.55 in a strong south-westerly wind and a rough sea. It was two hours after high water. She reached the reported position of the casualty and searched the area with the assistance of an R.A.F. helicopter from Manston, but nothing was found. The motor barge *Andescol* signalled to the life-boat and said that she had picked up a small boat. A radio telephone message from Deal coastguard stated that she was one that had capsized earlier and her crew had been picked up by the helicopter. The life-boat took the dinghy from *Andescol* and brought it back to the boathouse where it was returned to her owner.

AGROUND

At 9.36 a.m. on 21st May, 1966, the coastguard informed the coxswain that a cabin cruiser called *Security* was aground on Margate sands. The boat was kept under observation from the harbour by the coxswain and honorary secretary, who were informed at 11.9 by the coastguard that the cabin cruiser could be in difficulties as she refloated on the flooding tide. There was a moderate south westerly wind with a corresponding sea. It was two hours before high water. The life-boat *Elizabeth Elson*, on temporary duty at the station, launched at 11.45 hours and proceeded to the position of the *Security* about three miles north east of Margate. The cabin cruiser's engines had broken down, and as the weather was deteriorating, the life-boat took her in tow to Ramsgate, arriving at 2.15 p.m. While at Ramsgate the life-boat

received an R/T message from Deal coastguard advising that a small craft had capsized off Westgate and her crew of two were in the water. The life-boat immediately set off again but while off Foreness Point a further message was received that a helicopter from R.A.F. Manston had rescued the two people.

Ramsgate, Kent - At 12.48 p.m. on 29th May, 1966, the East pier watchman noticed that the motor launch *Cheshire Cat* with nine people on board was aground in Pegwell bay. The life-boat *Michael and Lily Davis* left her moorings at 12.55 in a fresh north north easterly wind and a rough sea. It was almost low water. When the life-boat came up with the *Cheshire Cat* a towline was made fast and after the yacht was refloated she was towed to Ramsgate.

SAILS LOST

At 1.8 p.m. on 22nd May, 1966, a yacht, two and a half miles east of Ramsgate, had her sails carried away and was unable to make harbour. The life-boat *Michael and Lily Davis* left her moorings at 1.15 in a gale force west south westerly wind and a rough sea. She found the yacht *Raine II*, and towed her back to Ramsgate harbour. The life-boat returned to her station at 2.40.

SOUTH-WESTERN DISTRICT

Appledore, Devon - At 9.7 a.m. on 28th May, 1966, the coastguard informed the honorary secretary that a swimmer had been reported near a capsized dinghy. The life-boat *Louisa Ann Hawker* was launched at 9.40 in a light easterly wind and a smooth sea. The tide was flooding. She proceeded to the dinghy and searched the area in conjunction with a helicopter until a message was received that the swimmer had returned to the beach. She then picked up the dinghy.

Ifracombe, Devon - At 6.10 p.m. on 29th May, 1966, the police informed the honorary secretary that a small dinghy off Bull Point appeared to be drifting. A

helicopter had been called and the coastguards advised that it would be best to delay launching the life-boat until the helicopter had returned and reported. The crew assembled and stood by. Later a message was received that the helicopter had taken a girl off the dinghy, and would land her at Ilfracombe, but the life-boat would be required. The life-boat *Robert and Phemia Brown* was launched at 6.54 in a moderate east-south-easterly wind and a moderate sea. It was two hours before low water. Aided by the helicopter, the life-boat found the dinghy which was trying to get into a small bay. This was impossible as the wind and tide were carrying her further into the channel. The owner was taken off by the life-boat which towed the dinghy to Ilfracombe harbour. She returned to her station at 10.30 p.m.

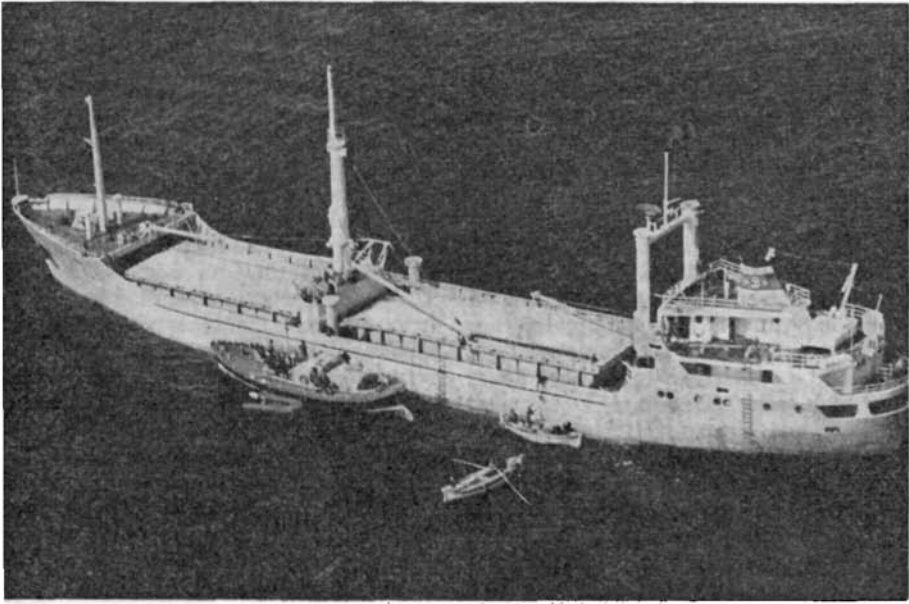
St. David's, Pembrokeshire – At 2.56 a.m. on 24th May, 1966, the coastguard informed the honorary secretary that the yacht *Ranger of Lune* was in difficulties ten miles north-west of South Bishop's rock, as her engine had broken down. The life-boat *Joseph Soar* (Civil Service No. 34) was launched at 3.20 in a moderate south-westerly wind and a moderate sea. It was almost low water. She went to the position given, and found the casualty at 4.48. She took the yacht in tow and headed for Solva. After clearing Ramsey Sound before the flood tide became too strong, the life-boat reduced speed so that there would be sufficient water when they arrived to get the casualty alongside the Quay Wall. When the *Ranger of Lune* was safely berthed, the life-boat returned to her station which she reached at 9.52 a.m.

Barry Dock, Glamorganshire – At 5.10 p.m. on 22nd May, 1966, the coastguard informed the motor mechanic that a yacht was ashore on the Cardiff sands. The life-boat *Rachel and Mary Evans* was launched at 5.15 in a gale force south westerly wind and a very rough sea. It was three hours before high water. She took seven people off the casualty, the yacht *Scottish Maid*, as a precaution but then the yacht refloated and started to make

her own way to Penarth with three of her crew still on board. While the life-boat was escorting the *Scottish Maid* another yacht was reported to be in difficulties. This yacht – the *Canty* – was taken in tow, although she was not in danger, and towed to Penarth with the *Scottish Maid*. On her way back to Barry Dock a further report was received from Flatholm indicating that the yacht *Seaspray* was ashore on the eastern beach and breaking up. The life-boat hastened to this position but before she arrived a helicopter took four people off the yacht and flew them to Rhoose airport. The life-boat was recalled and arrived at her station at 9.20.

Padstow, Cornwall – At 8.47 a.m. on 27th May, 1966, the coastguard informed the honorary secretary that the yacht *Ranger of Lune* had engine trouble and was in difficulties twenty-five miles west of Trevoze Head. There was a gentle north-easterly breeze with a slight sea. The tide was flooding. The life-boat *Joseph Hiram Chadwick* proceeded at 9.5 and after carrying out a search in conjunction with a Shackleton aircraft came up with the yacht 30 miles west of the original position. The *Ranger of Lune* was in a sinking condition, and it was decided to tow her back to Padstow. From 10 o'clock that evening until 4 o'clock the next morning the wind freshened from the east-north-east, greatly reducing the speed of the tow, but after a service of almost twenty-two hours' duration the life-boat arrived back at her station at 6.30 a.m.

Falmouth, Cornwall – At 11 a.m. on 22nd May, 1966, the coastguard informed the honorary secretary that a motor launch had fired an orange flare about three miles south by east from Pendennis. The life-boat *Crawford and Constance Conybeare* left her moorings at 11.15 in a moderate to fresh westerly wind and a moderate sea. It was two hours before low water. She found the motor launch *Queen of Falmouth*, with two men on board. Her engine had broken down while on passage from Falmouth to Mousehole. The life-boat took the



By courtesy of]

[Scottish Sunday Express

The Stromness life-boat alongside the crippled Norwegian vessel *Kings Star* (1,189 tons) after she had hit the North Shoal—a dangerous rock eight miles off the Orkneys. Also alongside are two of the vessel's own boats.

launch in tow and berthed her at Customs House Quay, Falmouth. She returned to her station at 12.10 p.m.

Fowey, Cornwall – At 4.27 p.m. on 18th May, 1966, a woman informed the honorary secretary that she and her husband had been in a motor boat which capsized in Lantio Bay, but they had managed to scramble ashore. The life-boat *Deneys Reitz* was launched at 4.30 in a light west-north-westerly wind and a slight sea. It was one hour before high water. The life-boat found the boat sunk on the beach, and towed her to Fowey harbour. She returned to her station at 5.45 p.m.

Penlec, Cornwall – At 11 a.m. on 28th May, 1966, the honorary secretary was told that the life-boat would be needed at about 8 a.m. the following day to bring an injured man ashore from the Dutch motor vessel *Oranje Nassau*. The life-boat *Solomon Browne* was launched at 8.30 a.m. on 29th May in a gale force east south easterly wind and a very rough sea. It was low water. She went to

Newlyn and embarked a doctor. The life-boat rendezvoused with the *Oranje Naussau* at 10 o'clock six miles east of Tater-du lighthouse. The casualty was transferred to the life-boat which returned to Newlyn an hour later when the injured man was transferred to a waiting ambulance and conveyed to hospital. The life-boat remained on moorings in Newlyn harbour until the weather moderated on 1st June, when she was rehousing.

NORTH-EAST DISTRICT

Whitby, Yorkshire – At 8.50 a.m. on 24th May, 1966, the coxswain informed the honorary secretary that a heavy swell was building up on the bar and that at least one of the smaller cobles was at sea. The life-boat *Mary Ann Hepworth* was launched 10 minutes later in a fresh east south easterly wind and a rough sea. It was an hour and a half after high water. She stood by to await the coble *William and Martha* and escorted her into the harbour. She then stood by for the larger fleet of five motor fishing vessels which

were due to return. Although one of these was swamped by two heavy seas, they all reached the harbour safely, escorted by the life-boat which then returned to her station, arriving at 3.55 p.m.

Hartlepool, Co. Durham – At 7 p.m. on 22nd May, 1966, the coastguard informed the honorary secretary that a cabin cruiser was in difficulties three quarters of a mile north-east of Hartlepool. The life-boat *City of Bradford II*, on temporary duty at the station, left her moorings at 7.10 in a gale force westerly wind and a rough sea. It was two hours after high water. She found the casualty, with two men aboard, two to three miles north-east of Hartlepool breakwater. Her engine had failed and she was drifting. The life-boat's second coxswain jumped aboard the cabin cruiser, and after a line was made fast the life-boat towed it into Hartlepool, reaching her station at 8.50 p.m.

Humber, Yorkshire – At 9.30 a.m. on 5th May, 1966, the coastguard informed the superintendent coxswain that there was a seriously sick seaman on board the m.v. *Dryburgh* who required medical attention. There was a light southerly wind with a slight sea. It was one hour and a half before low water. The life-boat *City of Bradford III* launched at 10.50 with a doctor on board and came up with the *Dryburgh* half a mile east of Spurn lightvessel at 11.20. The doctor transferred to the vessel, and at about this time a trawler hailed the life-boat to report that two men had been lost overboard from the trawler *St. Romanus* at about 10.30. The life-boat proceeded to this vessel and carried out a search of the area in conjunction with trawlers and a helicopter from R.A.F. Leconfield without success. After the search was abandoned the life-boat embarked the doctor and patient from the *Dryburgh* and conveyed them to Grimsby. The life-boat arrived back at her station at 3.15 p.m.

Runswick, Yorkshire – At 5 p.m. on 22nd May, 1966, the motor mechanic informed the honorary secretary that two cobsles were in difficulties and in danger

of being blown out to sea. The life-boat *The Elliott Gill* was launched at 5.35 in a gale force south westerly wind and a choppy sea. It was one hour before high water. She found that the motor boat *Glennis* had attempted to take the motor boat *Lady Lynn*, which was out of control, in tow. The life-boat had just taken the *Glennis* in tow when a sea nearly swamped the *Lady Lynn*. She immediately cast off the *Glennis* and went to the *Lady Lynn* whose crew had called for help. She took the crew of three aboard and took the casualty in tow. Then she returned to the *Glennis*, took her line aboard, and towed both boats back to Port Mulgrave harbour, where the crew of the *Lady Lynn* were put ashore at 6.30. The crew of the *Glennis* disembarked from their own coble at the same time. The life-boat returned to her station at 8.10 p.m.

Flamborough and Filey, Yorkshire – At 3.20 p.m. on 9th May, 1966, the coastguard informed the honorary secretary that a youth had fallen over the cliff about two miles north west of the life-boat station. The IRB stationed at Filey was launched at 3.25. The Flamborough life-boat *Friendly Forester* was launched at 3.30 in a moderate south-south-easterly wind and a choppy sea. It was two hours after high water. She proceeded to the position given to find that the IRB and a helicopter had already arrived. The IRB was veered ashore on a line from the life-boat and her crew then helped the helicopter crew to fasten the casualty to a stretcher and carried him away from the cliff so that the helicopter could winch him up. The IRB crew returned to their craft and the life-boat hauled her off from the rocks. The life-boat returned to her station at 5.45 and the IRB at 5.55 p.m.

Scarborough, Yorkshire – At 7.50 p.m. on 27th May, 1966, the coxswain was informed that the trawler *Dinas of Fleetwood* had a badly injured man on board who required a doctor. There was a moderate northerly wind with a corresponding sea. It was three hours before high water. The life-boat *J. G. Graves of*

Sheffield launched at 7.55. The life-boat came up with the trawler one mile east south east of the Castle and, after the injured man had been treated by the doctor, he was transferred to the life-boat. The patient was brought to Scarborough and conveyed to hospital. The life-boat arrived back at her station at 8.50.

Teesmouth, Yorkshire – At about 5.36 p.m. on 28th May, 1966, the coastguard sighted a small fishing boat being blown out to sea with three people on board. Her engine had failed and she had neither oars nor anchor. In the absence of the honorary secretary, who was at South Gare with the second coxswain, the coastguard fired the maroons. The second coxswain went out in his boat with one of the life-boat launchers on board and managed to get a line to the fishing boat *Minni*. He started towing her to Paddy's Hole. The crew of the life-boat, *Sarah Jane and James Season*, who had assembled at the boathouse, noticed that little progress was being made with the tow. The life-boat was launched at 6.15 in a strong south westerly wind and a moderate sea. It was high water. She assisted in towing the casualty to safety and returned to her station, arriving at 7.5.

SCOTTISH DISTRICT

Barra Island, Outer Hebrides – At 12.50 p.m. on 4th May, 1966, the local doctor informed the honorary secretary that a nine year old boy had to be taken to the mainland for hospital treatment. As there was no other suitable boat available, he requested the help of the life-boat *R.A. Colby Cubbin No. 3*. The life-boat set off at 1 o'clock with the patient on board in a gale force south-easterly wind and a rough sea. It was three hours after low water. The life-boat landed the patient at Loch Boisdale, returning to her station at 9 o'clock.

STRUCK ROCK

At 5.40 p.m. on 28th May, 1966, the trawler *Welsh Consort* struck a rock at the entrance to Castlebay Harbour when leaving. She blew her siren con-

tinuously and the life-boat *R.A. Colby Cubbin No. 3* was launched at 6 p.m. There was a light northerly wind and a smooth sea. It was three hours after high water. She stood by until 1.30 a.m., when the casualty refloated herself, and then escorted her to an anchorage. The life-boat returned to her station at 3 o'clock. The trawler had been holed, but her own pumps were able to cope, and she sailed for Milford Haven with an escort vessel at 3.15.

FIVE PEOPLE

At 6.45 p.m. on 22nd May, 1966, the honorary secretary was informed that a small motor boat with five people on board was adrift in the sound of Barra with engine trouble. The life-boat *R.A. Colby Cubbin No. 3* was launched at 7 o'clock in a gale force northerly wind and a very rough sea. The tide was flooding. Before she could reach the given position the casualty was taken in tow by another fishing boat. The life-boat escorted both craft to Northbay harbour, and then returned to her station, arriving at 11 o'clock.

MATERNITY CASE

At 5.10 a.m. on 22nd May, 1966, the doctor informed the honorary secretary that there was an expectant mother who needed to be transferred to hospital at South Uist. The life-boat *R.A. Colby Cubbin No. 3* was launched at 5.45 in a moderate south south easterly wind and a smooth sea. The tide was flooding. She landed the woman at Loch Boisdale and returned to her station at 11.55 a.m.

Stromness, Orkneys – At 11.1 a.m. on 28th May, 1966, the coastguard informed the honorary secretary that the Norwegian motor vessel *Kings Star* of Allesumund was ashore on the north shoal. The life-boat *Archibald and Alexander M. Paterson* was launched at 11.13 a.m. in a light south-south-easterly wind and a smooth sea. It was low water. She reached the casualty at 1.33 p.m. and found that most of the crew were in their ship's boats and in no danger. She went alongside the casualty and the coxswain went aboard. The master informed him that he

had ordered a tug, which was coming from Middlesbrough, but it would not arrive until after midnight. The vessel was badly holed and he asked that pumps be sent as soon as possible. At the request of the life-boat pumps were obtained from the fire service and conveyed to the casualty in local fishing boats. At 2.25 the casualty slid off the rocks and the coxswain offered to escort her to Stromness. The life-boat picked up the seamen and took the ship's boats in tow to Stromness. She returned to her station at 6.p.m.

Mallaig, Invernesshire - At 8.55 p.m. on 7th May, 1966, the doctor informed the honorary secretary that a patient on the Isle of Rhum needed to be removed to hospital immediately, and as no other suitable craft was available it was requested that the life-boat *E. M. M. Gordon Cubbin* be used. She left her moorings at 9.10 in a moderate south-easterly wind and a moderate sea. The tide was ebbing. The life-boat reached the Isle of Rhum at 11.30 and embarked the patient. She then returned to Mallaig, transferred the patient to the waiting ambulance, and arrived back on station at 1.30 a.m.

POOR VISIBILITY

At 2.15 p.m. on 25th May, 1966, a man informed the motor mechanic that he had seen a launch which seemed to be drifting about three miles south west of Mallaig. The motor mechanic, together with the honorary secretary and the coastguard, went to the look-out hut but owing to poor visibility could not see the launch. After further inquiries the life-boat *E. M. M. Gordon Cubbin* was launched at 4 o'clock in a moderate south south westerly wind and a choppy sea. It was low water. The life-boat found the launch adrift and towed her back to Mallaig. She arrived back at her station at 4.45 p.m.

Islay, Inner Hebrides - At 12.25 p.m. on 10th May, 1966, the local doctor asked the honorary secretary if the life-boat could be used to convey an urgent surgical case from Jura Island to Islay, as the weather was too bad for the small ferry launch to be used. The life-boat *Francis W. Wotherspoon of Paisley* left her

moorings in a gale force south-south-westerly wind and a rough sea. At 12.35 she collected the patient and his sister and landed them at Port Askaig, where they were transferred to a waiting ambulance. The life-boat returned to her moorings at 2 p.m.

Aith, Shetlands - At 9.10 p.m. on 1st May, 1966, the coastguard informed the honorary secretary that the Foula mail-boat had been reported overdue. She was last seen six miles east-south-east of Foula, apparently drifting. The life-boat *John and Frances Macfarlane* left her moorings at 9.40 in a moderate to fresh west-south-westerly wind and a rough sea. Three fishing vessels and an aircraft assisted in the search. At 12.45 a.m. a red light or flare was seen approximately one mile south east of Foula. This was found to be the missing motor vessel *Melvin*, with a crew of two on board and her engine out of action. The life-boat took the vessel in tow to Foula and returned to her moorings at 5.20 a.m.

Buckie, Banffshire - At 2 p.m. on 4th May, 1966, the coastguard informed the honorary secretary that a boat had been reported to be drifting approximately four miles north-west of Buckie. The life-boat *Laura Moncur* left her moorings in Buckie Harbour at 2.10 in a moderate south-easterly wind and a choppy sea. It was two hours after high water. The life-boat reached the drifting vessel, which was the lobster fishing boat *Rose*, at 2.30. She required assistance as her engine had broken down. A tow-line was passed to the *Rose* at 2.35, and the life-boat towed her back to Buckie harbour, arriving at 3.10 p.m. She returned to her moorings twenty minutes later.

IRISH DISTRICT

Baltimore, Co. Cork - At 7.30 p.m. on 29th May, 1966, the Hare Island Post Office informed the honorary secretary that a yacht had grounded on a rock between Hare Isle and Cunamur Point (Taylor's Rock). The life-boat *Sarah Tilson* was launched at 8.30 in a moderate south-easterly wind and a choppy sea. It

was low water. She reached the yacht *Hermus* at 9.5 but was unable to get near her until 10.30. The life-boat towed the casualty off the rock at 11.35 and escorted her back to Baltimore harbour, arriving at her station at 12.30 a.m. The skipper of the yacht made a gift to the life-boat crew.

Rosslare Harbour, Co. Wexford – While the reserve life-boat *H. F. Bailey* was on passage from Arklow to Rosslare harbour on 31st May, 1966, she came up with a small yacht which was becalmed with her engine broken down, south of Cahore Point. At the request of her crew the yacht *Squibbs* of Hoylake was towed to Rosslare harbour and berthed alongside the pier.

Douglas, Isle of Man – At 2.30 p.m. on 5th May, 1966, the harbour master told the honorary secretary that the motor vessel *Gripsholm* of Gothenburg had landed approximately 300 passengers at Port St. Mary in the morning and they were due to re-embark at Ramsey in the afternoon. The weather, however, became unfavourable at Ramsey and she was diverted to Douglas. As there were no other suitable craft available it was agreed that the life-boat should ferry the stranded passengers back to their ship. The life-boat *R. A. Colby Cubbin No. 1* was launched at 3.15 in a moderate northerly wind and a choppy sea. It was two hours after high water. The life-boat made three trips between the shore and the boat, in very rough conditions, and returned to her station at 6.40 p.m. The owners of the vessel made a donation to the funds of the Institution and a gift to the life-boat crew.

Kilmore, Co. Wexford – At 5.30 p.m. on 20th May, 1966, the honorary secretary at Dunmore East informed the Kilmore honorary secretary that a yacht was in difficulties off the Conningbeg lightvessel. The life-boat *Cecil Paine* was launched at 5.45 in a light southerly wind and a smooth sea. When she came up with the cabin cruiser *Sure Return*, it was found that the casualty had engine trouble, but was already being towed to Dunmore East by the Dutch coaster

Fastnet. Having assisted them to get under way, the life-boat returned to her station, arriving at 8.10 p.m.

Howth, Co. Dublin – At 9.15 p.m. on 24th May, 1966, a fire on a fishing trawler, which looked like a signal fire to attract attention, was noticed. The life-boat *A.M.T.* was launched at 9.30 in a southerly wind and a smooth sea. It was low water. When she was about a mile from the casualty a helicopter, which had flown over the trawler, lowered a man on to the life-boat who reported that the men had lit a fire to warm their hands. The coxswain, however, thought it advisable to close with the trawler *Wanda*, and discovered that its gear box had broken down. She was anchored at the time and in no danger, but asked to be towed to Dun Laoghaire harbour. The life-boat complied with this request and returned to her station, arriving at midnight.

The following life-boats were also called out in May:

Aberdeen – 20th.
Anstruther, Fife – 31st.
Appledore, Devon – 28th.
Bembridge, Isle of Wight – 3rd and 8th.
Boulmer, Northumberland – 29th.
Campbeltown, Argyllshire – 23rd.
Dover, Kent – 1st and 18th.
Douglas, Isle of Man – 30th.
Exmouth, Devon – 29th.
Fishguard, Pembrokeshire – 30th.
Girvan, Ayrshire – 23rd.
Hartlepool, Co. Durham – 21st.
Hastings, Sussex – 7th.
Howth, Co. Dublin – 15th and 22nd.
Humber, Yorkshire – 22nd and 24th.
Lowestoft, Suffolk – 11th.
Minehead, Somerset – 23rd.
New Brighton, Cheshire – 21st and 22nd.
Penlee, Cornwall – 26th.
Plymouth, Devon – 29th.
Porthdinllaen, Caernarvonshire – 29th.
Ramsgate, Kent – 27th.
Redcar, Yorkshire – 16th.
Salcombe, Devon – 21st
Shoreham Harbour, Sussex – 18th.

Stronsay, Orkneys – 28th and 30th.
Swanage, Dorset – 22nd.
Teesmouth, Yorkshire – 4th.
Torbay, Devon – 28th.
Tynemouth, Northumberland – 22nd.
Walton and Frinton, Essex – 8th.
Weston super Mare, Somerset – 18th.
Weymouth, Dorset – 13th, 17th and 29th.
Yarmouth, Isle of Wight – 23rd.

IRB LAUNCHES

SOUTHERN DISTRICT

Eastney, Hampshire – At 3.10 p.m. on 14th May, 1966, a member of the IRB crew informed the honorary secretary that a sailing dinghy had capsized off the Royal Marine Barracks. At 3.15 the IRB was launched in a moderate south westerly breeze and corresponding sea. The tide was flooding. The IRB took the two crew members of the sailing dinghy *Tiffy* on board and the dinghy in tow. A helicopter winchman tried twice to lift the capsized dinghy's mast but the dinghy rolled over. The IRB returned to her station at 4.25. At 4.27 the IRB escorted another sailing dinghy to the beach, finally returning to her station at 4.50 p.m.

DUNKIRK MAN

At 3.46 p.m. on 15th May, 1966, the honorary secretary was informed that a dinghy was in difficulties on the East Winner. At 3.48 the IRB was launched in a slight south westerly breeze and calm sea. The tide was flooding. The IRB crew found the dinghy swamped and a man in the water. After taking the man on board the crew salvaged the dinghy's gear and engine and then emptied the dinghy and took her in tow. The IRB returned to her station at 4.15 p.m. where the man was given hot soup and dry clothes. The rescued man was one of the troops taken off by Ramsgate life-boat during the evacuation of Dunkirk. He made a donation to the Institution's funds.

Littlestone-on-Sea, Kent – At 1.40 p.m. on 22nd May, 1966, a crew member informed the honorary secretary that a small pram dinghy was in difficulties three quarters of a mile to seaward. She had dragged her anchor in the wind and tidal conditions and drifted into exposed waters. Her engine had also failed and she was in danger of capsizing. The IRB was launched at 1.41 in a strong south westerly wind and a choppy sea. It was one hour after high water. She took the dinghy *Scud* in tow and beached her by the IRB station at 2.20 p.m.

Eastbourne, Sussex – At 4 p.m. on 29th May, 1966, when the IRB was on exercise, a capsized dinghy was sighted. Her crew of two were in the water and appeared to be in difficulties. There was a fresh easterly wind and a moderate swell. They were quickly rescued by the IRB and put ashore. The IRB took a fresh crew for the dinghy and stood by while the sailing club rescue boat towed the dinghy ashore.

SOUTH-WEST DISTRICT

Bude, Cornwall – At 12.15 p.m. on 30th May, 1966, the IRB was on exercise with a partly trained crew when she received a message that a bather was in difficulties half a mile north west of Bude. She proceeded immediately in a moderate to fresh north easterly wind and a calm sea. The tide was at half flood. On reaching the casualty – a thirteen year old girl who was unconscious – one of the crew of the IRB left the boat and entered shoulder-deep water approximately 100 yards from the shore. He carried the casualty ashore, at the same time administering mouth-to-mouth resuscitation as he went. Once ashore the beach patrol assisted in resuscitation until the ambulance and a doctor arrived. The patient was then taken to hospital and recovered. The IRB returned to her station at 12.30 p.m.

Porthcawl, Glamorganshire – At 4.20 p.m. on 1st May, 1966, the crew of the IRB heard a police radio message that

four youths were stranded on a rock. The IRB was launched at 4.21 in a light southerly wind and a moderate ground sea. It was almost high water. They found two girls and two young men on a rock, but could not get close to them. A member of the boat's crew swam and helped them one at a time to the beach. He then swam back to the boat which returned to her station at 5.20 p.m. A letter of appreciation was sent to the crew member who swam to help the youths.

NORTH-WEST DISTRICT

Pwllheli, Caernarvonshire - At 7 p.m. on May 29th, 1966, flares were reported in Aberdaron Bay. The IRB, which was launched at 7.5 in a calm sea, proceeded to Aberdaron and found the auxiliary yacht *Perichole* with engine trouble. The *Perichole*, with three persons on board, was taken in tow to Abersoch, and the IRB reached her station at 10.45 p.m.

YACHT AGROUND

At 1.40 p.m. on 21st May, 1966, a yacht was reported in difficulties one mile east of Llanbedrog Point and about three miles south west of the station. The IRB was launched at 1.45 in a strong south westerly wind and a rough sea. It was two and a half hours before low water. She found the dragon class yacht *Miranda* aground on the mussel beds. Having anchored the casualty to prevent her being swept on to the rocks, the IRB took the two-man crew off the *Miranda* and landed them at the station at 3.15 p.m.

SOUTH-EAST DISTRICT

Southend-on-Sea, Essex - At 2.37 p.m. on 22nd March, 1966, a dinghy was reported in difficulties four miles north east of the station. The IRB was launched at 2.45 in a light westerly breeze and moderate sea. The tide was ebbing. After taking the crew member on board, the life-boat took the boat in tow. She returned to her station at 3.30 p.m.

Harwich, Essex - At 2.43 p.m. on 30th May, 1966, a small sailing dinghy was reported to have capsized one mile off Dovercourt beach. The IRB launched at 2.48 in a moderate east north easterly breeze and moderate sea. The tide was ebbing. The dinghy was found waterlogged with her two-man crew in the water alongside. After taking them on board, the IRB crew anchored the dinghy. They reached their station at 3.6 p.m. The rescued people were supplied with dry clothing by the crew on arrival at Harwich.

NORTH-EAST DISTRICT

Scarborough, Yorkshire - At 7.10 p.m. on 29th May, 1966, a tractor driver saw a capsized canoe with two persons clinging to it in broken water one mile south west of the life-boathouse. They were trying to make for the beach but due to the state of the tide were unable to make much progress. The IRB was, therefore, launched at 7.20 in a north north easterly breeze and corresponding sea. The dinghy was towed to the beach and the two crew members landed. The IRB returned to her station at 8 p.m.

See page 196 for other IRB launches.

February

Cromer, Norfolk - At 11.30 a.m. on 1st February, 1966, the master of the ex-Admiralty motor fishing vessel *Universal Dipper*, which had grounded 200 yards east of Runton Gap, asked the coxswain if the life-boat would stand-by while attempts were made to refloat the vessel. There was a light south easterly wind with a smooth sea. The No. 2 life-boat *William Henry and Mary King* launched at 11.45 on a flooding tide, and, on reaching her, passed a line from a tug to the *Universal Dipper*. The tug refloated the *Universal Dipper* and towed the vessel, escorted by the life-boat, to Gt. Yarmouth, arriving at 9 o'clock.

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OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded in full on pages 170, 181 and 194, the following launches on service were made during the months of March to May, 1966, inclusive:

- Aberystwyth, Cardiganshire** – April 11th, May 1st, 2nd and 15th.
- Amble, Northumberland** – May 29th.
- Atlantic College, Glamorganshire** – April 3rd (twice) and 7th.
- Bangor, Co. Down** – April 12th.
- Barrow, Lancashire** – April 29th.
- Bembridge, Isle of Wight** – April 30th, May 16th and 22nd.
- Blackpool, Lancashire** – May 3rd.
- Blyth, Northumberland** – May 19th.
- Bournemouth, Hampshire** – May 29th (twice).
- Brighton, Sussex** – May 12th and 15th.
- Broughty Ferry, Angus** – April 28th, May 3rd, 15th, 20th and 22nd.
- Eastney, Hampshire** – March 6th, May 1st (twice), 6th, 11th, 22nd (twice), 28th, 29th and 31st.
- Filey, Yorkshire** – May 8th.
- Great Yarmouth and Gorleston, Norfolk** – April 12th, May 8th and 18th.
- Harwich, Essex** – April 23rd (twice), May 7th, 8th (thrice), 28th and 30th.
- Helensburgh, Dumbartonshire** – April 11th (twice).
- Humber Mouth, Lincolnshire** – May 29th.
- Kinghorn, Fife** – April 14th.
- Largs, Ayrshire** – April 10th, 11th, May 1st.
- Llandudno, Caernarvonshire** – April 30th, May 14th, 21st, 28th and 31st.
- Lymington, Hampshire** – May 30th.
- Moelfre, Anglesey** – May 26th.
- Mudford, Hampshire** – March 5th, April 26th, May 30th.
- The Mumbles, Glamorganshire** – May 29th.
- Newquay, Cornwall** – April 23rd.
- North Sunderland, Northumberland** – May 30th.
- Porthcawl, Glamorganshire** – May 1st and 6th.
- Port St. Mary, Isle of Man** – May 20th.
- Port Talbot, Glamorganshire** – May 29th, 30th and 31st.
- Pwllheli, Caernarvonshire** – May 21st.
- Redcar, Yorkshire** – March 20th, May 4th.
- St. Ives, Cornwall** – March 18th, April 10th, 20th, May 21st and 31st.
- Skegness, Lincolnshire** – May 21st and 23rd.
- Southend-on-Sea, Essex** – March 5th, April 17th, May 1st (twice), 15th, 21st, 22nd (twice) and 26th.
- Torbay, Devon** – May 31st.
- Tynemouth, Northumberland** – April 22nd, May 4th, 6th, 14th, 22nd, (twice) and 30th.
- Weston-super-Mare, Somerset** – March 29th.
- Whitstable, Kent** – March 4th, 26th, May 2nd, 17th, 22nd (thrice) and 29th.
- Whitby, Yorkshire** – May 31st.
- Yarmouth, Isle of Wight** – March 14th, April 10th.
- I.R.B. No. 15** – March 17th.