

THE LIFE-BOAT

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PORTRAIT OF A COXSWAIN



By courtesy of]

[Paignton News

COXSWAIN HAROLD COYDE, of the Torbay life-boat *Princess Alexandra of Kent*. A member of the crew since 1953, he was second coxswain from October, 1960, to April, 1961, when he was appointed coxswain. In 1964 he was awarded a silver medal for a service to a Danish ship in exceptionally difficult conditions.

NOTES OF THE QUARTER

In 1966 the value of the inshore rescue boat as a means of saving life at sea has been proved beyond all possible doubt. It was only in 1963 that these boats were first used operationally, largely as an experiment. So successful have they been that a considerable further expansion of the IRB fleet is planned for next year. In the winter of 1966-67 no fewer than 33 IRB stations will remain operational, compared with 24 last winter. The list of stations to remain in service this winter appears on page 204.

Figures give some indication of the success achieved. By the end of September this year IRBs had saved the lives of 287 people compared with 188 in the first nine months of 1965. The number of calls on these boats increased from 419 to 630. Although 1965 was a year in which all records were broken, in the first nine months of this year there was an increase in launches by the R.N.L.I.'s rescue craft of 19 per cent. The increase over the figure for five years ago was no less than 92 per cent.

PLEASURE AND DANGER

It is all too easy to dismiss such figures by stating that they represent simply 'more help for pleasure boat owners'. The dangers which those who put to sea for pleasure may encounter were vividly and tragically brought home to the public by a number of disasters in the past summer such as that off the Cornish coast when the pleasure boat *Darwin* foundered with the loss of everyone on board. The efforts made by the life-boat crews were officially recognized when the Under Secretary of State for Defence for the Royal Air Force (Mr. Merlyn Rees) said in the House of Commons: 'I am sure that the House will wish me to

GREETINGS MESSAGE

The Chairman of the Committee of Management of the Institution, Captain The Hon. V. M. Wyndham-Quin, R.N., sends the following Christmas and New Year message: 'Once again the life-boat service has had a memorable and wonderfully successful year. I would like to express my most sincere thanks to everyone concerned, to crew members, and shore helpers, to honorary officials and committee members, to collectors and permanent staff, and to wish them all a very happy Christmas and New Year.'

pay tribute to the Navy, the R.A.F., the Coastguards, the Life-boat Service, and all who have helped in any way in this operation.'

A correspondent writing from Falmouth, Miss C. E. Tomkin, sent a moving account of the annual service held at the Custom House Quay, Falmouth, shortly after the disaster. In it she wrote: 'So Falmouth's life-boat service is over for another year, but I feel we here, so comparatively near the scene of the tragedy will remember that for many a long day, and not forget the part our life-boatmen played in giving all possible after-wreck help!'

INTERNATIONAL LIFE-BOAT CONFERENCE

The tenth international life-boat conference will be held at Dinard and St. Malo from the 5th-9th June, 1967, when the Société Centrale de Sauvetage des Naufragés will act as host. The Institution's delegation will be headed by the Chairman, Captain the Hon. V. M. Wyndham-Quin, R.N. Papers will be submitted on new life-boat development, auxiliary rescue craft, development of life-jackets and protective clothing, and fund raising and publicity.

The Institution's life-boats can be expected to make a fine showing. A 70-foot life-boat, one of the new 44-foot steel life-boats, and the Mark II 48-foot 6-inch Oakley boat will all be on show, and in addition new fast boarding/rescue boats, which are now under construction, may be sent. At the invitation of the State of Jersey delegates from the different nations will visit the island on 9th June and inspect the Jersey life-boat station.

OTHER EXCHANGES

On page 202 an interesting article by Commander F. R. H. Swann, O.B.E., R.N.V.R., Deputy Chairman, appears on a recent visit which he and others made to Scandinavia. This was another instance of the growing importance of



The Chairman of the Committee of Management, Capt. The Hon. V. M. Wyndham-Quin, R.N., receiving a copy of the film 'Life-boat' from the deputy managing director of the Perkins Engines Group, Mr. Richard Perkins.

international exchanges in promoting the work of life-boat services generally and exchanging new ideas for design, construction, equipment and manning. In international life-boat exchanges the R.N.L.I. has always played a leading part, and the fact that it provides the central secretariat for life-boat services throughout the world is one of which it is rightly proud and of which the public as a whole is not generally aware.

SUSSEX LIFE-BOAT BALL

The Sussex Life-boat Ball held at Petworth House on 15th July was attended by H.R.H. Princess Marina, Duchess of Kent, the Institution's President. It was a most enjoyable and successful occasion. Lord and Lady Egremont kindly lent their magnificent house for the ball, and guests were able to circulate in one room filled with Grinling Gibbons' carvings and another in which all the pictures were Turners. A net profit of nearly £1,000 was made. One successful money-raising effort was organized by a young member of the Committee, Miss Audrey Moreton. Guests were invited to write their names on a 10s. note, all the notes being put into a pool. The winning note was drawn, and the winner received half the proceeds, the other half going to the Institution's funds. From this the Institution benefited to the extent of £63 10s.

DISTRICT CONFERENCES

The number of district conferences attended by voluntary workers to discuss problems of money raising and the exchange of ideas has been growing in recent years. In 1966 such conferences were held at Southend-on-Sea, Littlehampton, Norwich, Shrewsbury, Rhyl and Weston-super-Mare. These were in addition to the Annual General Meeting of the Scottish Life-boat Council, which takes place regularly in Edinburgh, and to the conference for voluntary workers in the Greater London area, which this year was held at the Mansion House in the City of London.

One valuable purpose which these conferences serve is to enable members of the Committee of Management and Head Office staff to learn at first hand the problems which voluntary workers encounter. Even more important is the opportunity afforded for voluntary workers in different branches to learn from the ideas and experiments, successes and failures of others.

LIFE-BOAT ENTHUSIASTS

The Life-boat Enthusiasts' Society now has 90 members, including some in the U.S.A. and Canada. Interests are varied and cover everything from historical events in the early part of the last century to the modern technical developments of the present day. All the members are keen photographers and collectors of anything of life-boat interest. All data collected is correlated and made available to members and to the Institution.

Further details can be obtained from the honorary secretary of the society, Mr. John G. Francis, 20a Transmere Road, Petts Wood, Orpington, Kent.



Life-boat 70-002 *Grace Paterson Ritchie* berthed astern a full rigged training ship in Oslo harbour in September, 1966

NORWEGIAN LIFE-BOAT ANNIVERSARY

by Commander F. R. H. Swann, O.B.E., R.N.V.R.

Deputy Chairman of the Institution.

Oslo is an ideal setting for a gathering of life-boats. The city lies at the head of a long narrow fjord with moderately high land on either side. There is no slum area and the quays are only a few minutes walk from the centre of the town. To celebrate their 75th anniversary, the Norwegian Life-boat Society had assembled eight of their life-boats to show the development from the original sailing rescue cruiser *Colin Archer*, built in 1891 and still in splendid order; to the latest vessel *Jorgen Amundsen* christened by her donor on the first day of the celebrations.

VISITING LIFE-BOATS

At the next quay, berthed close to the full rigged training ship *Christian Radich*, were the visiting life-boats from the other Societies, the second of the Royal National Life-boat Institution's new 70-foot boats *Grace Paterson Ritchie* with Lieutenant B. Miles, R.N.R., in command, the German Society's newest rescue cruiser *Adolph Bempohl* from Heligoland and the big Swedish life-boat *Hugo Hammar*. Fortunately the weather was fine.

The Committee of Management of this Institution had awarded the Institu-

tion's silver medal and a commemorative vellum to the Norwegian Life-boat Society to mark the occasion and had instructed me to hand it over personally.

On the forenoon of Friday, 16th September, there was a meeting of the officials, committee members and supporters of the Norwegian Life-boat Society in a fine suite of rooms belonging to the Norwegian Shipowners Association. We sat at small tables and the President of the Norwegian Life-boat Society, Mr. Odd Godager, welcomed us. Mr. Werner Vinnen, Vice President of the Life-boat Institution of the German Federal Republic, who was supported by Captain John Schumacher, his Chief Inspector, then opened the presentations with an excellent speech in English. I followed and presented the Institution's silver medal and vellum.

MANY PRESENTATIONS

There were numerous other presentations of great variety, including a walrus tusk and a rather futuristic painting. The Swedish Life-boat Society was represented by its President, Admiral Jedeut-Palmgren, the Director, Captain Hans Hansson, and Inspector, Captain C. G. Alverman. The Danish, Icelandic and Finnish Institutions were also represented. During the afternoon the Chief Inspector and I visited the various life-boats while our hosts continued with their meeting and the off-duty life-boat crews were taken for a sight-seeing tour by coach.

At 6.30 p.m. there was a Government reception in the Akershus, a historic castle overlooking Oslo harbour. The Prime Minister and two other Ministers received the guests. There were about 300 people present, including many local dignitaries, senior officials of the services and the crews of the life-boats. Guests circulated in the huge state rooms which provided a most impressive setting.

The next morning, Saturday, 17th September, we again mustered at 10 o'clock in the Shipowners suite for the Norwegian Society's Annual General Meeting which was graced by the presence of the Crown Prince, H.R.H. Prince Harald. The proceedings were formal and the prince left after about a quarter-of-an-hour. The foreign delegations also left, returning for a working lunch, during which a high Court official invested Mr. Odd Godager with an Order of St. Olaf, a great honour. The crews of the life-boats were entertained to a 'Sailing-ship' lunch on board *Christian Radich*.

LIFE-BOAT CREWS AT DINNER

At 7.30 p.m. the Norwegian Life-boat Society gave a dinner at the Grand Hotel. This was a formal affair with about 250 people present, including the life-boat crews. Full evening dress and medals was the rig for those who had it; those who hadn't were neatly turned out in suits or uniform. The dinner was elaborate and followed by a large number of short speeches. The only one in English was mine; a tribute to Colin Archer, the Norwegian of Scottish ancestry who designed the first rescue cruiser and showed what a good sailing boat can do. Altogether a very splendid and memorable affair.

The next day, Sunday, 18th September, most of us attended a service in Oslo Cathedral, a fine, rather austere building. As I could not understand what was said my main impression is of the amount of singing—there were nine hymns or

psalms. Afterwards we walked to the University for the final ceremony which was held in a large hall just inside the entrance. A naval guard of honour was mounted outside the building and on the platform in the hall was a naval band and a male voice choir some 30 strong.

The guests were in their places by 12.45 p.m. and at 1 o'clock the King entered the hall, escorted by Mr. Odd Godager and Captain Olaf Bjornstad, Secretary-General of the Norwegian Life-boat Society. After the national anthem had been played, the King and his equerry sat on chairs in the aisle facing the podium, and the proceedings started with a very attractive Norwegian girl, a well known actress, declaiming a poem especially written for the occasion. She seemed to me to epitomize the spirit of Norway and the northern latitudes.

Then the President of the Society made a speech, followed by the male voice choir, someone else then spoke, followed by another song or music from the band, and so on, until finally it was my turn, representing the delegates of the foreign life-boat societies, to thank the Norwegian Society for its hospitality and to say something about its place in life-boat history (then we all stood up again as the band played the national anthem for the departure of His Majesty). Altogether a most impressive performance, lasting about an hour and a half.

THEY STEAMED ROUND THE HARBOUR

In the afternoon all the life-boats steamed round the harbour, except for *Colin Archer* which lacked wind and had to be towed. There was a good muster of spectators and as usual the spectacle of the German rescue cruiser launching and recovering her daughter boat attracted considerable attention. However, the R.N.L.I. 70-foot life-boat *Grace Paterson Ritchie* received very favourable comment, as did her crew during the whole celebrations and the display by her 15-foot 6-inch inflatable boat roused great interest.

At 5 o'clock the British and Swedish life-boats sailed in company for Gothenburg, the German boat sailing in the early hours of Monday, 19th September.

The second part of Commander Swann's article dealing with a visit to Sweden which followed will appear in the March, 1967, issue.

Winter I.R.B Stations

Nineteen inshore rescue boat stations will remain operational in England during the winter of 1966/67, seven in Wales, five in Scotland and one in Ireland.

The English stations are: Bembridge, Burnham-on-Crouch, Eastney, Great Yarmouth & Gorleston, Harwich, Hastings, Littlestone-on-Sea, Lymington, Morecambe, Mudeford, Poole, Skegness, Southend-on-Sea, Southwold, Tynemouth, Wells, West Kirby, Whitstable and Yarmouth (I.O.W.).

The Welsh stations are: Aberdovey, Aberystwyth, Atlantic College, Conway, Flint, Llandudno and Pwllheli.

The Scottish stations are Broughty Ferry, Helensburgh, Kinghorn, Kippford, and Largs.

The Irish station is Bangor (Co. Down).



GARDNER power the lifeboat of the future

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The new R.N.L.I. 71ft. life-boat recently completed by Yarrow & Co., Ltd., Scotstoun. Powered by GARDNER Twin 8L3B diesel engines, each developing 230 b.h.p. at 1150 r.p.m.

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Galway Life-boat meets Atlantic Rowers

When *English Rose III*, rowed by Capt. John Ridgway (20) and Sergeant Chay Blyth (20), was sighted off the North Aran light house on 3rd September, 1966, at the end of its epic 92 day 3,000 mile voyage from Boston, Massachusetts U.S.A., the Galway Bay reserve life-boat *John R. Webb* was the first vessel to greet the rowers as they prepared to make landfall.

The two rowers, whose approach had alerted the life-boat service along the southern part of Ireland, were not expected, however, to make landfall in the Galway Bay area.

English Rose III was first sighted just before 4.15 p.m. by the North Aran lighthouse who reported that a rowing boat containing two men was about 150 yards off the small island on which the lighthouse stands. Heavy rain and thick



By courtesy of] [London Express

First man to greet the Atlantic heroes, Captain John Ridgway and Sergeant Chay Blyth when they stepped ashore at Kilronan, on the Aran Islands, on 3rd September, 1966, after their 92 day voyage of 3,000 miles, was Father Joseph McNamara, the parish priest, who is honorary secretary of the Galway life-boat. Right: 'Now tell me', Father McNamara seems to be asking of Captain Ridgway, 'just what was it like to be out there for 92 days?'

mist prevented the three lighthouse keepers from keeping the boat in view. The boat therefore was in grave danger owing to the extremely bad weather conditions (the wind was force seven to eight) and the rocky coast without any landing place on the north side of the island.

At 4.45 p.m. the Galway Bay reserve life-boat set out, and at 6 o'clock she came up with the rowing boat – the internationally famous *English Rose III* carrying the two intrepid Atlantic travellers.

'STEPPED JOYOUSLY ASHORE'

Father Joseph McNamara, honorary secretary of the Galway Bay life-boat, who was the first to greet the Atlantic rowers when they stepped ashore at Kilronan, reports: 'Apparently they had been blown off their intended course to England. They came aboard the life-boat which took in tow their 22-foot boat. The journey to Kilronan pier was difficult because of the heavy seas but they arrived there at 7.40 p.m. and stepped joyously ashore where they were greeted by a large crowd who had gathered despite a heavy rain storm blowing at the time.'

Although later that month the six life-boatmen involved in the escorting the *English Rose III* to safety were invited, with all expenses paid, to a special celebration at the Kensington Gardens Hotel, London, only two of them – Coxswain Coleman Hernon and his bowman, Mr. Brian Fitzpatrick – were able to make the journey.

The *Cork Examiner* said of the historic voyage: 'In these days of affluence and easy living, and under conditions which cause our elders to state frequently that the younger people of today are not as hardy as they used to be, it is good, occasionally, to see somebody point out in a very dramatic way that this is not so – that the human race can still be as tough and as brave as it ever was'.

ENGLISH ROSE III ON SHOW

When Farnham, Surrey, staged a radio and television show for three days in October, 1966, *English Rose III* was exhibited and attracted a great deal of interest.

The expenses of the show, which was arranged by Lloyd & Keyworth Ltd., who own a chain of shops, were borne by this company who serviced the radio equipment carried on the 92 day row across the Atlantic. Captain John Ridgway, whose picture appears on the opposite page with that of his companion, lives in Farnham.

The proceeds, amounting to £400, were devoted to the Institution.

Win a Car

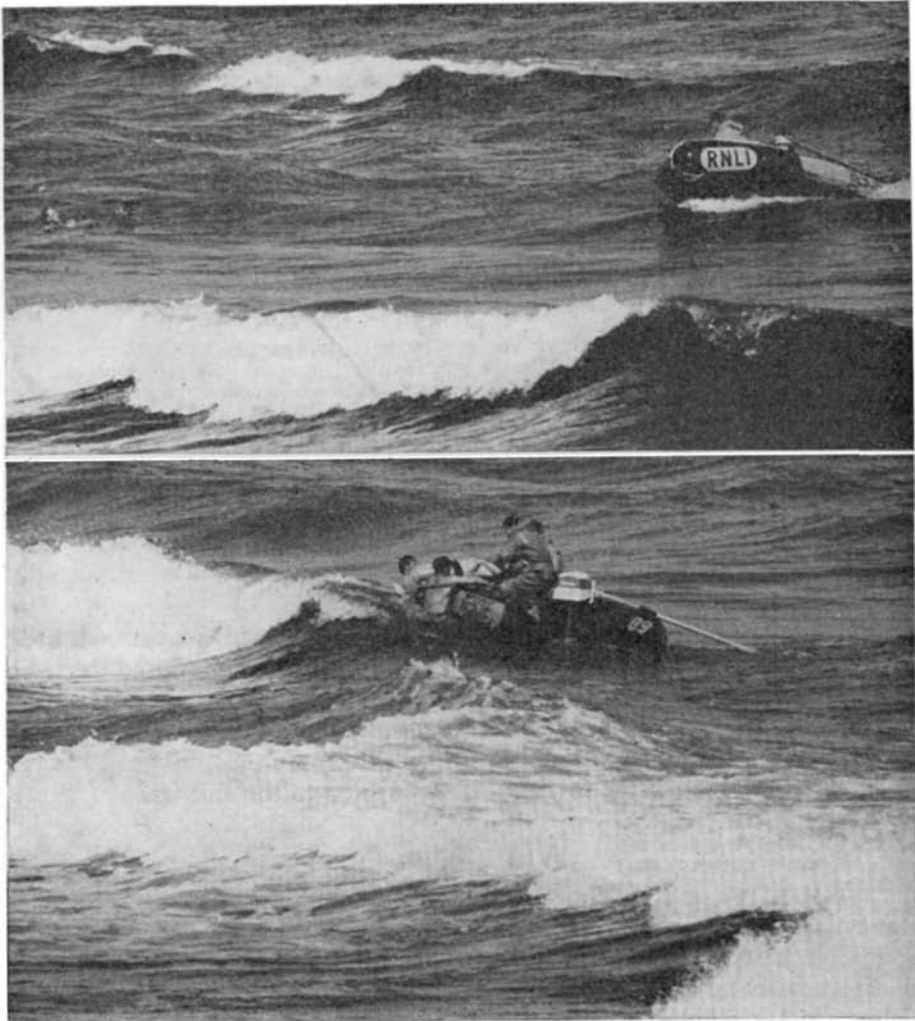
MR. DONALD STEWARD, of The Grange, New Buckenham, Norwich, Norfolk, is organizing a national competition in aid of the Royal National Life-Boat Institution, based on the attendance at the 1967 Motor Show. The first prize will be a new motor car—a Hillman Super Imp. Books of 10 tickets, costing one shilling a ticket, will be available from him after 1st January, 1967. Other prizes are: second, £100; third, £50; fourth, £30; fifth, £20; 30 ten pound notes.

Brothers in IRB Save Three

Two brothers who manned the Exmouth inshore rescue boat and who were washed overboard in an attempted rescue, have each been accorded the thanks of the Institution inscribed on vellum. They are Mr. Peter Rowsell, the helmsman, and Mr. Brian Rowsell.

Mr. C. E. Chown, the honorary secretary of the Exmouth station, learnt from the police at 3.35 p.m. on 29th May, 1966, that some bathers were in difficulty off Dawlish Warren. They were about two miles south west of Exmouth. He decided to launch the Exmouth IRB.

Brian and Peter Rowsell immediately made for the boathouse. As it was a



By courtesy of]

[C. Robinson

Two action studies of the Exmouth IRB service which is described on this page.

bank holiday there were a large number of visitors on the promenade, but the two men reached the boathouse in seven or eight minutes, and within 10 minutes of the alarm the IRB was on her way.

During the morning there had been an easterly wind gusting to gale force, but by the time the boat was launched the wind had dropped to between force 4 and force 5 and had veered to the east south east. There was still a difficult swell. Visibility was good, and it was only half an hour after high water with a neap tide. This allowed the IRB to make directly for the swimmers through the Western way and inshore of the Monster sand.

When the boat left the shelter of the Monster sand she met a heavy swell, which was breaking in places. A large sea suddenly struck the IRB on her port side and stood her up on her starboard sponson. The two crew members were both thrown into the water.

They managed to regain the boat and to restart the engine, and they reached the swimmers in less than 10 minutes after launching.

Peter Rowsell put the engine in neutral and the two brothers manoeuvred the IRB alongside the swimmers by the use of oars.

They took three people aboard. One appeared to be in very bad shape, and they decided to land the three rescued people at once rather than attempt artificial respiration in the confined area of the IRB. The swimmers were landed and attended to on shore, and one was admitted to hospital.

THE SECOND ATTEMPT

While the IRB was on the beach it was learnt that one swimmer was still missing. The Rowsell brothers therefore launched again through the surf to search for the missing man. Again the IRB was struck by a heavy sea and Brian Rowsell was thrown out. His brother helped him aboard and they carried on with the search.

The Exmouth life-boat was launched at 5.25 and an R.A.F. helicopter from Chivenor also joined in the search, but the swimmer was not found.

Once the Exmouth life-boat had reached the scene the Rowsell brothers were relieved by another crew of two. The IRB crew was changed twice more before the search was finally called off. The life-boat and the IRB reached their stations about 9 o'clock.

LIGHTHOUSE MISSION

For a difficult operation which involved taking an injured lighthouse keeper, who weighed 21 stone, off the Beachy Head lighthouse Coxswain Bassett, of Eastbourne, has been accorded the thanks of the Institution inscribed on vellum.

At 11.46 a.m. on 11th May, 1966, the assistant honorary secretary of the Eastbourne station, learnt by a telephone call from the police that the lighthouse keeper had injured his legs and needed hospital treatment. He contacted the coastguard and Coxswain Bassett, and it was decided to ask for a helicopter to take the man off. The R.A.F. station at Thornay Island arranged for a helicopter



By courtesy of]

[Yorkshire Evening Post

The Filey IRB being run out for launching.

to take off at 1 o'clock, and it was agreed that the life-boat should also put out. There was a south south westerly wind between force 5 and 6 with a fairly rough sea. The weather was cloudy and squally, but visibility was good. It was $3\frac{1}{2}$ hours before high water and the flood tide was setting east at about two knots.

The Eastbourne life-boat *Beryl Tollemache*, which is one of the 41-foot beach type, was launched at 1.8. Between the life-boat station and the lighthouse the distance is a little over $3\frac{1}{2}$ miles.

The helicopter was unable to take the man off, and it was therefore decided that a man with a stretcher should be lowered from the helicopter to the life-boat. This was done at 1.30.

Ten minutes later the life-boat arrived off Beachy Head lighthouse. Coxswain Bassett first approached from the western side and saw that conditions were bad with a heavy swell breaking. He therefore decided to go alongside the eastern side of the lighthouse landing.

FORWARD LINE PARTED

He let go his anchor in a fathom and a half of water. The nylon securing line was bent on to the cable and led to the port quarter as a bridle, and in this way the life-boat was turned round to port, head to sea. Two lines from the lighthouse were secured fore and aft.

The forward line then parted. After being secured it parted a second time and was secured once more. The after line also carried away and was replaced by the drogue rope.

The life-boat's engines were continually used to hold her position while the keepers prepared to take their 21-stone colleague off.

The life-boat was ranging considerably to her cable and mooring lines, and Coxswain Bassett displayed great skill in maintaining her in position, the engines at times being run full ahead.

Coxswain Bassett waited for a smooth patch and came alongside the landing. The injured lighthouse keeper was lowered into the boat by the lighthouse

derrick. While this was being done three feet of the starboard fender forward and three guard rail stanchions were damaged even though fenders were constantly in use.

The injured man was taken off at 3.25 and at 4.7 he was landed at the life-boat station.

Certificates recording the fact that they took part in the service were issued to the other members of the Eastbourne crew.

A photograph of this operation appeared on page 179 of the September number of THE LIFE-BOAT; the same picture appears on page 225 of this issue.

Helping Pilots in Trouble

THE SOUTH EAST coast of England, as was the case during the war, still hears (and sometimes sees) military aircraft belonging to the R.A.F. and the U.S.A.F. During this summer alone life-boats of the Institution have searched three times for 'downed' pilots.

With this fact in mind Staff-Sergeant Richard Fennessey, a personal equipment specialist with the 81st Tactical Fighter Wing, U.S.A.F., at R.A.F. Station, Bentwaters, Suffolk, has been touring east coast life-boat stations for the purpose of instructing life-boatmen about U.S.A.F. survival equipment as it applies to the 1,584 m.p.h. McDonnell F-4C Phantom II fighter.

In recent months Staff-Sergeant Fennessey has visited Wells, Sheringham Caister, Great Yarmouth and Gorleston, Lowestoft, Southwold, Aldeburgh, Harwich, Walton and Frinton, Clacton-on-Sea, Southend-on-Sea, Whitstable, Margate and Dover.

Staff-Sergeant Fennessey says: 'I feel these visits are very important,



*By courtesy of]
[Evening Star, Ipswich*

The District Inspector of Life-boats for the South East, Mr. R. D. Pike, being briefed by Staff-Sergeant R. Fennessey, U.S.A.F., about the pilot's survival kit used with the McDonnell F-4C Phantom II fighter.

especially if the life-boat crews ever have to pick up our own people. . . . One thing we point to with pride is that on these exercises, the R.A.F., U.S.A.F. and the Institution all work in perfect harmony as a team'.

Captain Returns to Wreck Spot

ON 27TH OCTOBER, 1927, an Italian seaman spent the night clutching the rigging of the stricken 6,000-ton *s.s. Isabo*, an Italian merchantman, which had foundered on the Scilly Rocks at the Isles of Scilly. The next morning he was snatched to safety by St. Mary's life-boat with 31 others out of a total crew of 38.

In July, 1966, the lucky sailor returned to thank the islanders for saving his life. The man, then a third officer on the ship, is now Capt. F. Rolli, aged 62, of Mestri, near Venice.

At the ceremony, which included a luncheon, Capt. Rolli, who was nursed after his rescue by Mrs. Janey Slaughter, now aged 82, presented a memento to the Isles of Scilly council in the shape of a seagull made at the famous glassworks of Murano, Italy.

MANY MEDALS AND VELLUMS

For their work – the story of the rescue attempts that night took up over four pages of *THE LIFE-BOAT* for November, 1927 – a total of 38 medals and vellums were given together with medals from the Italian government of the day.

The chairman of the council, Mr. W. C. T. Mumford, said at the ceremony: 'The sea is our life and we respect its power . . .'.



By courtesy of] [F. E. Gibson

Capt. F. Rolli pointing out to a B.B.C. commentator the rock which his ship, the *s.s. Isabo*, struck on 27th October, 1927, at the Isles of Scilly. Miraculously, however, 32 of the crew of 38 were picked up despite high seas and fog. Capt. Rolli was one of them.

THE LIFE-BOAT FLEET

147 station life-boats 72 inshore rescue boats
2 70-foot steel life-boats on operational trials

LIVES RESCUED 87,456

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

NEW WAYS OF RAISING MONEY

The Lyme Regis flag week coincided with the World Cup. One of the attractions was a stall on the front selling souvenirs. But fearing a diminished attendance during the game, the local organiser telephoned the B.B.C. at Bristol to obtain permission to give a public television show on the front near the life-boat stall. In this way the attention of customers was held at a time when most eyes were glued to television sets at home.

During the first few months of July this year the Basildon Urban district life-boat branch collected over £50 from boxes in 18 public houses. Now the branch is planning to increase the collections by many more pounds. There will be a monthly competition in which, for a donation of 6d. per entry, competitors will guess the contents of the collecting boxes. A percentage will be taken for prize money and the balance will go to the Institution.

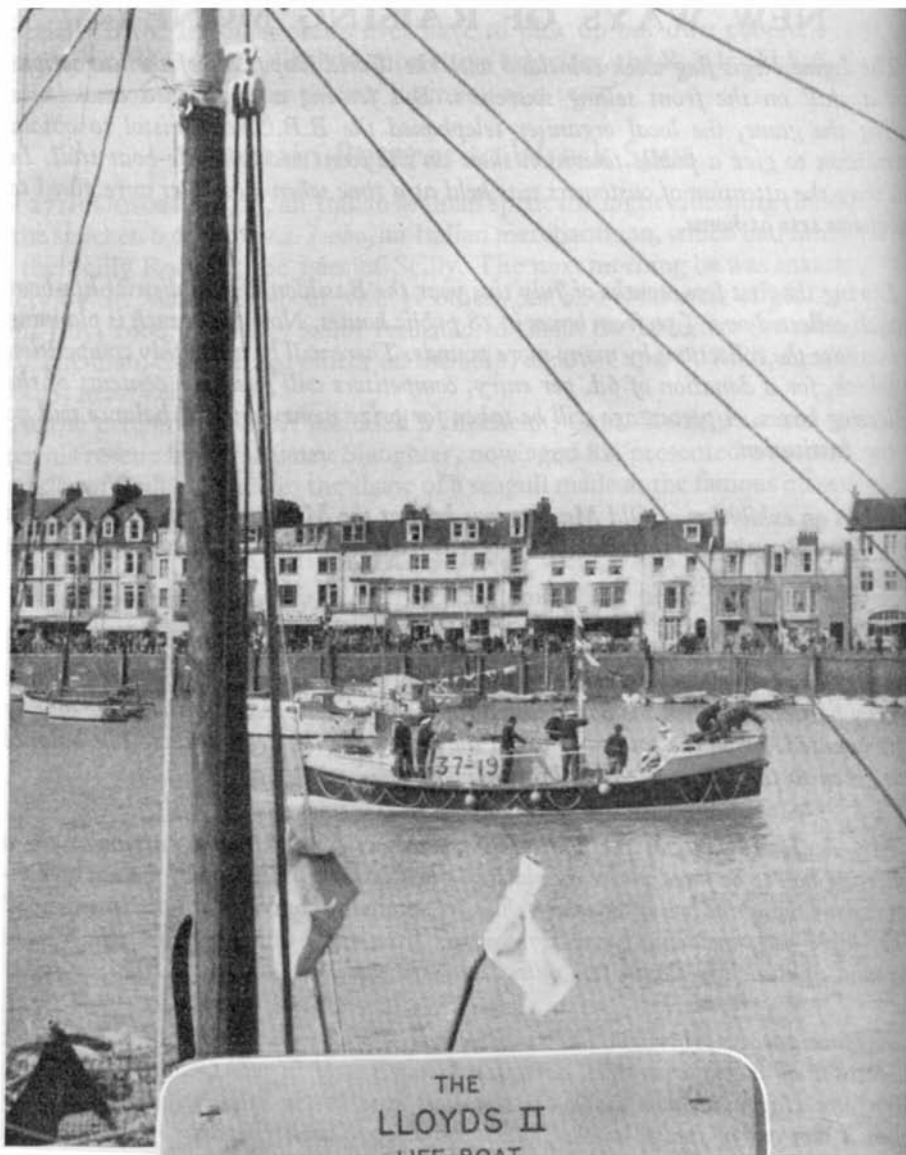
When an exhibition of Old Masters was held at the Marshall Spink Gallery from 16th May to 24th June this year, the proceeds from the sale of catalogues – £70 – was given to the Institution.

An unusual 'bottle opening' ceremony was held at the Golden Lion, Bedford, in August. The proprietor had collected threepenny pieces from his customers in a large whisky bottle, and when the bottle was opened threepenny pieces to the value of £27 were counted. From the total was taken the money for the draw prizes. The balance was given to the Luton life-boat branch.

Mr. A. J. Hackett, of the Tulip Cafe, Staithe, Yorkshire, has arranged for a collecting box to be fixed under an old ship's bell in his cafe. 'People,' he says, 'cannot resist ringing the bell after which they are invited to contribute to the Institution.' The ship's bell, incidentally, was recovered from the Michalis Prois which went aground at Radcliffe Point, two miles from Staithe, on 28th May, 1929, in fog.

A Hove garage proprietor has sent a cheque for £5 5s. to the R.N.L.I. – on the suggestion of a motorist who gave him some petrol in mid Channel in August. Mr. John Haggman, who made the donation, was at the helm of his motor cruiser when it ran out of fuel near the Newhaven-Dieppe cross Channel route. He fired a distress signal which was seen by two ferries. They stopped and supplied Mr. Haggman with petrol siphoned out of passengers' cars. Later, as it was impossible to ascertain who should be paid, it was suggested that the amount should be given to the Institution.

Master Simon J. Brown, of Waverley Road, Middleton, Manchester, recently sent the Institution a postal order for ten shillings. He said: "I saved the money that people gave me for opening a gate while on holiday at Arthog, near Barmouth, Wales."



THE
LLOYDS II
LIFE-BOAT

THIS LIFE-BOAT IS NAMED LLOYDS II
TO COMMEMORATE THE GENEROUS SUPPORT
RECEIVED OVER MANY YEARS FROM THE
CORPORATION AND MEMBERS OF LLOYDS
AND LLOYDS BROKERS

1966

LLOYD'S II

A NEW LIFE-BOAT, *Lloyd's II*, was presented to the Institution at Ilfracombe, Devon, on 13th September, 1966, by Mr. R. W. Sturge, chairman of Lloyd's, on behalf of Lloyd's. The life-boat, which was so named by Mrs. Sturge, commemorates the generous support received over many years from the corporation and members of Lloyd's and Lloyd's brokers. Life-boat 70-001 visited Ilfracombe during the day.

After Mr. Sturge had presented the life-boat – a 37-foot self-righting Oakley – to the Institution, watched by hundreds of holidaymakers, the Chairman of the Committee of Management of the Institution, Captain The Hon. V. M. Wyndham-Quin, R.N., who accepted the life-boat on behalf of the Institution, recalled that the life-boat service had always been generously supported by the corporation of Lloyd's. In fact, before the Institution came into being in 1824, most of the existing life-boats had been paid for by Lloyd's. In the foundation year there were 39 serviceable life-boats, of which Lloyd's had provided no fewer than 25. In the first years of the Institution's existence, when funds were low, Lloyd's regularly voted sums of money to the life-boat service. Thus the new Ilfracombe life-boat is not Lloyd's first by any means.

In 1932, the life-boat, *Lloyd's*, provided from the accumulated contributions received from the corporation of Lloyd's, went into service at Barra Island, Outer Hebrides, where she remained until 1957. During her service there she rescued 270 lives. Since then, as a reserve life-boat, she has rescued 55 more people.

EIGHT LIFE-BOATS

Mr. F. G. Reed, honorary secretary of the Ilfracombe branch, recalled that for 138 years a life-boat had been stationed at Ilfracombe and said that during that time eight life-boats had been entrusted to their care. Over the past 100 years – that was from 1866 when records were first kept – life-boats from Ilfracombe had saved over 150 lives.

Other speakers were Mr. A. S. Cutcliffe, president, who took the place of Mr. C. F. Hutchings, chairman, who was indisposed; Lieutenant P. F. Gladwin, R.N.R., Inspector of Life-boats for the South Western District, and Councillor H.C. Polkinhorne, chairman of Ilfracombe U.D.C.

The Bishop of Crediton (the Rt. Rev. W. A. E. Westall, B.A.) dedicated the life-boat, assisted by the Rev. A. Chandler, M.A., Vicar of Ilfracombe, and the Rev. L. Hayes.

After the ceremony, and in darkness, hundreds of holidaymakers returned to the harbour to see *Lloyd's II*, which was built at Sandbank, Argyll, recovered on her carriage from the sea and towed back through the streets to her shed.

Ilfracombe life-boat station will be the subject of the next 'Focus on . . .' feature in the March, 1967, issue of *THE LIFE-BOAT*.

ANNUAL MEETING

The annual meeting of the Institution will take place at Central Hall, Westminster, at 3 p.m. on 21st March, 1967.



Mr. George Colven, the shore attendant at St. Abbs, pointing to the rock (arrowed), the highest of the group, on which the *s.s. Alfred Erlandsen* grounded in 1907 - the sinking which led to the establishment of a life-boat station at St. Abbs.

Focus on . . .

ST. ABBS

by Christopher Elliott

St. Abbs life-boat station still holds the record for the longest service by one of the Institution's life-boats. This was achieved by the previous life-boat *W. Ross Macarthur of Glasgow* when she stood by the Swiss cargo ship *Nyon* for 11 days and nights in November, 1958.

How and when was the life-boat station first established at this exposed point on the Berwickshire coast?

ONLY A DOG SURVIVED

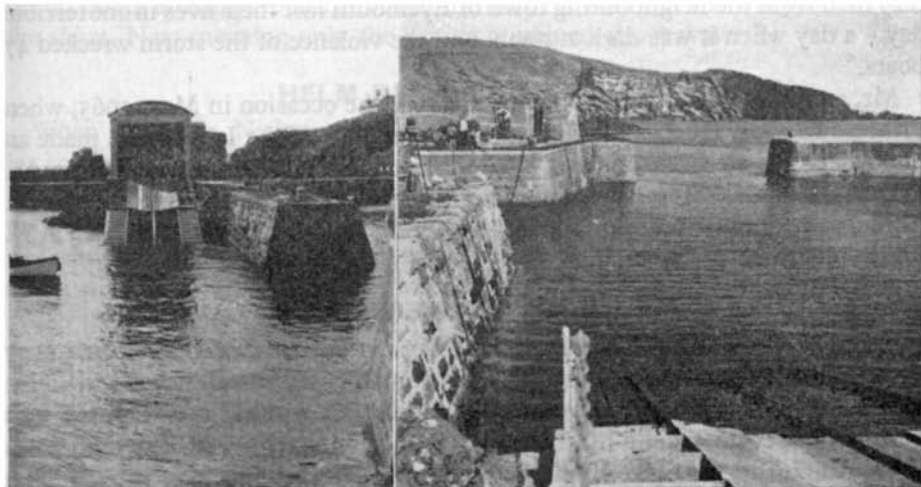
For evidence of this we must go back to 1907 - to the stormy, foggy night of 17th October. A few hundred yards off shore - it looks for all the world like a porpoise at play - a rock can be seen at high tide. It was on to this rock - the highest of the group called Ebb Carrs - that the Danish *s.s. Alfred Erlandsen* ran with disastrous results for all her crew. But successive generations of mariners were to benefit. For the disaster - 17 men perished - led the late Miss Jane Hay, a native of Leith, who resided at St. Abbs for many years and was keenly interested in the welfare of the fisherfolk of the area, to raise in 1908 the question of a life-boat being placed at St. Abbs. It was largely through her appeals and efforts that the Institution sent a motor life-boat there in 1911.

At the inaugural ceremony the only survivor from the wrecked *Alfred Erlandsen* - the captain's Great Dane called Karo - was present and helped to

collect donations for the life-boat cause. The dog by then was the property of Sir George Douglas, of Springwood Park, Kelso. It was strongly thought locally that the dog 'came ashore to the north of St. Abbs close to a body'. Certainly it was first seen wandering the hills to the north of the village.

But Miss Hay – the present life-boat was named after her in April, 1965, by Lady Morgan, niece – knew St. Abbs long before 1907. She was particularly interested in sea rescue work and organised a rocket life saving brigade, complete with miniature gear, for the children of the village. They took part in weekly exercises and doubtless some of them went to sea with an early knowledge of how to save lives.

In 1911 Miss Hay was appointed joint secretary honorary life-boat with Mr.



The position of the life-boat house and slip at St. Abbs is such that the life-boat has to be launched with more than the usual amount of care. This is because fishing boats, driving in in a storm, might be damaged on the slip if it pointed directly out of the harbour. In a storm, as Mr. R. Nisbet's picture shows, getting out of the harbour must call for consummate seamanship

W. Bertram, of Dunbar, which work she carried out until her death in 1914 when, as a token of their high regard for her services, life-boatmen were among the chief mourners at her funeral at nearby Coldingham.

To find out more about the St. Abbs life-boat I visited Mr. Alex Nisbet, now 70, who has been 26 years honorary secretary. He was disabled on the Somme in the Great War, and for the past two years has been confined to his room – in fact, he has not so far been able to see the new life-boat *Jane Hay*.

Some of the tenacity shown by Mr. Nisbet in overcoming his physical disability, to the extent of being able to do something really worthwhile from his armchair, probably stems from a personal desire to come to terms with the sea. Apparently his grandfather was drowned in the great disaster of 1881 when '129 men from the neighbouring town of Eyemouth lost their lives in one terrible day – a day when it was dark at noon, and the violence of the storm wrecked 47 boats.'

Mr. and Mrs. Nisbet recalled with pleasure the occasion in May, 1965, when Princess Marina, Duchess of Kent, who is president of the Institution, made an unofficial visit to Cliff Cottage, their home, from a ceremony at Eyemouth. Princess Marina, before stopping about 20 minutes at the cottage, had the St. Abbs life-boat crew presented to her by Cmdr. D. M. Marshall, O.B.E., R.N. (ret'd), chairman of the branch.

MR. NISBET REMEMBERS . . .

Asked about fund raising endeavours, Mr. Nisbet recalled that in 1965 they raised £420 – a remarkable sum for such a small community.

A good illustration of how much Mr. Nisbet's work is appreciated was demonstrated last year by the Rev. George McGregor, of Wormit, Fife. He said: 'I had thought that when I came to celebrate my jubilee as a minister, some three and a half years hence, I might do something to help the life-boat which imparted to me its interest when among you. I



By courtesy of]

[R. Nisbet

When the Swiss cargo ship Nyon (5,000) tons ran aground near St. Abbs in November, 1958, the local life-boat provided the longest service by one of the Institution's life-boats – 11 days and nights.

have been thinking, however, that instead of waiting, I might do something now, not merely to help the life-boat but to mark your own fine work for the committee through these long years.'

Mr. McGregor's donation was for £50.

Mr. Nisbet, who was about 12 when the *Alfred Erlandsen* was wrecked, told me that he was on the scene from minutes after the vessel struck – that was at about 8.30 p.m. – until 2.30 next morning.

He recalls: 'The fog cleared and in bright moonlight the vessel was seen with huge waves breaking over her. Eyemouth and Skateraw life-boats stood by but could not approach the ship owing to the sea round her being thick with pit props from the ship's cargo. Eyemouth life-saving brigade made a number of unsuccessful attempts to fire a rocket line over the ship but she was too far from the shore. Next morning only the bridge remained above water.'

HELM RECALLS SINKING

When I told Mr. Nisbet – incidentally, his brother, Mr. R. Nesbit, who with his son runs the village store at St. Abbs, is a keen amateur photographer and has captured the stormy sea in many pictures – that I had seen among the crab pots and nets an old iron ship's helm and, mounted on a rock, a massive old workshop vice, he could not account for the first but said that the vice was part of the divers' salvage equipment when they worked on the *Alfred Erlandsen* in 1908.

Coxswain Jim Wilson, when asked about the helm, said that this was a relic from the Danish ship and had been 'landed' by skin divers 'fairly recently.' Now the helm is being mounted in the life-boat house as an additional harbour attraction.

For more information on the *Alfred Erlandsen* Mr. Nisbet sent me to see Mr. George Colven, the shore attendant. Mr. Colven, I was interested to learn, was six when the Danish vessel went down off St. Abbs in 1907. He took me to the cliff top and pointed out the group of rocks known as Ebb Carrs.

WAS CUT IN TWO

The salvage of the *Nyon*, which stranded on 15th November, 1958, led to the local life-boat, as I have said, making Institution history by being launched 16 times during the next 11 days. During this time she conveyed the vessel's crew of 30 and their belongings to St. Abbs.

Attempts to refloat the *Nyon* were, however, unsuccessful. She was eventually cut in two by the salvage firm, and the stern portion was refloated by four tugs and towed to North Shields. The bow, which was wedged high on the rocks as the photograph on page 218 shows, was abandoned and later broke up. Some years later the salvaged portion, which formed part of the new *Nyon*, was in collision with another ship in dense fog and went down off Beachy Head. Once again the crew got away without casualties.

Coxswain Wilson, who first joined the St. Abbs life-boat in 1947, has the following crew: Willie Mills (second coxswain), Ian Aitchison (bowman), Fred Hardwick (mechanic), Mirek Wanko (assistant mechanic), Jake Nisbet, Sandy

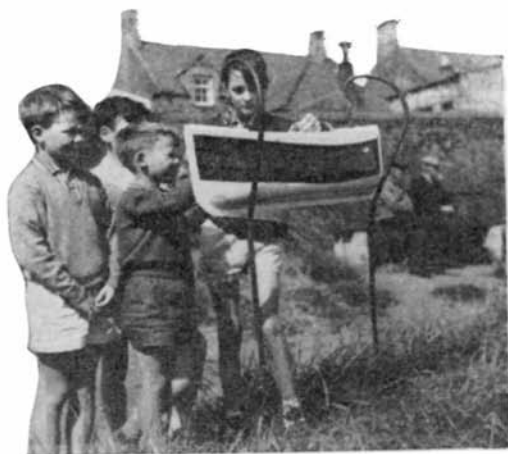
Crowe, Henry Coates, Jimmy Gibson, Jim Wanko and Billy Aitchison (deck hands). Ian Wilson is the winchman.

Jake Nisbet is a veteran whaler and got the B.E.M. for services to the whaling industry. During the war his ship was torpedoed and he spent 'many hours clinging to a barrel in the Irish Sea'. On the same ship, too, was Sandy Crowe. Coxswain Wilson was also torpedoed in the last war, this time on the way to Tobruk, and spent several hours swimming in oil. Mirek and Jim Wanko are father and son respectively. Those lucky survivors of the war years who now form the core of the St. Abbs life-boat crew do know, therefore, what it means to be in distress.

Since the formation of the St. Abbs life-boat station in 1911 her life-boats – there have been five to date – have launched about 100 times and have saved at least 127 people. In the 1830's, in the space of five years, St. Abbs coastguards won four silver medals for rescue work.

A DIFFICULT LAUNCH

When I made my visit to St. Abbs the weather was calm and, with rudder hard to starboard to clear the inner pier end, then hard to port to clear the outer pier end, getting down the life-boat slip and out of the harbour looked feasible. But quite clearly, from the pictures I was shown, getting out of the harbour in a storm must require consummate seamanship. The reason for the slip not pointing directly at the harbour mouth is because fishing boats, driving in in a storm, might be damaged on the slip.



St. Abbs has many young visitors in the summer and the life-boat collecting box overlooking the harbour is not forgotten.



By courtesy of
[Ernest W. Marwick
Mrs. Maggie Manson,
of Stenness, Orkney, sur-
rounded by some of her
needlework in aid of the
life-boat service.

Making Money

A number of valuable fund raising suggestions have been put forward by Mrs. W. E. Huntley, of Weston-super-Mare, Somerset, and some of them are listed here.

- At a party or any social gathering ask couples to put a penny in the life-boat collecting box for each year of their married life. A useful scale of charges is: *6d.* per year for each year up to three years, *3d.* a year up to six years, and *1d.* a year for all subsequent years.

- A stall selling home grown produce and home made goodies has possibilities during local life-boat week. Sales might be made from the life-boat station or from the temporary headquarters for the week – usually an empty shop in a shopping centre. Among items which sell well are cut flowers, vegetables, miniature trees (apparently these go very well), home made jams, chutneys, marmalades, lunch boxes (if in a seaside area), sandwiches, soft drinks, trays, tray cloths, doll's clothing, and small wooden toys for smaller children. A few local souvenirs, such as postcards, are also ideal for holiday resorts and towns and villages with interesting historical associations.

- Arrange an evening record session once a week during the winter and include youngsters who want to do something for the Institution. On the first evening the host provides the records. Subsequently records are brought by visitors on a rota basis. Charge for the use of the room might be *6d.* per person, with, of course, an additional charge for refreshments consumed. Mrs. Huntley

gives a warning: do not have records playing too loudly, and do not let the session go on too late.

● Baby minding is a way the mother with a pre-school baby can help herself, her neighbours and the Institution. Once a week arrange for a small group of pre-school children to come to your house and garden while their parents go shopping or even take the afternoon off. The charge should be related to the time they are with you – say 6d. an hour per child. Baby sitting by those without ties can be another way of collecting for the Institution. But be sure, before you accept other people's children, that all safety precautions are taken – young children in strange surroundings need constant supervision.

● Fathers can make money for the Institution by running dart matches, bridge parties and whist drives. If these events become popular, and private accommodation can no longer take all the players, a hall might be found at a reasonable rent.

'There is, Mrs. Huntley says, 'really no ending to the various ways in which *you* can help to raise funds for the life-boat service'.



By courtesy of [Falks

A new wing has recently been added to the Institution's depot at Boreham Wood, Herts., to provide extra repair and maintenance facilities for, among equipment items, IRBs of the growing fleet. This night scene shows IRBs in store and one being prepared for loading outside by means of an overhead gantry.



By courtesy of]

[Conservative Central Office

In September Mr. Edward Heath, leader of the Conservative Party, went out in a R.N.L.I. inshore rescue boat from the Outward Bound Sea School at Aberdovey, Glamorganshire. The man in the cap is Mr. Peter Gurnell, Outward Bound Sea School instructor. Mr. Heath, who is used to boating, took the helm in the Dovey Estuary after visiting the school.

BOOK REVIEW

Motor Boats and Motor Boating by Hilary and K. J. Wickham (Stanley Paul, 25s) can be recommended as a clearly written and sensible guide to those who are planning to take to the water for their own pleasure. The book is directed to beginners, but as the number of beginners mounts yearly it will, one hopes, reach a wide market.

The authors give valuable advice on how to choose a boat. In this connection they state:

'Ex-R.N.L.I. craft hulls make excellent conversions, for they are built of the finest materials to the highest specification.'

There are many useful comments on how to handle craft, the rules to be observed, the basic gear needed, the relative advantages of wooden and fibreglass hulls and on the maintenance of engines. The importance of insurance is stressed, and there is a valuable simplified guide to the problem of salvage, in which the R.N.L.I.'s position is fairly stated.

A tribute is paid to the services rendered by life-boat crews in recent years to owners of small boats. The authors state:

'The Royal National Life-boat Institution is a service of which as a seafaring nation we should be justly proud.'

The book is well illustrated, most of the photographs being the authors' own. Among the photographs included is one of the first 70-foot steel life-boats. P.H.

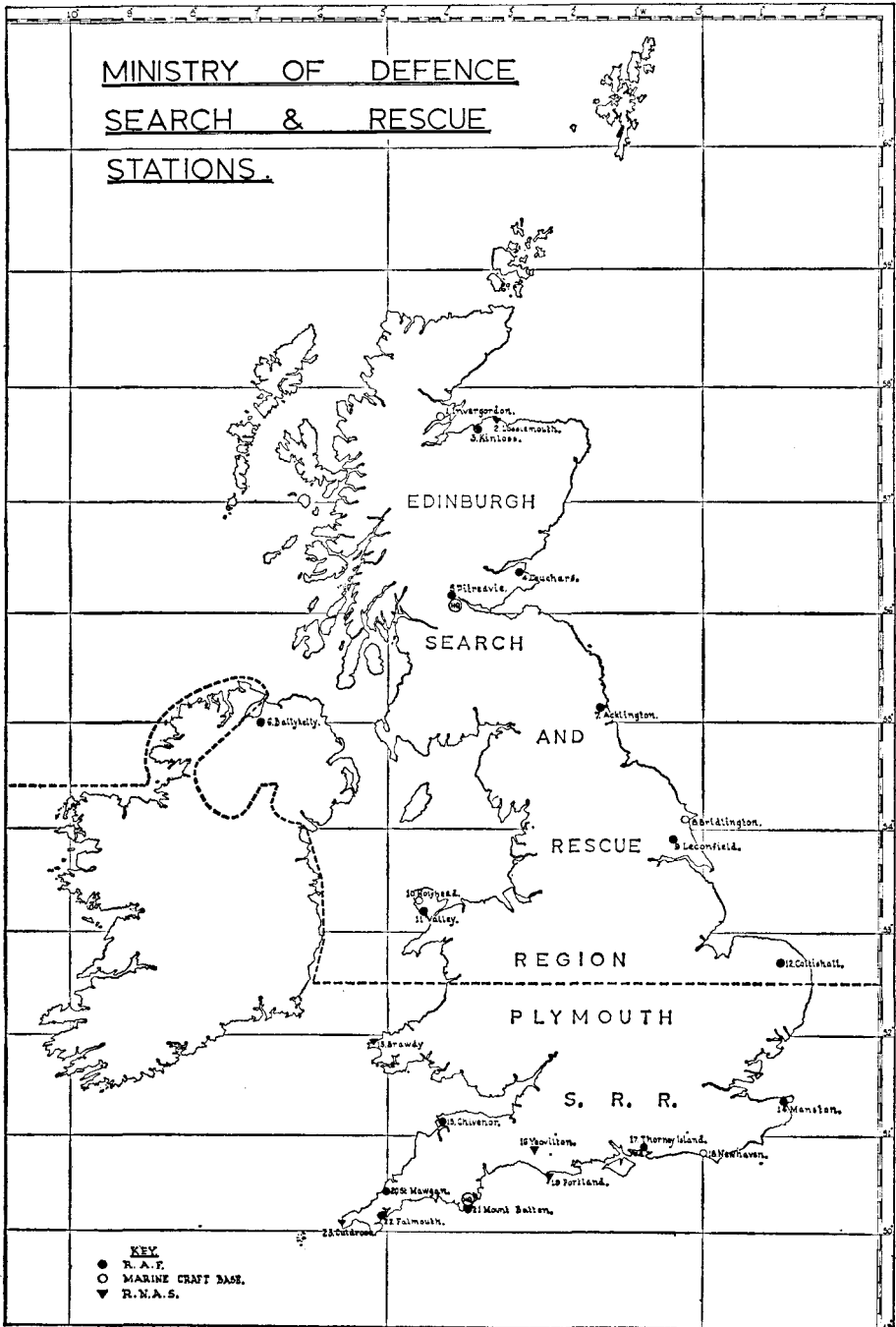


CHART KEY

- 1 - No. 1100 R.A.F. Marine Craft Unit.
- 2 - R.N. Whirlwinds from station flight available for S.A.R. duty from 08.00 hours to sunset.
- 3 - Coastal Command Shackletons available for long range S.A.R.
- 4 - S.A.R. Whirlwind detachment on duty from dawn to dusk.
- 5 - Headquarters No. 18 Group-Edinburgh Rescue Co-ordination Centre.
- 6 - Coastal Command Shackletons available for long range S.A.R. R.N. Wessex available.
- 7 - S.A.R. Whirlwind detachment.
- 8 - 1104 R.A.F. Marine Craft Unit.
- 9 - No. 202, S.A.R. Whirlwind Squadron HQ on duty from dawn to dusk.
- 10 - No. 1113 R.A.F. Marine Craft Unit.
- 11 - S.A.R. Whirlwind detachment on duty from dawn to dusk.
- 12 - S.A.R. Whirlwind detachment on duty from dawn to dusk.
- 13 - Two R.N. Whirlwinds from station flight available for S.A.R. duty from 08.00 hours to sunset.
- 14 - S.A.R. Whirlwind detachment.
- 15 - S.A.R. Whirlwind detachment on duty from dawn to sunset.
- 16 - R.N. Whirlwind from station flight available for S.A.R. duty from 08.00 hours to sunset.
- 17 - S.A.R. Whirlwind detachment on duty from dawn to dusk.
- 18 - No. 1107 R.A.F. Marine Craft Unit.
- 19 - R.N. Whirlwinds available from 08.00 hours to sunset. Wessex also available.
- 20 - No. 22. Whirlwind HQ.
- 21 - Headquarters No. 19 Group - Plymouth Rescue Co-ordination Centre.
- 22 - No. 1102 R.A.F. Marine Craft Unit.
- 23 - R.N. Whirlwinds from station flight available for S.A.R. duty from 08.00 hours to sunset. Wessex also available.

Note: Two U.S.A.F. H-43 Huskie helicopters are now stationed in Suffolk and are available for civilian emergency operations.



By courtesy of]

[Daily Express

The R.A.F. and the R.N.L.I. at work: the Beachy Head lighthouse service described on page 209.

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st June to 31st August: Launches 820, lives saved 387.

JUNE

NORTH-WEST DISTRICT

Holyhead, Anglesey – At 10.23 p.m. on 25th June, 1966, a boy was reported to have fallen over the cliff at Church bay. The coastguard rescue team and two helicopters were already searching. The life-boat *St. Cybi* (Civil Service No. 9), carrying a boarding boat, was launched at 10.33 in a moderate west south westerly wind and a slight sea. It was three hours after high water. The search was abandoned at 11.15 and the life-boat recalled. As she was leaving, a light was sighted at the foot of the cliff. The boarding boat was sent to investigate and picked up two members of the search party who were stranded and unable to return to the cliff top. The life-boat returned to her station at 2.45 a.m. on 26th June.

At 10.10 p.m. on 19th June, 1966, the occupants of a small boat, adrift off South Stack lighthouse, were heard calling for help. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 10.28 in a light south westerly wind and a smooth sea. It was an hour and a half before high water. She reached the motor boat *Lisa* at 11.04 and took off the four occupants. A line was then secured and the life-boat towed the casualty into Holyhead harbour. She returned to her station at 11.30.

At 12.25 p.m. on 12th June, 1966, the Skerries lighthouse keeper reported sighting a raft with 10 skin divers on board about one mile off Skerries. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 12.36 in a light south easterly wind and a smooth sea. It was one hour

after low water. At 1.15 the life-boat found the raft and took off six skin divers. The boat *Norse Maid* which had been in attendance on the skin divers requested that they be transferred to her. After complying, the life-boat returned to her station, arriving at 2.53.

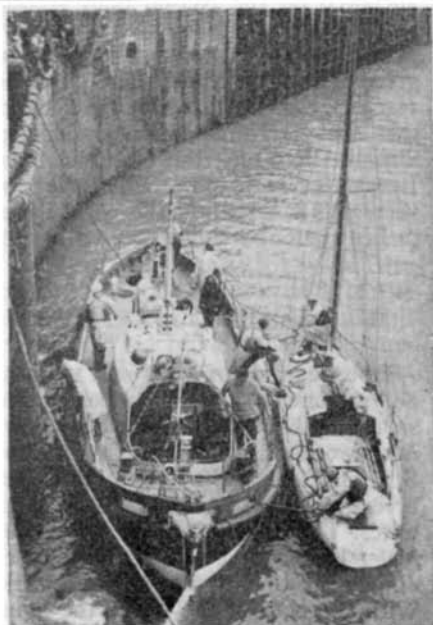
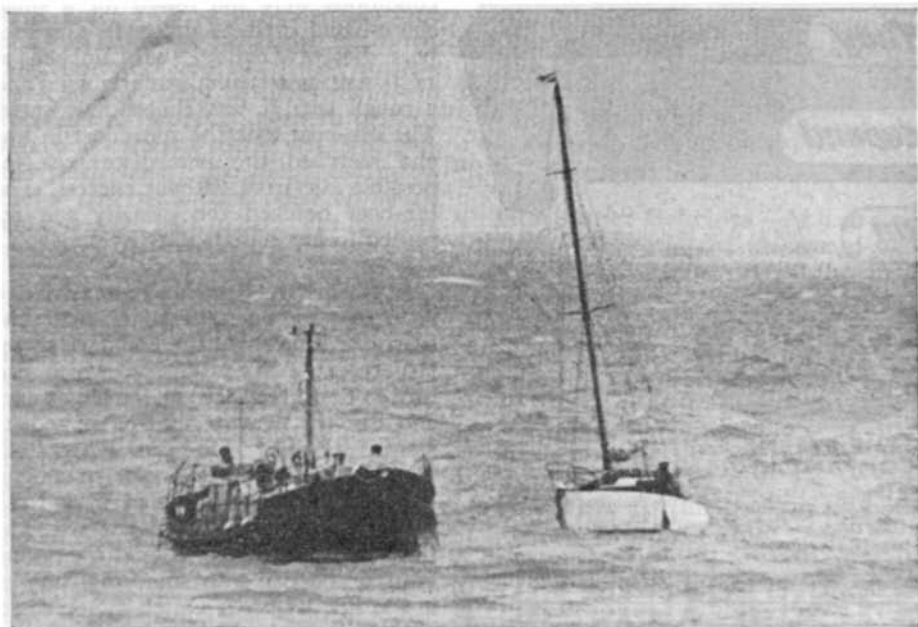
At 7.39 p.m. on 7th June, 1966, a message was received that two boys had fallen over the cliff at South Stack and that it was doubtful if the coastguards would be able to reach them. The life-boat *St. Cybi* (Civil Service No. 9) was launched at 7.49 in a gentle south south easterly wind and a slight sea. It was one hour before low water. The life-boat, with the boarding boat in tow, proceeded to the position, and found the two boys at the bottom of the cliff. They were taken off in the boarding boat and transferred to the life-boat, which returned to her station at 9.40. A helicopter stood by while the rescue was carried out.

Girvan, Ayrshire – At 8.45 p.m. on 4th June, 1966, flares were reported being burned by a small boat with six occupants which appeared to be in difficulties north of Girvan pier. The life-boat *St. Andrew* (Civil Service No. 10) was launched at 8.55 in a moderate south westerly wind and a moderate sea. She came up with the motor-boat *Marietta*, whose engine had broken down, about 200 yards north of Girvan harbour. The life-boat towed the *Marietta* with her crew of six into Girvan harbour, returning to her station at 9.30.

New Brighton, Cheshire – At 8.50 p.m. on 1st June, 1966, a message was received that a dinghy had capsized in the Rock Channel off Harrison Drive. The life-boat *Norman B. Corlett* left her moorings at

9 o'clock in a strong west north westerly wind and a choppy sea. It was one hour before high water. The dinghy was sighted at 9.15 with the two survivors clinging to her. The men were taken on board the life-boat, which took the

dinghy in tow, and then went to the assistance of the West Cheshire sailing club's rescue boat whose engine had broken down when attempting to help the dinghy. The three-man crew of the rescue boat were also taken on board the



By courtesy of [Kentish Express
Three stages in the service by the Dungeness life-boat in June, 1966, to the sloop *Idle Moment* after she had spent an anxious night riding out a storm—the life-boat alongside the sloop, the sloop safe in Folkestone harbour, and Coxswain T. R. Tart with the sloop's two-man crew, Mr. W. A. Benton and Mr. L. White. See page 236.



on

Just as ships in distress know they can depend on the men of Britain's life-boats, so in the emergency of fire the R.N.L.I.

crews themselves know they can depend upon the sure and unfailing protection of the "Pyrene" Fire Extinguisher—carried in every R.N.L.I. boat. Follow their example. Make your home, your car, your business, safe from fire by investing in "Pyrene" Fire Protection before it is too late! For details or free advice on fire problems apply Dept. L.12.



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life-boat. A line was then secured to the rescue boat and the life-boat returned to New Brighton towing both casualties. She reached her station at 10.31.

Blackpool, Lancashire - At 10.40 a.m. on 4th June, 1966, the owners of the drilling rig *Bedford X* stated that the rig was in danger a quarter of a mile west of the central pier owing to a large steel caisson having broken loose. There were seven men on board the rig. The sea was rough with a strong wind from the south west. It was almost high water. As the life-boat and carriage neared the beach a red flare was fired from the drilling rig. The IRB and the life-boat *Maria Noble* were immediately launched. As there were steel hawsers around the rig the life-boat coxswain instructed the IRB to rescue the men two at a time. The survivors were transferred to the life-boat as it was too dangerous to land them from the IRB on the beach. When the

seven men had been rescued the life-boat and IRB returned to their station, arriving at 11.40.

Criccieth, Caernarvonshire - At 11.25 a.m. on 27th June, 1966, a speedboat was reported adrift in the bay. The conditions were too rough for a small shore-based craft to proceed. The life-boat *Robert Lindsay* was launched at 11.35 a.m. in a strong westerly wind and a rough sea. It was almost low water. The life-boat took the speedboat in tow and searched the immediate area for possible survivors without success. The life-boat beached the casualty and returned to her station at 12.45 p.m.

Lytham-St. Anne's, Lancashire - At 10.6 a.m. on 25th June, 1966, the coastguard informed the honorary secretary that the m.f.v. *Utilise*, which had broken down between the Ribble estuary and Formby, was in need of immediate assistance. The life-boat *Edward Z. Dresden*, on temporary duty at the station, left her moorings at 10.43 in a fresh westerly wind and a moderate sea. The life-boat proceeded down river and crossed the bar with some difficulty as it was low water. A Dutch motor vessel anchored off the Nelson buoy signalled that the casualty was to the north-west of her and not in the position previously given. The Liverpool bar pilot boat reached the casualty first and radioed that she was in no immediate danger. The life-boat took the *Utilise* in tow to Lytham at 12.20 p.m. When the vessel was safely moored, the life-boat returned to her station, arriving at 2.10.

IRISH DISTRICT

Douglas, Isle of Man - At 11.47 a.m. on 3rd June, 1966, it was reported that a small boy had fallen into a deep crevice in the rocks just to the north of Groudle Stream. There was a light south westerly breeze with a smooth sea. It was high water. The life-boat *R. A. Colby Cubbin No. 1* launched at 12.8 p.m. and, with a dinghy in tow, went to the position. With the help of the police the injured

boy was taken on board the life-boat and brought to Douglas harbour, where he was transferred to a waiting ambulance. The life-boat arrived back at her station at 1.12.

Peel, Isle of Man - At 11.28 a.m. on 17th June, 1966, a m.f.v. about three miles off Lhen was seen firing red flares. The life-boat *Clara and Emily Barwell*, on temporary duty at the station, was launched at 11.55 in a south easterly wind and a smooth sea. It was two hours after high water. She found the m.f.v. *Lucky Lass* with three men on board and towed her back to Peel. The life-boat returned to her station at 3.20 p.m.

Cloughey-Portavogie, Co. Down - At 6.45 p.m. on 15th June, 1966, the life-boat *Glencoe, Glasgow* left her moorings in a gentle southerly wind and a moderate sea, to go to the assistance of the m.v. *Aurora* which was reported to have a bomb on board. She reached the vessel at 7.50 p.m. and stood by while the *Aurora's* captain had the ship searched. Nothing explosive was found aboard the motor vessel and at 9.15 she resumed her voyage. The life-boat returned to her station at 10.10.

Howth, Co. Dublin - At 11.48 p.m. on 10th June, 1966, a yacht was reported in difficulties between Portrane and Lambay. There was a gentle north easterly breeze with a corresponding sea. The life-boat *A.M.T.* set out at 12.5 a.m. at low water. Visibility was bad. About 20 minutes later the coxswain was informed by R/T that the crew of the yacht *Black Sue*, which was aground off Portrane, had reached the shore safely on a raft. The life-boat had in the meantime come up with the yacht *Ailanta* which was having difficulty in finding harbour. After this yacht had been escorted to safety the *A.M.T.* went on to the position of the *Black Sue*. When the tide had flooded sufficiently two members of the life-boat crew were placed on board and the yacht was towed to Howth. The life-boat returned to her station at 4.4.

Dun Laoghaire, Co. Dublin - At 5.5 p.m. on 16th June, 1966, a message was received that a dinghy had capsized off Dalkey and her crew of three were in the sea. There was a fresh southerly wind and a choppy sea. It was high water. The life-boat *Dunleary II* proceeded at 5.15 and soon came up with the dinghy whose crew of three had been rescued by a motor boat. The life-boat towed the dinghy to Dun Laoghaire, arriving back at her station at 6 o'clock.

SCOTTISH DISTRICT

Islay, Inner Hebrides - At 9.40 a.m. on 7th June, 1966, the coastguard told the honorary secretary that the m.v. *Dougals'* engine had broken down four miles south of Otter rock and required assistance. The life-boat *Francis W. Wotherspoon of Paisley* left her moorings at 10 o'clock in a strong southerly wind and a rough sea. It was one hour after high water. The life-boat reached the casualty at 11.55 and took her in tow to Port Ellen. The life-boat arrived back on station at 5 p.m.

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Stronsay, Orkneys - At 7.5 p.m. on 13th June, 1966, the doctor in Eday reported that he had a patient requiring hospital treatment. The life-boat *The John Gellatly Hyndman* left her moorings at 7.30 in a moderate easterly wind and a slight sea. It was high water. She arrived at Eday at 8.5 where the patient - a 10 year old boy - was embarked, together with his mother. The life-boat sailed immediately for Kirkwall where they were landed at 11.20. The life-boat returned to her station at 1.25 a.m. on 14th June.

NORTH-EAST DISTRICT

Whitby, Yorkshire - At 1.20 p.m. on 8th June, 1966, an R/T message was received from the m.f.v. *Provider* stating she had sprung a serious leak about seven miles north east of Whitby. The life-boat *Mary Ann Hepworth* launched at 1.25 in a light easterly wind and a slight sea. It was an hour and a half before low water. She went to the position given and with

the aid of the *Provider's* direction finder the vessels met about seven miles off Whitby. The life-boat asked the coast-guard by R/T to have a pump available when they reached port. Escorted by the life-boat, the casualty reached the harbour bar, but owing to her deep draft went aground. The life-boat towed her clear and when the *Provider* had been safely berthed returned to her station, arriving at 3.25.

SOUTH-EAST DISTRICT

Lowestoft, Suffolk - At 2.15 p.m. on 19th June, 1966, a report was received that a capsized yacht was adrift one mile east of the lookout. There was a strong southerly wind with a choppy sea. The life-boat *Frederick Edward Crick* proceeded at 2.20 on the ebbing tide and found a capsized catamaran. There was nobody on board and the life-boat started to search the area for survivors in conjunction with a helicopter. After a time a message was received by R/T



By courtesy of]

[R.A.F., Chivenor

The new 70-foot steel life-boat *Charles H. Barrett* (Civil Service No. 35) picking up three people from a drifting dinghy off The Mumbles, Glamorganshire, in June, 1966. Also visible in the photograph (left) is the bow of her IRB. See page 239.

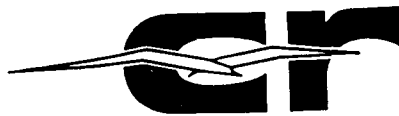
from the coastguard that the crew of the casualty had been rescued by a local boat off Kessingland. The life-boat took the catamaran in tow to Lowestoft, arriving back at her station at 4.15.

At 7.25 p.m. on 5th June, 1966, a vessel was seen flying a distress signal and burning red flares four miles east of the lookout. The life-boat *Frederick Edward Crick* left her moorings at 7.40 in a gentle westerly wind and a slight sea. The tide was flooding. When she reached the trawler *Leon Laura* of Lowestoft, the life-boat was told that the trawl gear had fouled the trawler's propeller. A line was secured, and the life-boat towed the casualty back to harbour. The life-boat arrived back at her station at 9.50.

Ramsgate, Kent - At 8.13 p.m. on 26th June, 1966, the coastguard informed the coxswain that a small boat, which had been fishing one mile north west of the North Goodwin lightvessel, appeared to have broken down, and the occupants were signalling for help. The life-boat *Michael and Lily Davis* left her moorings at 8.25 in a moderate west south westerly wind and a moderate sea. It was two hours after high water. She found the motor boat *Blue Marlin* in the position given. Her engine would not start due to flat batteries. The life-boat towed the motor boat into Ramsgate harbour, returning to her station at 10.5.

At 8.04 p.m. on 5th June, 1966, it was reported that the cabin cruiser *Cheshire Cat* was drifting a quarter of a mile south west of the North Goodwin lightvessel. The life-boat *Michael and Lily Davis* left her moorings at 8.15 in a moderate to fresh south westerly wind and a moderate sea. It was one hour before low water. She reached the casualty, which had seven people on board, at 9.9 and a tow-line was secured. The life-boat towed the *Cheshire Cat*, which had run out of fuel, to Ramsgate, and returned to her station at 10.30

Walton and Frinton, Essex - At 4.1 p.m. on 5th June, 1966, a woman reported a yacht about one and a half



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miles off shore, which appeared to be out of control, with a man hanging over the stern. The life-boat *Edian Courtauld* was launched at 4.21 in a moderate to fresh south westerly wind and a moderate sea. It was two hours after high water. Shortly after leaving her moorings information was received that there was nobody on board the casualty, the catamaran *Ramrod*, of the Clacton sailing club. The life-boat proceeded to the *Ramrod*, which had capsized about four miles offshore. The coxswain righted her and lowered her sails which were still set. A towline was then secured to the casualty and the life-boat towed her to the beach at Walton. The life-boat then returned to her station, arriving at 5.45.

At 3.25 a.m. on 19th June, 1966, the coastguard informed the coxswain that a red flare had been sighted some five miles from the coastguard lookout. The life-boat *Edian Courtauld* was launched at 3.52 in a gentle westerly wind and a

moderate sea. It was three hours after high water. At 4.40 another flare was sighted, and soon afterwards the life-boat found a small speedboat with two occupants from the Dutch m.v. *Cheetah II*, a wireless transmitting station anchored off Walton. The customs officer requested that the two men be taken to the pierhead for customs clearance before they were returned to their ship. The life-boat took the two men on board and the speedboat in tow. When the men had been cleared by customs, the life-boat took them back to the *Cheetah II*. She then went alongside Radio London and took off four students from a rubber dinghy which was moored alongside the wireless transmitting station and landed them at 9.10.

Aldeburgh, Suffolk - At 9.10 p.m. on 13th June, 1966, the coxswain was told that a yacht lying off Aldeburgh was being kept under observation. At 9.30 the yacht fired a distress signal. The life-boat *The Alfred and Patience Gottwald* was launched at 9.35 in a gentle south westerly breeze and a slight sea. The tide was at half ebb. She reached the yacht *Sea Lavender* at 10 o'clock. The casualty had lost her rigging and anchor, and also run out of petrol. The life-boat passed a towline to the yacht and towed her to Felixstowe. When the *Sea Lavender* was safely berthed, the life-boat returned to her station, arriving at 4.15 a.m. on 14th June.

Cromer, Norfolk - At 9.48 a.m. on 2nd June, 1966, the coastguard informed the honorary secretary that the cabin cruiser *Shell Duck* had been seen by a helicopter apparently broken down surrounded by oil three miles south west of Newarp lightvessel. There was a light breeze from the south west with a calm sea. The No. 2 life-boat *William Henry and Mary King* launched at 10.5 on an ebbing tide. At 1.15 p.m. she came up with the cabin cruiser. A line was made fast and the life-boat towed the *Shell Duck* to Great Yarmouth, arriving at 4.45. The life-boat returned to her station at 9.10.

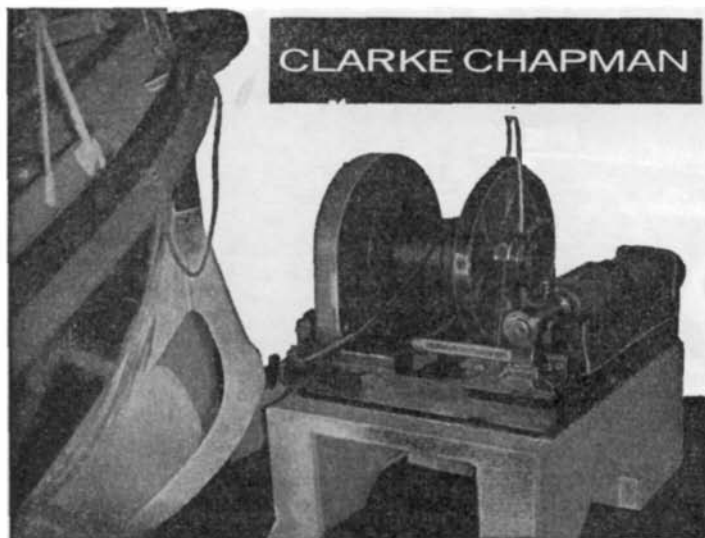
At 7. p.m. on 10th June, 1966, a yacht was reported aground to the west of the pier. There was a light north easterly wind with a slight sea and thick fog. It was one hour after low water. The no. 2 life-boat *William Henry and Mary King* launched at 7.30. With the help of a small fishing boat a line was passed from the life-boat to the yacht which was towed off the beach. The yacht *Vole* was moored to the pier buoy and her crew of three were landed. The life-boat arrived back at her station at 8.30.

Caister, Norfolk - At 4.45 p.m. on 23rd June, 1966, the station mechanic noticed a vessel dragging her anchors in Yarmouth Roads. She was put under observation and at 5.40 she hoisted a distress signal. The life-boat *The Royal Thames* was launched at 6 o'clock in a moderate south westerly wind and a slight sea. It was almost low water. When she reached the motor vessel *Regency*, the life-boat found that her engines had broken down and she required a tug. The life-boat stood by the *Regency* until a tug, whose help had been requested through the Gorleston coastguard, arrived and then returned to her station, arriving at 8 o'clock.

SOUTHERN DISTRICT

Yarmouth, Isle of Wight - At 4.35 p.m. on 13th June, 1966, information was received that a small cabin cruiser had broken down four to five miles west south west of Atherfield coastguard lookout hut. The life-boat *The Earl and Countess Howe* was launched at 4.48 in a moderate south south westerly wind and a moderate sea. She found the cabin cruiser *Rubin Ranzo* and towed her back to Yarmouth. The life-boat arrived at her station at 9.5.

At 3.37 p.m. on 14th June, 1966, there was an alert that a helicopter had crashed in the Solent near West Lepe buoy. The life-boat *The Earl and Countess Howe* left her moorings together with the IRB at 3.55 p.m. There was a light



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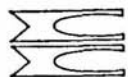
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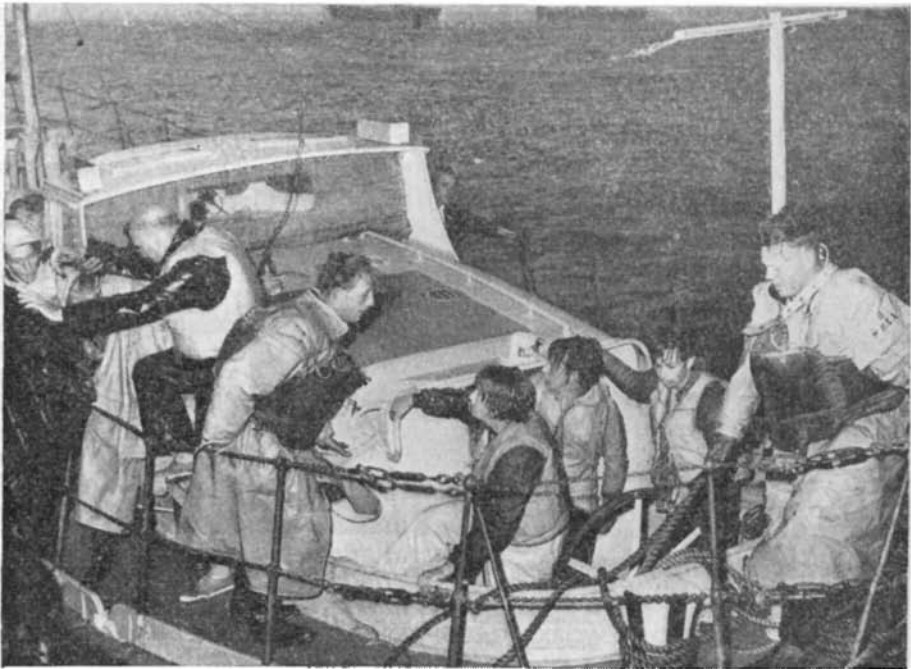
Photograph by courtesy of the Evening Argus, Brighton

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[Bob Bird

Rescued sailors being landed from the New Brighton life-boat in June, 1966, after two dinghies had overturned in Rock Channel off Wallasey. See page 226.



By courtesy of]

[Peter G. Reed

A canoeist being rescued by an IRB.

westerly wind and a smooth sea. The tide was flooding. A search was carried out between the East and West Lepe buoys, and the helicopter was eventually found about half a mile to the south of the entrance to Beaulieu river. Its tail was projecting above the water but there was no sign of the crew. The life-boat attached a buoy to the tail of the helicopter. This was recovered later, when a R.N. helicopter attached another buoy to the machine. The IRB and life-boat returned to their station at 5.35 and 6.20 respectively.

Newhaven, Sussex - At 3.26 p.m. on 26th June, 1966, a small launch was seen in difficulties two miles off the Martello tower at Seaford. There was a strong south westerly wind with a moderate sea. It was two hours before high water. The life-boat *Kathleen Mary* launched at 3.55. As she proceeded to the position given an R/T message was received from the m.f.v. *Margaret* that she had taken the launch and another motor boat in tow. The skipper of the *Margaret* was injured and she required the help of the life-boat. The *Kathleen Mary* took over the tow of the two small boats and the life-boat bowman was put on board the *Margaret*, which was carrying a fishing party of 12, to bring her safely into harbour. The launch and motor boat were handed over to a work boat at the entrance to the harbour, and the life-boat then proceeded to the help of two people reported cut off by the tide at Bastion Steps. Peachhaven. The life-boat stood by while the two people were rescued by a helicopter, and then returned to her station, arriving at 7.45.

Plymouth, Devon - At 5.15 p.m. on 22nd June, 1966, the life-boat *Thomas Forehead and Mary Rowse* proceeded to Mount Wise pier to meet the Commander-in-Chief, Plymouth, and Lady Talbot who were to go out on exercise with the boat. At 5.45, while making fast to the pier, a message was received by R/T from Rame Head coastguard advising that a fishing boat had broken down between Mewstone and West Rutts. There was a fresh south westerly breeze

with a moderate swell. It was two hours after low water. Leaving the Commander-in-Chief and Lady Talbot behind, the life-boat left within 20 seconds and soon came up with the shark-fishing vessel *Mark Twain*, whose owner had managed to get the engines working again. The life-boat escorted the *Mark Twain* to her moorings in Yealm river before returning to her station, where she arrived at 8 o'clock.

At 4.55 p.m. on 18th June, 1966, the coastguard informed the honorary secretary that a person had been waving a yellow coat from a white boat which appeared to be in need of assistance. The life-boat *Thomas Forehead and Mary Rowse* left her moorings at 5.20 in a strong south westerly wind and a heavy ground swell. It was one and a half hours before high water. When the life-boat reached the casualty she found a helicopter in attendance which remained

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with the casualty until the life-boat arrived alongside. The life-boat took off two men and secured a towline to the casualty - an aqua-glider. This craft proved to be an awkward tow and when rounding Penlee Point she took a heavy sea which washed all the loose contents overboard. Most of these were recovered and the tow was continued to Millbay docks where the craft was moored. The two survivors were landed, and the life-boat arrived back on station at 9.20.

Dungeness, Kent - At 7.13 a.m. on 27th June, 1966, a vessel was seen in distress off Denge Marsh. The life-boat *Mabel E. Holland* was launched at 7.25 in a gale force west south westerly wind and a rough sea. It was one hour after high water. She found the yacht *Idle Moment*, of London, anchored about 150 yards off shore, with a crew of two on board. A towline was passed to the *Idle Moment* and the life-boat towed her slowly to Dungeness East Bay. The casualty's crew were taken on board the life-boat and two

members of the life-boat crew were put aboard the yacht. The yacht's anchor cable had been cut when the towline was secured, and as there were no other means of mooring her, the life-boat towed her to Folkestone harbour. The *Mabel E. Holland* returned to her station at 2.30 p.m.

At 6.45 p.m. on 18th June, 1966, it was reported that a man had come ashore from a cabin cruiser which had run out of fuel off Camber. The casualty was anchored offshore. At 6.53 the Rye police indicated that there were four women and two men still on board. The life-boat *Mabel E. Holland* was launched at 7.15 in a moderate to fresh west south westerly wind and a choppy sea. It was an hour and three quarters after low water. When the life-boat reached the cabin cruiser *Dagenham* she found that the occupants had been taken off by a boat from Rye harbour. After putting two men on board the life-boat towed her to Rye harbour. On the way back to her station a light, flashing a distress signal, was sighted. The life-boat searched the area, but without success, and arrived back on station at 12.5 a.m.

Salcombe, Devon - At 10.35 a.m. on 12th June, 1966, concern was felt for the crew of two of a yacht anchored at Hallsands. There was a moderate easterly breeze with a calm sea. It was two hours before high water. The life-boat *The Baltic Exchange* launched at 10.45 and found the yacht *Neutrino* anchored in Start bay. The life-boat escorted the yacht to deeper water and set her on course to Dartmouth. The *Baltic Exchange* arrived back at her station at 1.55 p.m.

At 6.10 a.m. on 5th June, 1966, a message was received that the m.f.v. *Good Hope* had reported by radio telephone that she had run out of fuel while on passage from Jersey to Plymouth, and was drifting about 15 miles off Start point. The life-boat *The Baltic Exchange* left her moorings at 6.24. There was a moderate to fresh south westerly wind and a rough sea. It was high water. She

made radio contact with the *Good Hope*, and the casualty arranged to fire a white flare to indicate her position. At 7.19 she saw the life-boat making directly towards her and fired the flare as agreed. The visibility was worsening and the wind and sea conditions were deteriorating rapidly. The life-boat took the casualty in tow at 7.43 and set course for Salcombe. At 8.50 the tow rope parted, but this was quickly made good and towing continued. The *Baltic Exchange* brought the *Good Hope* into Salcombe at 10.5. The fishing vessel was placed on moorings, and the life-boat returned to her station at 10.45. A donation was made to the life-boat crew by the skipper of the fishing vessel.

Exmouth, South Devon - At 10.7 p.m. on 12th June, 1966, it was reported that red flares had been sighted about two miles off Orcombe point. The life-boat *Michael Stevens* left her moorings at 10.20 in a moderate to fresh south south easterly wind and a moderate sea. It was three and a half hours before high water. The casualty, the yacht *Boy Eric*,

fired further flares at 10.35 and 10.45 so the life-boat was able to go straight to her. A line was secured to the yacht *Boy Eric* and the life-boat towed her back to Exmouth. On her way up river, the life-boat sighted a yacht which had gone aground on the Moer rocks. After the *Boy Eric* had been moored at the pier, the life-boat returned to the yacht *Ribbon* on the rocks. She stood by while the coastguards landed the crew of the *Ribbon* by line, and returned to her station at 1 a.m. on 13th June.

Swanage, Dorset - At 10.38 a.m. on 5th June, 1966, the coastguard told the honorary secretary that a yacht had been dismasted and was firing flares two miles south east of St. Alban's Head. The life-boat *R.L.P.* was launched at 10.46 in a strong south westerly wind and a choppy sea. It was one hour and a half before high water. The life-boat found the yacht *Sirena II* three miles east south east of St. Alban's Head with her engine broken down and another yacht standing by. The life-boat took the casualty in tow to Poole quay, arriving at 3.20 p.m.



By courtesy of]
[Bristol Evening Post

As reported in the September issue of **THE LIFE-BOAT**, T.V. announcer Guy Thomas, on behalf of T.W.W. Ltd., presented a television set to the crew of 70-001 when she visited Bristol earlier this year. Lt.-Cdr. H. F. Teare, R.N.R., her commander, is on the right.

Shoreham Harbour, Sussex – At 3.22 a.m. on 11th June, 1966, a man was reported in the sea clinging to an oar two miles east of the Palace pier. There was a moderate southerly breeze with a slight sea. It was two hours before high water. The life-boat *Dorothy and Philip Constant* launched at 3.32 and carried out a thorough search of the area in conjunction with a helicopter but without success. The life-boat recovered a dinghy which it was subsequently verified had been taken off the beach by two men. The body of one of the men was washed ashore before the life-boat was alerted, and the second body was washed ashore some nine hours later. The life-boat arrived back at her station at 6.15.

CHANNEL ISLANDS

St. Helier, Jersey – At 2.45 a.m. on 18th June, 1966, a small fishing boat was reported overdue. There was a light south south westerly breeze with a slight sea. Inquiries were made as to the boat's expected arrival and it was learnt that she should have returned at 10.30 the previous evening. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, proceeded at 5.17 to carry out a search of the north coast of the island. At 5.26 a message was received from the m.v. *Gladonia* by R/T that they had located the casualty and taken the boat with her crew of two in tow. The life-boat met the *Gladonia* off La Corbière lighthouse at 6 o'clock and took over the tow, arriving at St. Helier with the casualty at 7.22.

At 12.45 a.m. on 27th June, 1966, concern was felt for the safety of the yacht *Deux Amis* and her crew of four. She was overdue on passage from Granville and the weather was rapidly deteriorating. There was a gale from the west north west with a rough sea. It was one hour before high water. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, proceeded 13 minutes later searching along the south coast of the island. In the meantime the Gorey harbourmaster put out with a crew of

two in the fishing boat *My Fair Lady* and started searching down the east coast to meet the life-boat. The *My Fair Lady* located the yacht anchored in broken water on the rock strewn south east corner of the island. Her engine had broken down and her sails had been carried away. The fishing boat stood by the *Deux Amis* until the life-boat arrived. A line was made fast and the life-boat towed the yacht to St. Helier accompanied by the *My Fair Lady*. The life-boat arrived back at her station at 5.40. A donation was made to the Institution's funds.

SOUTH-WEST DISTRICT

Coverack, Cornwall – At 10.15 p.m. on 12th June, 1966, an international distress signal was reported about two and a half miles south east of Coverack. There was a moderate southerly breeze with a corresponding sea. The life-boat *William Taylor of Oldham* was launched at 10.25 on a flooding tide and after a short search found the motor boat *Sheila* with her engine broken down. Her crew of two were not feeling well and were transferred to the life-boat. The motor-boat was towed back to Coverack by the life-boat, which reached her station at 11.20.

At 12.48 p.m. on 26th June, 1966, information was received that an elderly woman had fallen over Arrowan cliff, four miles west of Coverack, and the assistance of the life-boat was required as the position could not be approached from the shore. A nursing sister went aboard the life-boat *William Taylor of Oldham*, which was launched with a dinghy in tow at 12.56 in a light westerly wind and a choppy sea. It was high water. When the life-boat reached the position given, the boarding boat was sent in, manned by three crew members and the sister. Assisted by the coastguard they took the casualty off and transferred her to the life-boat. She was then winched into a helicopter and taken to Truro hospital. The life-boat returned to her station at 2.25.

Falmouth, Cornwall – At 6.21 p.m. on 23rd June, 1966, it was reported that a small sailing boat with two men on board had capsized about four miles south east of Portscartho. The life-boat *Cecil and Lilian Philpott* on temporary duty at the station left her moorings at 6.47 in a fresh to strong south westerly wind and a moderate sea. It was three hours after low water. At 6.55 the coast-guard informed the life-boat that the casualty's position was now one mile south south east of Gull Rock, and the life-boat proceeded towards the new position. The coastguards then advised her that a Royal Navy helicopter was over the casualty but was returning to base as her assistance was not required. The life-boat reached the casualty, the yacht *Saint*, and found that when she had capsized her mast had broken. The crew had rigged a jury sail and the life-boat escorted the *Saint* to the entrance to Portloe. She then returned to her station, arriving there at 9.16.

St. Mary's, Scilly Islands – Thirty minutes after midnight on 5th June, 1966, a message was received that the m.f.v. *Sanu* was aground at Tresco and her owner had asked for life-boat assistance. There was a moderate westerly wind with a slight sea. It was decided to launch the life-boat when the tide had made sufficiently to tow the *Sanu* off. The life-boat *Guy and Clare Hunter* left at 3 o'clock, and when she reached Tresco she found that the casualty was badly holed and taking water rapidly. The crew of four on board the *Sanu* were rescued together with the remaining six crew members who were ashore on Tresco. The life-boat arrived back at her station at 7 o'clock.

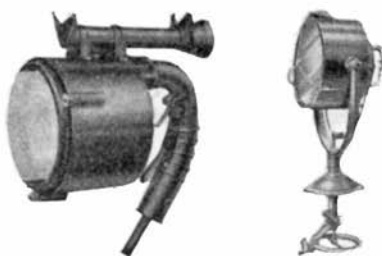
Life-boat 70-001 – Off The Mumbles, Glamorganshire – At 2.17 p.m. on 28th June, 1966, a dinghy was reported in difficulties in Porth Eynon bay, and The Mumbles IRB had been launched. The life-boat *Charles H. Barrett (Civil Service No. 35)* proceeded at 2.23 in a moderate west north westerly wind with a moderate swell, and proceeded to the position given. The life-boat's IRB was launched at 2.42 to assist in the search.

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A helicopter was seen to be searching the reported location, and a small boat informed the life-boat that the casualty – a 12 foot outboard motor boat – had drifted well out into the channel. The life-boat sighted the dinghy and a few minutes later the helicopter was hovering over the casualty. The three survivors were taken aboard the life-boat which towed the *Clare* back to The Mumbles IRB station and beached her. The life-boat berthed at Mumbles Pier at 4.30 p.m.

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

Berwick upon Tweed, Northumberland – 25th.

Clacton-on-Sea, Essex – 19th, 26th and 29th.

Cromer, Norfolk – 15th.

Dover, Kent – 2nd and 12th.

Falmouth, Cornwall – 11th.

Hastings, Sussex – 4th and 24th.

Holyhead, Anglesey – 12th.

Humber, Yorkshire - 14th.
Lerwick, Shetlands - 15th and 22nd.
Lytham-St.-Anne's, Lancashire - 4th.
Mallaig, Inverness-shire, - 3rd.
Margate, Kent - 26th.
New Brighton, Cheshire - 3rd.
Plymouth, Devon - 5th.
Porthdinllaen, Caernarvonshire -
 29th.
Portpatrick, Wigtownshire - 30th.
Port St. Mary, Isle of Man - 25th.
St. Peter Port, Guernsey - 30th.
Salcombe, Devon - 20th.
Seaham, Co. Durham - 11th.
Selsey, Sussex - 9th and 22nd.
Skegness, Lincolnshire - 15th.
Southend-on-Sea, Essex - 17th and
 19th.
Stromness, Orkneys - 6th and 15th.
Stronsay, Orkneys - 12th.
Sunderland, Co. Durham - 27th.
Torbay, Devon - 22nd.
Valentia, Co. Kerry - 11th.
Walmer, Kent - 12th.
Wells, Norfolk - 15th.
Yarmouth, Isle of Wight - 14th.

IRB LAUNCHES

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

NORTH-EASTERN DISTRICT

Bridlington, Yorkshire - At 7 p.m. on 27th June, 1966, a dinghy was reported adrift half a mile to seaward of Skipsea. The IRB was launched in a gale force westerly wind and a rough sea. It was low water. She proceeded to Skipsea and after a search located the dinghy about three miles offshore. Before the IRB could reach the dinghy, a helicopter arrived and winched up one man and a dog. The dinghy capsized during this operation and lost her outboard motor. The IRB towed her to Skipsea beach with the helicopter in attendance. The helicopter lowered two crewmen to assist in beaching the dinghy. When this had been accomplished the IRB returned to Bridlington, arriving back on station at 10.30.

Humber Month (Cleethorpes)
Lincs - At 7 p.m. on 19th June, 1966, a small boat with two occupants was stated to be in difficulties off the marine embankment, Cleethorpes. The IRB was launched immediately in a south easterly wind and a choppy sea. It was high water. She proceeded to the position given and took three occupants off the dinghy which had a broken mast. The IRB then towed the casualty to Cleethorpes south beach and landed the three men. The IRB was about to return to her station when signals from a yacht and a helicopter were seen. The IRB went alongside a small boat whose outboard motor had failed and took two small children off. While one of the adults was moving from his thwart the boat capsized throwing the occupants into the water. All four were rescued while a helicopter stood by. The IRB returned to her station at 7.40 and landed the six survivors. The dinghy was towed in by a yacht.

SOUTH-EASTERN DISTRICT

Southwold, Suffolk - At 4.31 p.m. on 4th June, 1966, a small motor boat was reported in difficulties off Southwold harbour. The IRB was launched at 4.35 in a moderate south westerly wind and a choppy sea. It was one hour before low water. She found the motor boat *Arod* in broken water outside the harbour. She had had engine failure. There were two men on board. The IRB took one man off the casualty and then towed her into the harbour, returning to her station at 4.55.

Walmer, Kent - At 11.15 a.m. on 5th June, 1966, it was noticed that a number of sailing dinghies and catamarans taking part in the Downs sailing club regatta had capsized in the strong west south westerly wind and choppy sea. The club rescue boat was unable to cope. The IRB was launched and in the next 90 minutes the crew righted three dinghies and a catamaran. The crew of the capsized catamaran were entangled in the sails and rigging. The IRB rescued them

and towed the catamaran, together with two other craft, to the safety of the beach. She returned to her station at 12.40 p.m.

At 2.30 p.m. on 5th June, 1966, a message was received that an inflatable rubber raft with four youths on board was drifting out to sea near the pier. The IRB was launched in a fresh west south westerly wind and a choppy sea. The tide was ebbing. Before the IRB could reach her, the raft was taken in tow by a motorboat. While returning to her station the IRB sighted a dismasted catamaran some distance off shore, which was being driven seawards by the wind. The crew were unable to clear the wreckage so the IRB crew assisted them and towed the casualty to safety. As a number of craft taking part in a regatta had capsized, the IRB remained afloat to help the club's rescue boats. She went to the assistance of a dinghy whose sails had blown away, rescued her crew of two, and towed the boat to safety. The IRB gave assistance to five other craft of various types before the regatta ended, and returned to her station at 4.45.

SOUTHERN DISTRICT

Eastney, Hampshire - At 11.55 a.m. on 12th June, 1966, a boat was reported on fire on Sword Sands, Langstone harbour. The IRB was launched at 12 noon in a moderate south westerly wind and a calm sea. It was low water. She proceeded to the casualty, took off the four occupants, and landed them at the boathouse. The IRB returned to the speedboat at 12.30 p.m. and put two firemen aboard with fire extinguishers. She arrived back on station at 12.50.

SOUTH-WESTERN DISTRICT

Atlantic College, Glamorganshire - At 6.45 p.m. on 3rd June, 1966, a report was received that a girl had been cut off by the tide on a cliff ledge east of Nash point. The IRB was launched at 6.52 in a gentle westerly wind and a slight sea. It was one hour from high water. The IRB rescued the girl and landed her safely on a nearby beach, returning to her station at 7.20.

Newquay, Cornwall - At 4.10 p.m. on 18th June, 1966, the police informed the honorary secretary that two persons were in difficulties in the water at the western end of Fistril beach. The IRB was launched immediately and proceeded to the position stated in a moderate to fresh south westerly wind and a moderate swell. It was five hours after low water. When she approached the rocks at the western end of the beach, a man was seen on the rocks being helped by people on the shore. A girl who was still in the water was taken aboard the IRB, which returned to her station at 4.33.

St. Ives, Cornwall - At 9 p.m. on 3rd June, 1966, an IRB crew member observed that the speedboat *Tigress* was not on her moorings. Subsequent inquiries revealed that the *Tigress* had been sighted about two miles north west of St. Ives Head, apparently stopped. The IRB was launched at 9.10 in variable winds and a smooth sea. It was one hour before low water. She proceeded towards the position given and sighted the speedboat one and a half miles north west of Canask rocks. The IRB closed with her and found that her engine had failed. She took her in tow back to St. Ives, reaching her station at 10.30.

At 7.45 p.m. on 19th June, 1966, the two people were reported cut off by the tide on the cliffs between Hell's mouth and Fisherman's cove, about half a mile east of Navax point on the eastern extremities of St. Ives bay. The IRB was launched at 7.53 in a light, variable wind and a smooth sea. It was one and a half hours after high water. She found the two youths in the position indicated. They were about 20 feet above sea level. The IRB was taken in against the vertical cliff and the youths slithered down into the boat. They had been on the cliff face since 2 p.m. The IRB took the youths to the pier. The IRB returned to her station at 8.40.

At 2.33 p.m. on 20th June, 1966, two people were stated to be in difficulties off Hayle Towans. The IRB was launched at 2.37 in a moderate to fresh westerly

wind and a slight sea with a moderate swell. It was one and a half hours after low water. When she reached Hayle Beach her crew were informed that one man had been brought ashore by people on the beach, but the other man was still missing. The IRB started a search of the area and after about 15 minutes people on the beach indicated that they could see something in the surf. The IRB found a man there floating. He was immediately taken aboard the boat and one of the crew applied mouth to mouth resuscitation. The IRB then went to the beach where the man was transferred to a waiting helicopter and taken to a hospital in Penzance. The IRB returned to her station at 3.45.

NORTH-WEST DISTRICT

Largs, Ayrshire - At 9.30 p.m. on 27th June, 1966, an IRB member reported that an Alacrity class yacht appeared to be in difficulties in Castle bay. The IRB was launched immediately in a strong south south easterly wind gusting to gale force with a choppy sea. She found the yacht with a man and a boy aboard. The IRB put a man aboard the yacht who lowered her sail and moored her. The IRB took the casualty's crew ashore, returning to her station at 10.30.

At 10.15 p.m. on 10th June, 1966, a yacht was reported drifting through Largs bay and out to sea. The IRB was launched at 10.30 in a moderate to fresh south easterly wind and a choppy sea. She recovered the yacht *Caol-ilm*, towed her back, and remoored her on another buoy. When the IRB returned to her station police informed the crew that the yacht *Pablo* was reported as being dismantled on passage from Invership to Largs, and was drifting out into the main channel. The IRB found the yacht with one man aboard, and towed her to Largs. The IRB returned to her station at 11.45.

Aberystwyth, Cardiganshire - At 9.55 p.m. on 18th June, 1966, two people were reported stranded on a rock at the foot of Constitution Hill, two miles north

of the station. The IRB was launched at 10 o'clock in a light south westerly wind and swell. It was high water. She proceeded to the position given and took a man and a women off the rock. The IRB returned to her station at 11 o'clock and landed them.

Llandudno, Caernarvonshire - At 6.5 p.m. on 29th June, 1966, information was received that two girls were marooned on a sandbank a quarter of a mile off West shore. The IRB was launched at 6.12 in a light westerly wind and a moderate sea. The tide was flooding. On the way the IRB picked up a man who was swimming out to tell the girls to stay where they were until help arrived. The girls were taken aboard the IRB which landed them and returned to her station at 6.40.

At 6.58 p.m. on 9th June, 1966, cries for help were reported from the sea off the West shore car park. The IRB was launched at 7.5 in very poor visibility and a smooth sea. It was four hours after high water. She found the motor launch *Puffin*, whose engine had broken down, and the launch's crew were not sure of their position in the mist. The IRB towed them to the Conway. Afterwards the IRB was beached at Deganwy, re-carried, and towed back to her station, arriving at 9.15. A helicopter also took part in the search.

Blackpool, Lancashire. At 11.2 p.m. on 3rd June, 1966, an amphibious craft with one man on board was reported in difficulties between the drilling rig *Bedford X* and the shore. The IRB was launched at 11.10 in a moderate southerly wind and a choppy sea. It was one hour before high water. She carried out a search without success. The IRB then searched nearer the shore and found the casualty about 150 yards off the sea wall. The landing craft had sunk and was completely awash. There was a man clinging to the superstructure, but the seas were breaking over him and he could not have withstood the pounding much longer. The IRB made three runs before the man eventually jumped clear

and was rescued. Each time the IRB was in danger of being damaged by the sunken craft. The IRB returned to the shore at 11.30 and transferred the survivor to a waiting ambulance.

Pwllheli, Caernarvonshire - At 3.17 p.m. on 12th June, 1966, the coast-guard informed the mechanic that a boat had overturned off Abererch beach and the crew were in the water. The IRB was launched in a moderate southerly wind and a smooth sea. It was one hour before high water. She proceeded to the position given and found two youths clinging to the upturned sailing dinghy. The two youths were taken aboard the IRB. She returned to her station at 3.45. A helicopter also searched for the casualty.

Flint - At 10.38 a.m. on 18th June, 1966, the Deeside police informed the honorary secretary that four boys were trapped by the tide near Connah's Quay

power station. At 10.42 the IRB was launched in a moderate westerly wind, while the tide was flooding. Within 20 minutes of the alarm being raised the boys had been picked up and safely landed by the IRB. She returned to her station at 11.20.

IRISH DISTRICT

Bangor, Co. Down - At 2.35 p.m. on 26th June, 1966, a youth in a rowing boat was reported to have lost an oar and was drifting out to sea. The IRB was launched at 2.40 in a moderate to fresh southerly wind and a calm sea. It was three hours after low water. The IRB took the youth off the rowing boat and recovered the lost oar. She then towed the rowing boat back to harbour, returning to her station at 3.15.

See page 279 for other IRB launches.

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JULY

SOUTHERN DISTRICT

Bembridge, Isle of Wight – At 2.38 a.m. on 5th July, 1966, it was reported that a small boat with a crew of four had capsized in the Solent. Two men had been rescued and it was thought the other two were near the Norris buoy. The life-boat *Jesse Lumb* launched at 2.48 on an ebbing tide and proceeded to search the area in conjunction with the IRB and a helicopter. There was a light westerly breeze with a smooth sea. At 4.24 the life-boat rescued one of the missing men from a position inshore of the Norris buoy and at 5.7 the coastguard reported that the Southampton patrol boat had recovered the body of the other man. The life-boat and IRB arrived back at their station at 6.55.

Torbay, Devon – At 11.28 p.m. on 14th July, 1966, a motor boat on hire from Teignmouth was reported overdue. The owner was searching along the coast. It was decided if the boat was not traced by daylight the life-boat and a helicopter would carry out a search. There was a fresh north-westerly breeze with a choppy sea. The tide was ebbing. The life-boat *Princess Alexandra of Kent* proceeded at 6.30 a.m. After the search had lasted an hour a message was received from a helicopter that it had located the motor boat and rescued the three occupants. The life-boat proceeded to the position and took the empty motor boat in tow, returning to her station at 9.15.

Newhaven, Sussex – At 5.40 p.m. on 10th July, 1966, a cabin cruiser was seen drifting off Roedean gap. There was a strong south-westerly wind with a moderate sea. The life-boat *Kathleen Mary* launched at 5.58 on an ebbing tide, and at 6.45 came up with the yacht *Erita* whose engines had broken down. The *Erita*, which had 14 people on board, some of whom were in a very distressed condition, was taken in tow by the life-boat and brought safely back to Newhaven at 8.25.

Hastings, Sussex – At 4.30 p.m. on 26th July, 1966, it was seen that the

yacht *Rosemary* on an easterly course half a mile south of the station was making very poor headway. The life-boat *Fairlight* was launched at 4.43 in a gale force south-westerly wind and a moderate sea. It was high water. She intercepted the yacht and advised her to make for Rye harbour. At the entrance to the harbour the *Rosemary* experienced some difficulty and it was decided, with the life-boat still in attendance, to proceed to the lee of Dungeness. After the yacht had been safely anchored the life-boat returned to her station, arriving at 9.55.

Eastbourne, Sussex – At 4.44 p.m. on 12th July, 1966, a yacht with one man on board was reported in difficulties four miles south-east of Beachy Head. A small coaster was standing by the boat. There was a gale from the south-west with a rough sea. The tide was flooding. The life-boat *Beryl Tollemache* was launched at 5.10 and at 5.45 came up with the yacht. A member of the life-boat's crew was placed on board and a tow line secured. At 7 o'clock the yacht suddenly sank and the yachtsman and the life-boatman were thrown into the sea. Both were rescued by the life-boat. She reached her station at 7.50.

Plymouth, Devon – At 3.50 a.m. on 16th July, 1966, a converted ship's life-boat with four men on board was stated to be overdue. The occupants had gone fishing at the ledges nine miles out. The life-boat *Thomas Forehead and Mary Rowse* left her moorings at 4.15 in a gentle north-westerly wind and a smooth sea. It was half an hour before high water. She found the casualty – it had engine trouble – at 4.30 half a mile south of the Bridge buoy. The life-boat towed the boat to Plymouth, and returned to her station at 5.30.

Selsey, Sussex – At 10.43 p.m. on 30th July, 1966, flares were reported off East Wittering. At 10.50 the life-boat *Canadian Pacific* was launched in a south westerly wind and a rough sea. It was one hour after high water. By 11.25 she was alongside the yacht *Aquilo* which had three men on board. The casualty had a

faulty engine. She was escorted through rough seas into Chichester harbour. At 2.40 a.m. on 31st July the life-boat returned to her station.

Yarmouth, Isle of Wight – At 11.10 p.m. on 31st July, 1966, red flares were reported about 400 yards east of the entrance to Lymington river. At 11.28 the life-boat *The Earl and Countess Howe* proceeded in a southerly gale. The tide was ebbing, the sea was very rough, and due to rain visibility was poor. The yacht *Dido* and the Lymington harbour master's launch, which had taken off the *Dido's* crew of two, were both aground. A line was fired across the launch and a towline made fast. The life-boat refloated the launch which then proceeded to Lymington to land the yacht's crew. The life-boat returned to her station, arriving at 1.15 a.m. on 1st August.

SOUTH-EAST DISTRICT

Walton and Frinton, Essex – At 2.50 p.m. on 24th July, 1966, during the sea cadets' regatta, the weather conditions deteriorated and on the advice of the life-boat coxswain the organizers decided the event should be cancelled. The wind had increased and the sea off the Walton front had become rough. The life-boat *Edian Courtauld* proceeded at 3.33 in a strong south-westerly wind and a rough sea. It was four hours after low water. She stood by until all the sea cadets were ashore. The life-boat then proceeded to the anchored barge *British King* which had been used as a floating headquarters. A local boat was taking her in tow. After a member of the boat's crew had fallen overboard and had been picked up, the life-boat took over and towed the barge to her moorings. The life-boat then returned to her station, investigating a small motor boat on the way and advising its three occupants to abandon their trip to Clacton. She arrived back on station at 7.48 p.m.

At noon on 27th July, 1966, a Belgian yacht was reported aground and cap-

sized on the Longsand Head. The life-boat *Edian Courtauld* left her moorings at 12.20 in a strong north-north-easterly wind and a very rough sea. It was four hours after high water. She reached the yacht *Marie Galante* at 2.30 but owing to the state of the tide could not get within 200 yards of her. A helicopter from Manston had already taken three men off the casualty, leaving the owner and the skipper aboard. As soon as the life-boat had anchored awaiting the flood tide, a second helicopter took the remaining two men off the yacht and transferred them to the life-boat. At 6.28 the skipper and two members of the life-boat crew were put aboard the yacht and the life-boat took her in tow. Later another two men went aboard the yacht to assist in manning the pumps and baling her out, in an effort to save her as she was taking in water fast. At 7.15 the tow was let go and all hands taken off the yacht which was waterlogged and sinking. The life-boat returned to her station at 10.10.

At 2.19 a.m. on 13th July, 1966, a red flare had been reported about three miles off shore in an easterly direction. The life-boat *Edian Courtauld* left her moorings at 2.45 in a fresh westerly wind and a choppy sea. It was one hour after low water. She proceeded to the position given. At 3.57 the m.v. *Sir John Snell* reported that she had the casualty alongside. The life-boat met the ship and found the dismantled yacht *Mona* with a man and woman aboard. She towed the yacht to the Walton river. After mooring the yacht the life-boat returned to her station at 8.13.

At 8.7 p.m. on 7th July 1966, it was seen that a cabin cruiser about two miles off shore had her ensign at half mast and was flashing an Aldis lamp. There was a gentle north-north-westerly wind and a choppy sea. The life-boat *Edian Courtauld* proceeded at 8.24 and soon came up with the motor boat *Leomar*. The *Leomar*, which had run out of fuel, had seven people on board. She was taken in tow to Harwich, arriving at 11.30. The life-boat reached her station at 12.35 a.m. on 8th July.

Ramsgate, Kent – At 7.45 p.m. on 21st July, 1966, it was seen that the yacht *Inigo* off the north end of the South Falls Head required assistance. There was a gale from the north with a very rough sea. The tide was flooding. The life-boat

Michael and Lily Davis launched at 7.57 and at 11 o'clock came up with the casualty, which had a crew of three on board. As the life-boat bowman leapt aboard the yacht to connect a tow rope he fell injuring his shoulder. The yacht was



By courtesy of]

[Leamington Spa Courier

The James and Catherine MacFarlane, a 36-foot Oakley reserve life-boat, was on display at Leamington Spa, Warwickshire, in July, 1966, while on its way to the Royal Show.

towed to Ramsgate harbour, arriving at 2.45 a.m. on 22nd July. The bowman, who was taken to hospital in a waiting ambulance, was discharged after treatment.

Southend-on-Sea, Essex - At 3.3 p.m. on 24th July, 1966, a small sloop appeared to be in difficulties off Warden point. There was a gale from the south-west with a rough sea. The tide was flooding. The life-boat *Greater London II* (*Civil Service No. 30*) launched at 3.24 and soon came up with the sloop, the occupants of which informed the coxswain that no assistance was required. The life-boat then proceeded to investigate the small yacht *Skim* which was about one and a half miles west of Sheerness boom. The crew of three of the *Skim* were then taken on board the life-boat which with the yacht in tow proceeded to Sheppey. The life-boat reached her station at 5.30 p.m.

At 12.22 a.m. on 16th July, 1966, a small fishing boat was seen drifting off No. 9 Sea Reach buoy. There was a fresh south-westerly breeze with a rough sea. It was one hour after high water. The life-boat *Greater London II* (*Civil Service No. 30*) was launched at 1.48. After a short search with the aid of parachute flares the fishing boat was located. The life-boat went alongside and transferred the owner and two policemen to the boat, which was taken in tow to Southend. The life-boat arrived back at her station at 4 o'clock.

Walmer, Kent - At about noon on 17th July, 1966, two small boats were reported apparently broken down near Goodwin Fork buoy. A joint watch was kept on the craft by the honorary secretary and coastguard. The boats were seen to anchor in a dangerous position over the Goodwin sands. There was a strong north-westerly wind with a moderate sea. It was two hours after high water. The life-boat *Charles Dibdin* (*Civil Service No. 35*) launched at 12.54. The coxswain explained to the occupants of the two small boats the danger they would be in as the tide continued to ebb. It was agreed that the boats should be taken in tow by

the life-boat which brought both craft safely to the shore. The life-boat arrived back at her station at 3 o'clock.

Dover, Kent - At 1.47 p.m. on 12th July, 1966, the harbour control station informed the honorary secretary that an auxiliary motor yacht was dismasted and in difficulties about one mile and a half south of the breakwater. Her engine had broken down. The life-boat *Southern Africa* left her moorings at 2.6 in a strong south-westerly wind and a rough sea. It was four and a half hours before high water. A small oil tanker stood by the auxiliary sloop *Kenfine*, of Dover, until the life-boat arrived. The life-boat towed the *Kenfine* to a safe anchorage in Dover harbour, returning to her station at 3.30.

Margate, Kent - At 9.39 p.m. on 11th July, 1966, a sick man on board the m.v. *Lady Sheena*, near the east Margate buoy, required medical assistance. At 9.51 a further message requested that the life-boat take a doctor to the vessel. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 10.5 with the honorary medical adviser on board. There was a light southerly wind and a smooth sea. It was one hour before high water. The life-boat went alongside the *Lady Sheena* one mile north east of Margate and the doctor went aboard. The patient was lowered to the life-boat on a stretcher, under the supervision of the doctor, and the life-boat returned to Margate. The sick man was landed and taken to Margate hospital by the waiting ambulance. The life-boat returned to her station at 11.15.

Lowestoft, Suffolk - At 1 o'clock on 3rd July, 1966, the liner *Dunera* reported that a 13 year old girl on board had acute appendicitis and required immediate hospital treatment. The life-boat *Fredrick Edward Crick* proceeded at 1.30. There was a light north-easterly wind and a slight sea. It was low water. The life-boat met the liner off the Corton lightvessel and the patient was transferred to the life-boat together with a doctor. The life-boat returned to her station at 4.50.

At 8 p.m. on 24th July, 1966, the yacht *Chianti*, with three people on board, was reported aground on the Newcombe sands. At 8.25 the life-boat *Frederick Edward Crick* set out. It was low water, there was a light westerly breeze, and the sea was choppy. The yacht had, however, refloated and the life-boat towed her to the harbour. The life-boat returned to her moorings at 9 o'clock.

Sheringham, Norfolk – At 8.42 a.m. on 1st July, 1966 a message was received that the m.v. *Pantarali*, lying off the Dudgeon lightvessel, had a sick crew member on board who required medical attention. An R.A.F. helicopter was lowering a doctor aboard but life-boat assistance was requested. The life-boat *The Manchester Unity of Odd Fellows* was launched at 9.16 in a light variable south-westerly wind and a slight sea. At 9.47 the coast-guard informed the life-boat that the sick man had died. The helicopter could not take the body ashore, so the life-boat was requested to convey the body ashore together with the widow and a young crew member who was acting as interpreter for her. The widow was a Greek without any knowledge of English. The life-boat reached the *Pantarali* at 11.40 and took off the body, the widow and the interpreter. The coastguard had informed the coxswain that the widow was not aware that her husband had died so it was requested that a doctor stand by to meet the life-boat at Sheringham. He went aboard as soon as the life-boat arrived and gave the widow a sedative. She and the seaman were taken to the boathouse while the body was landed. The life-boat was back on station at 4.10 p.m.

IRISH DISTRICT

Galway Bay – At 9.15 p.m. on 10th July, 1966, the life-boat was requested to convey a seriously ill man to hospital on the mainland. At 10 o'clock the life-boat *Mabel Marion Thompson* was launched in a westerly breeze and smooth sea. It was high water. The sick man was landed at Rossaveel. Afterwards the life-boat returned to her station at 1.30 a.m. on 11th July.

At 11.30 p.m. on 19th July, 1966, the honorary secretary was told that a young man had been taken ill and urgently needed hospital treatment. The life-boat *Mabel Marion Thompson* left her moorings at 12.30 a.m. on 20th July with the patient on board. There was a gentle west-north-westerly wind and a smooth sea. The tide was flooding. The patient was landed at Rossaveel where an ambulance took him to hospital. The life-boat returned to her station at 4.30.

At 8.30 p.m. on 31st July, 1966, a message was received that a man had fallen from the pier and had sustained severe head injuries. It was two hours before low water. The life-boat *Mabel Marion Thompson* left her moorings at 9 o'clock and took the injured man to Galway. There was a smooth sea and an easterly breeze. The life-boat returned to her station at 5.30 a.m. on 1st August.

Newcastle, Co. Down – At 12.10 p.m. on 13th July, 1966, news was received that a motor boat, which had been trying to take another in tow, had had to leave the casualty apparently broken down and drifting two miles south of Newcastle. The life-boat *William and Laura* was launched at 12.15 in a moderate westerly wind and a choppy sea. It was low water. When the life-boat reached the casualty she had got under way, so the life-boat escorted the boat back to harbour, returning to her station at 2.10 p.m.

Dun Laoghaire, Co. Dublin – At 8.20 p.m. on 23rd July, 1966, a small yacht appeared to be in difficulties in Dublin bay. There was a fresh westerly breeze with a choppy sea. The life-boat *Dunleary II* proceeded at 8.35 on an ebbing tide. She soon came up with a small dinghy with three people on board which was rapidly drifting seaward. The dinghy was taken in tow to Dun Laoghaire, arriving at 10.15.

Donaghadee, Co. Down – At 4.30 p.m. on 24th July, 1966, a small motor boat appeared in difficulties off Millisle. There was a strong northerly wind with a

very rough sea. The tide was ebbing. The life-boat *Sir Samuel Kelly* proceeded at 5.5 and came up with the motor boat *Sarna* at 5.25. The *Sarna* was escorted to Donaghadee, arriving at 5.45.

Portrush, Isle of Man – At 7.25 p.m. on 9th July, 1966, it was reported that two army assault craft with two people on each craft were drifting off Magilligan point. There was a moderate westerly wind with a corresponding sea. The life-boat *Lady Scott* (Civil Service No. 4) launched at 7.30 on a flooding tide and soon came up with the assault craft. The four occupants were taken on board the life-boat which returned to her station – at 10.10 – with the two craft in tow.

Howth, Co. Dublin – At 10.35 p.m. on 14th July 1966, Baily lighthouse watchkeeper informed the honorary secretary that a yacht two miles eastward appeared to have broken down and was flashing a light. The life-boat *A.M.T.* left her moorings at 11.10 in a gentle south-

westerly wind and a smooth sea. It was one hour after high water. She went alongside the yacht *Blue Peter* and secured a tow line. The life-boat then towed her to Howth harbour, returning to her station at 12.16 a.m. on 15th July.

Ballycotton, Co. Cork – At 12.50 a.m. on 20th July, 1966, a small dinghy, with four youths aboard, was reported missing. At 1.50, following a message saying that boat could not be found in the harbour, the life-boat *Ethel Mary* left her moorings in a choppy sea and a moderate northerly breeze. It was low water. The life-boat searched and at 4 o'clock sighted the dinghy off Roberts Cove. Her occupants were given medical attention by a visiting doctor who had volunteered to accompany the life-boat. The youths were wrapped in blankets on board the life-boat, which, with the dinghy in tow, returned to her station at 7.30.

At 5 p.m. on 25th July, 1966, information was received that a boat had been



By courtesy of]

[Eastern Evening News

When a child became sick aboard the educational cruise ship *Dunera* in July, 1966, she altered course to rendezvous with the Lowestoft life-boat three miles off the coast. The service is reported on page 247.

driven ashore at Ballycreenan Strand, three and a half miles north east of Ballycotton. A search was carried out along the shore but without success. The life-boat *Ethel Mary* proceeded at 6.15 in a strong south-westerly wind and a choppy sea. It was one and a half hours after low water. The life-boat, towing her boarding boat, searched the north side of the bay as far as Knockadoon Head and then received a message that the boat had been driven into a cave. She returned to Centre Strand and found the boat with her owner in the cave. The life-boat towed the boat, with her owner still aboard, back to Ballycotton, arriving at 10 o'clock.

SOUTH-WEST DISTRICT

Life-boat 70-001 off The Mumbles Glamorganshire – At 7.21 p.m. on 2nd July, 1966, the coastguard informed the coxswain that a man had been carried through Inner Sound by the tide. The life-boat *Charles H. Barrett (Civil Service No. 35)* launched her IRB at 7.22 in a moderate west-south-westerly wind and a slight sea. It was one hour after high water. The IRB went to Inner Sound and found a man, in an inflated rubber tyre, among the rocks on Middle Island. He was taken aboard the IRB and landed on Bracelet bay beach. The IRB returned to the life-boat, arriving at 7.32.

St. Mary's Isles of Scilly – At 6.40 p.m. on 31st July, 1966, it was reported that a yacht near Bishop rock had a split sail. At 6.58 the life-boat *Guy and Clare Hunter* was launched. The sea was rough and it was one hour after high water. There was a gale force north-westerly wind. The life-boat escorted the yacht *Moshulu* to St. Mary's harbour, returning to her station at 9 o'clock.

Sennen Cove, Cornwall – At 5.35 p.m. on 21st July, 1966, two men were reported cut off by the tide in a cave near Land's End. A dinghy was put aboard the life-boat *Susan Ashley* which was launched at 5.55 in a moderate to fresh north-easterly wind and a moderate sea. It was

two hours after low water. When the life-boat arrived at Land's End the coastguards burned a flare to indicate the position of the cave. The dinghy was manned and went in to the cliff. The two youths who were on a ledge were taken into the dinghy and transferred to the life-boat. She returned to her station at 6.45.

At 8.37 p.m. on 30th July, 1966, it was noticed that a motor boat one mile north-north-west of Cape Cornwall had fired a distress rocket. The life-boat *Susan Ashley* was launched at 8.45 in a strong north-westerly wind and a very rough sea. It was three and a half hours after low water. She proceeded to the motor launch *Kathleen* and took off one of her crew. The life-boat then escorted the casualty to St. Ives bay, where the St. Ives IRB met them and saw the *Kathleen* to a safe anchorage while the life-boat returned to her station. The IRB took the casualty's crew ashore where a car was waiting to take them to their homes. The life-boat arrived back at Sennen Cove at 3.30 a.m.

Penlee, Cornwall – At 7 p.m. on 5th July, 1966, news was received that there was a sick man on board the Liberian tanker *Alnair* of Monrovia, which was some distance out. The life-boat *Solomon Browne* was launched at 4.25 a.m. on 6th July in a moderate north-westerly wind and a slight sea. It was two hours after low water. She proceeded to Newlyn where a doctor and two ambulance men were embarked, and then sailed to her rendezvous with the tanker. The life-boat came alongside the tanker, five miles south of Penzance, at 5.35. The patient was taken on board and landed at Newlyn at 7 o'clock. The life-boat arrived back on station at 8.15.

Ilfracombe, Devon – On 30th July, 1966, the life-boat *Lloyd's II* was afloat at Combe Martin in connection with the local life-boat flag day. After she left Combe Martin Bay at 8.30 p.m. the pleasure steamer *Cardiff Queen* was seen about one mile north of the Copras, making for Ilfracombe. About 10 minutes later the coxswain noticed that the steamer

had stopped. There was a fresh north westerly wind gusting to gale force, and a rough sea. It was three and a half hours after high water. The life-boat proceeded to the *Cardiff Queen* and found that the steamer had anchored because of an engine defect. At the request of the steamer's master the life-boat stood by and later proceeded to Ilfracombe to advise the agent of the steamer's position. The life-boat then returned to the casualty and stood by for a further two hours, subsequently escorting her to Ilfracombe. The life-boat arrived back on station at 11 o'clock.

NORTH-WEST DISTRICT

Rhyl, Flintshire, and New Brighton, Cheshire - At 10.15 p.m. on 15th July, 1966, news was received that the m.f.v. *Lily* had been towed from about 11 miles west of the Bar lightvessel by the Bar pilot boat and handed over to the Mersey pilot cutter *Puffin* at the Bar. The master of the pilot boat on station at the Bar requested that the New Brighton life-boat take over the tow as the station was extremely busy. The life-boat *Norman B. Corlett* left her moorings at 10.15 in a strong north-westerly wind and a choppy sea. It was high water. She met the *Puffin* at Crosby Buoy at 11.40 and took over the towing of the m.f.v. *Lily* to Birkenhead. After completing this service the life-boat returned to her station at 1.50 a.m. On 16th July Rhyl life-boat also launched, but was recalled when the Bar pilot boat reached the casualty.

Rhyl, Flintshire - At 6.38 p.m. on 19th July, 1966, the honorary secretary of the ladies' life-boat guild reported that a red flare had been fired from a fishing boat half a mile to seaward of the boathouse. The life-boat *Lucy Lavers*, on temporary duty at the station, was launched at 7.5 in a gentle north-north-westerly wind and a smooth sea. It was low water. She went alongside the m.f.v. *Seawitch* and took off a sick man, together with nine other passengers who asked to be taken ashore. All were landed on the beach. The patient was taken to hospital and was later dis-

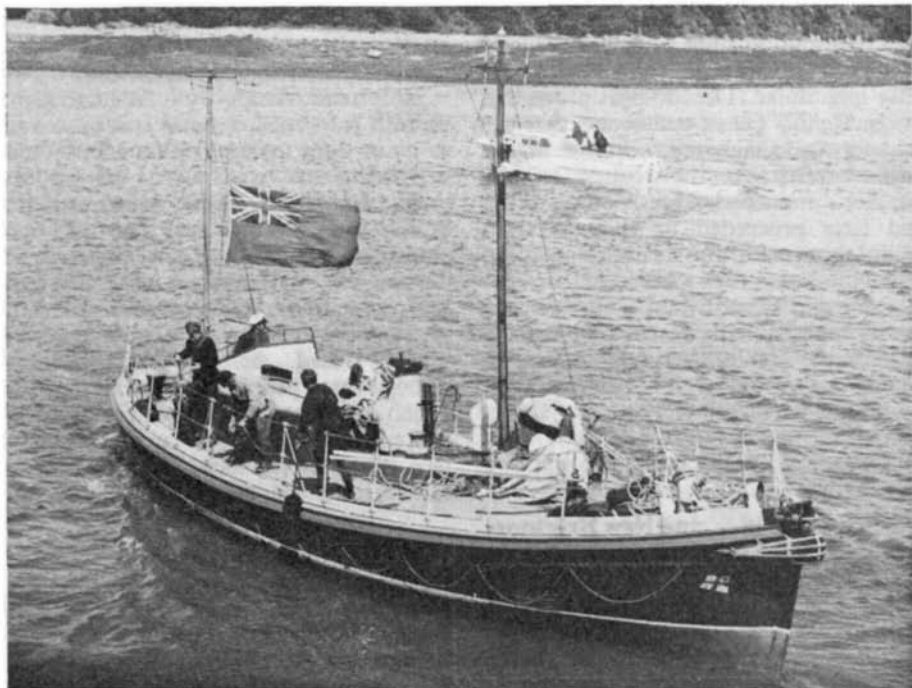
charged. The life-boat returned to her station at 7.45.

Holyhead, Anglesey - At 12.20 p.m. on 16th July, 1966, a motor boat appeared to be in difficulties off West Mouse and her occupants were seen waving an orange flag. There was a strong northerly breeze with a rough sea. The tide was ebbing. The life-boat *St. Cybi* (*Civil Service No. 9*) launched nine minutes later and at 12.38 reported sighting a smoke float about half a mile west of Carmel Head. At 12.53 a helicopter rescued three people from the motor boat which had run out of petrol and had drifted to within fifteen yards of the cliff face. The life-boat took the motor boat in tow to Holyhead, arriving at 2.30.

Portpatrick, Wigtownshire - At 12.55 p.m. on 17th July, 1966, the m.f.v. *King Fergus* was reported to have had engine failure north of Killintringan lighthouse. The life-boat *The Jeanie* left her moorings at 1.6 in a gentle north-north-westerly wind and a slight sea. It was one and a half hours after high water. She reached the casualty at 1.20 and towed her to Portpatrick. The life-boat returned to her station at 1.55.

New Brighton, Cheshire - At 9.55 p.m. on 2nd July, 1966, two dinghies were stranded off Guinea Gap. The life-boat *Norman B. Corlett* was launched at 10.10 in a light west-south-westerly wind and a smooth sea. It was four hours after low water. She found the craft afloat with engine failure. There were seven people in the two boats. The life-boat towed both craft back to Garston dock, and returned to her station at 12.55 a.m. on 3rd July.

At 2.30 p.m. on 8th July, 1966, two vessels were said to have collided in Crosby channel. The life-boat *Norman B. Corlett* left her moorings at 2.50 in a gentle north-westerly wind and a slight sea. She proceeded to the position given and arrived alongside the s.s. *Bannercliffe* at 3.35. The other vessel involved, the m.v. *Manchester Engineer*, had proceeded up river toward Manchester. The life-



By courtesy of]

[Daily Mirror

Life-boats made an extensive search for survivors from the motor cruiser *Darwin* which disappeared with little trace off the south west coast in July, 1966. Here the Falmouth life-boat is shown returning with flag at half-mast, with the first bodies. Thirty-one people were lost in the disaster. See page 267.

boat stood by the s.s. *Bannercliffe* until 4 o'clock when the salvage vessel *Salvor* arrived. As her services were no longer required the life-boat returned to her station, arriving at 5.50.

Barmouth, Merionethshire - At 7.21 p.m. on 8th July, 1966, a fishing boat was seen firing distress flares two miles off Llangelynin point. The life-boat *The Chieftain* was launched at 7.34 in a gentle westerly wind and a moderate sea. She found the m.f.v. *Violet Sinclair* seven miles south-west of Barmouth. Her engine had broken down. A bather had swum out to inform the casualty that the life-boat had launched. He was in an exhausted condition and the life-boat returned him to the shore. She then returned to the casualty and towed her to the harbour. The life-boat arrived back on station at 10.30.

SCOTTISH DISTRICT

Life-boat 70-002, Lerwick, Shetlands - At 12.9 p.m. on 10th July, 1966, a local visitor informed the coxswain that there was a dinghy apparently in difficulties off the harbour. Using his binoculars the coxswain saw that the dinghy was dismasted. The life-boat *Grace Paterson Ritchie* launched her small IRB at 12.11 in a gentle south by easterly wind and a slight sea. It was four and a half hours before high water. The IRB towed the dinghy with her two occupants back to their slipway at Lerwick. She returned to the life-boat at 12.30.

Montrose, Angus - At 6.50 a.m. on 27th July, 1966, the m.f.v. *Stormdrift II* of Montrose was reported immobilized with fouled propellers five miles south-east of Scurdyness. The life-boat *The*

Good Hope was launched at 7.19 in a light westerly wind and a calm sea. It was one and a half hours after low water. She proceeded to the position given and found the casualty with a crew of four aboard. The life-boat towed the fishing vessel to Montrose, returning to her station at 9 o'clock.

At 4.45 p.m. on 7th July, 1966, a radio message was picked up that the m.f.v. *Angus Rose* had run out of fuel 13 miles east-south-east of Scurdyness. The life-boat *The Good Hope* was launched at 5 o'clock with a supply of fuel on board. There was a light wind and a calm sea. It was one and a half hours before high water. She found the fishing vessel in the position given and transferred the fuel. The casualty's engine could not be started so the life-boat towed her to Montrose, arriving back on station at 9.38.

Fraserburgh, Aberdeenshire - At 12.10 p.m. on 21st July, 1966, a vessel off Broadsea was seen firing rockets and appeared to be on fire. The life-boat *The Duchess of Kent* was launched at 12.20 in a gentle north-westerly wind and a choppy sea. It was two and a half hours after low water. She reached the f.v. *Harvester II* and found that her electrical equipment had been on fire and her engine had stopped. The life-boat took the fishing vessel in tow and returned to Fraserburgh. She arrived back on station at 1.20.

At 6.35 p.m. on 30th July, 1966, the coastguard informed the honorary secretary that the Icelandic vessel *Magnus IV* had engine trouble and required a tow. The life-boat *The Duchess of Kent* was launched at 6.56 in a fresh north-westerly wind and a moderate sea. It was low water. When the life-boat arrived at 7.55 a trawler was already taking the casualty in tow. The life-boat stood by until 8.23, then returned to her station, arriving at 9.30.

Barra Island, Outer Hebrides - At 9.20 p.m. on 30th July, 1966, the local doctor reported that a sick man on Rhu, Castlebay, required hospital treatment.

The life-boat *R. A. Colby Cubbin No. 3* was launched at 9.45 in a moderate to fresh south-westerly wind and a comparable sea. The tide was flooding. She conveyed the patient from Rhu, Castlebay, to South Uist, and returned to her station at 5 o'clock.

Aith, Shetlands - At 12.45 a.m. on 3rd July, 1966, the medical authorities requested the assistance of the life-boat to take a doctor and nurse to Foula Island where someone was seriously ill. The life-boat *John and Frances Macfarlane* was launched at 2.5. There was a moderate south-westerly wind and a heavy swell. It was three and a half hours after high water. The life-boat reached Foula and landed the doctor and nurse at 5.30 after encountering some difficulty in reaching the small pier, due to the low state of the tide. The doctor returned to the life-boat at 7.5. She sailed immediately and arrived back on station at 10.45.

Stornoway, Outer Hebrides, and Life-boat 70-002 - At 5.20 a.m. on 15th July, 1966, a vessel was reported ashore at Renish point off Rodel. The life-boat *The James and Margaret Boyd* left her moorings at 5.50 in a moderate variable wind and a slight sea. It was five hours after low water. She reached the s.s. *Stassa*, of Panama, at 10 o'clock and stood by. As the tide flooded the life-boat edged alongside the vessel and subsequently towed her off the rocks. The *Stassa* was anchored in Rodel Bay with the help of the m.v. *Isle of Lewis*. The *James and Margaret Boyd* continued to stand by until relieved by the life-boat 70-002 *Grace Patterson Ritchie*. The *James and Margaret Boyd* returned to Stornoway, arriving at 12.15 a.m. on 16th July. The *Grace Patterson Ritchie* arrived alongside the *Stassa* at 11.15 p.m. The *Stassa* was taking water rapidly and the life-boat 70-002 started pumping the vessel out with her salvage pump. The pumping continued through the night and the next day. At midnight on 17th July the tug *Crusader* from Glasgow arrived, and at 3.50 a.m. the life-boat recovered her salvage hose and stood by while the tug took the *Stassa* in tow. At

6 o'clock the *Stassa* was again anchored and the tug departed as the casualty was considered unfit to tow. The life-boat continued to stand by, but further pumping tended to induce a dangerous list, so it was discontinued. The *Stassa* settled further and was soon awash. At 2 p.m. an IRB from the life-boat helped three crew members of the *Stassa* to reach shore in one of the ship's life-boats which had become waterlogged. At 11.15 the master requested that the life-boat land him and his remaining crew of four. This was accomplished and at 11.59 on the 17th July the *Grace Patterson Ritchie* life-boat continued on passage to Mallaig after being on service for almost 56 hours. The casualty continued to settle and list and by noon the base of her funnel was in the water.

NORTH-EAST DISTRICT

Seaham, Co. Durham - At 8.1 p.m. on 26th July, 1966, a yacht about one mile offshore, to the north of Seaham, was seen to be making heavy weather. The Sunderland IRB was requested to investigate. As the yacht was closing shore fast it was decided to launch the Seaham life-boat. The life-boat *The Will and Fanny Kirby* was launched at 8.35 in a moderate north-easterly wind and corresponding sea. The tide was flooding. She reached the yacht *Sirius*, which was very close to the rocky shore, and took her in tow to Seaham. The life-boat returned to her station at 10 o'clock.

Tynemouth, Northumberland - At 12.45 p.m. on 14th July, 1966, news was received, that the Dutch trawler *Noorderkroon*, of Scheveningen, had a mine on board. H.M.S. *Belton* had put ratings aboard to secure the mine. The honorary secretary agreed that the life-boat could be used to put the bomb and mine disposal party from Rosyth aboard the trawler. The life-boat *Tynesider* was launched at 3 o'clock in a moderate north-easterly wind and a slight swell. It was three hours after high water. The life-boat found the trawler six miles off the harbour and escorted her to a position

three miles off the Tyne. The bomb and mine disposal party were embarked at North Shields and put aboard the trawler. The master asked the coxswain to take off 11 men, leaving two of the crew, the mine party and two TV cameramen on board. The mine was exploded underwater at 9.56. The life-boat then went alongside the trawler and took off the mine party, together with the TV cameramen. The trawler crew were put back aboard their vessel which returned to the fishing grounds. The life-boat met the cameramen's small charter boat about two miles from North Shields, and took her in tow to North Shields fish quay. The *Tynesider* returned to her station at 11.30.

At 4.20 p.m. on 2nd July, 1966, the coastguard informed the honorary secretary that the Dutch trawler *Pollux* had a mine on board. She was making for the Tyne and a R.N. bomb and mine disposal party were on their way from Rosyth. The life-boat *Tynesider* was launched at 10.5 in a moderate north north westerly wind and a slight sea. It was low water. The officer in charge asked the coxswain to put his men aboard the *Pollux*, take off all her crew, and cruise at a safe distance until the mine was made safe. The life-boat stood off until the detonator had been removed and then escorted the trawler into North Shields where her crew assisted in off-loading the mine. The life-boat escorted the *Pollux* down river to the sea, and returned to her station at 1 o'clock next morning.

North Sunderland, Northumberland - At 7.56 a.m. on 28th July, 1966, the IRB seemed to have broken down on a service call to the tanker *Ross Cleveland*. The life-boat *Grace Darling* was launched at 8 o'clock in a light west-south-westerly wind and a moderate sea. The tide was flooding. The life-boat proceeded to the IRB and took her in tow, arriving back at her station at 8.30.

Bridlington, Yorkshire - At 7.57 p.m. on 28th July, 1966 a man was reported overdue from a fishing trip in a small dinghy. There was a moderate south

westerly wind with a corresponding sea. It was one hour before low water. The life-boat *Tillie Morrison, Sheffield II* launched at 8.16 shortly after the inshore rescue boat. At 8.45 the IRB crew saw flares from a helicopter, which was also searching, and on proceeding in the direction indicated came up with the missing dinghy. The helicopter had rescued the man. The IRB beached the dinghy and then fired a flare to indicate to the life-boat that the casualty had been located. At 9.46 the IRB was secured to the life-boat which returned to harbour, arriving at 11.45.

Whitby, Yorkshire – At 10.58 a.m. on 21st July, 1966, a small boat three miles north east of Whitby buoy was requesting assistance. At 11.10 the life-boat *Mary Ann Hepworth* was launched in a strong northerly wind and a rough sea. It was four hours after high water, and very squally. The casualty proved to be the Panamanian motor vessel *Taurus*. A tug was summoned from Tees, and the life-boat stood by until the tug took the casualty in tow. The life-boat returned to her station at 3.45 p.m.

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

Aberdeen – 23rd.
Aldeburgh, Suffolk – 12th and 17th.
Angle, Pembrokeshire – 31st.
Appledore, Devon – 18th and 22nd.
Barrow, Lancashire – 24th.
Bembridge, Isle of Wight – 16th.
Bridlington, Yorkshire – 20th and 28th.
Caister, Norfolk – 20th and 24th.
Campbeltown, Argyllshire – 28th.
Clacton-on-Sea, Essex – 22nd (twice), 24th and 28th.
Criccieth, Caernarvonshire – 16th.
Cromer, Norfolk – 12th.
Donaghadee, Co. Down – 13th and 20th.
Dover, Kent – 23rd.
Dungeness, Kent – 9th, 19th and 28th.
Dunmore East, Co. Waterford – 30th.
Exmouth, Devon – 28th.
Falmouth, Cornwall – 17th and 31st.
Fishguard, Pembrokeshire – 26th.

Flamborough, Yorkshire – 24th.
Fleetwood, Lancashire – 10th.
Hastings, Sussex – 19th and 28th (twice).
Holyhead, Anglesey – 15th.
Humber, Yorkshire – 11th.
Ilfracombe, Devon – 12th.
Islay, Hebrides – 17th.
Kirkcudbright – 21st.
Llandudno, Caernarvonshire – 19th and 29th.
Margate, Kent – 17th.
Minehead, Somerset – 10th.
Newhaven, Sussex – 31st.
New Quay, Cardiganshire – 23rd.
Penlee, Cornwall – 17th and 30th.
Plymouth, Devon – 17th.
Portrush, Co. Antrim – 9th, 19th and 22nd.
Pwllheli, Caernarvonshire – 29th.
Ramsgate, Kent – 4th.
Rhyl, Flintshire – 18th.
St. Abbs, Berwickshire – 17th.
St. Davids, Pembrokeshire – 20th and 21st.
St. Helier, Jersey – 14th.
St. Peter Port, Guernsey – 1st and 24th.
Salcombe, Devon – 11th and 17th.
Selsey, Sussex – 21st and 24th.
Southend-on-Sea, Essex – 24th.
Swanage, Dorset – 30th.
Tenby, Pembrokeshire – 3rd and 31st.
Troon, Ayrshire – 24th.
Tynemouth, Northumberland – 22nd.
Walmer, Kent – 28th.
Weymouth, Dorset – 25th.
Whitehills, Banffshire – 17th.
Wicklow – 17th.
Yarmouth, Isle of Wight – 12th and 30th.
Life-Boat 70-001 – 10th, 18th and 26th.

IRB LAUNCHES

IRISH DISTRICT

Rescues by IRB's in July were carried out by the following stations:

Tramore, Co. Waterford – At 3 p.m. on 21st July, 1966, some bathers told the crew of the IRB which was on a

training exercise that a boy wearing a life-belt was being blown out to sea. He could not swim. The IRB went to the boy's help in a moderate to fresh north-easterly wind and a corresponding sea. When she reached the boy he was half a mile off-shore. The boy was taken aboard the IRB which then went to a beach guard who was endeavouring to assist in the rescue. He too was taken aboard and the IRB returned to her station, arriving at 3.5.

NORTH-WEST DISTRICT

Largs, Ayrshire – At 9.15 a.m. on 26th July, 1966, a motor boat was reported in difficulties one mile off Keppel pier. The IRB was launched at 9.30 in a moderate east south easterly wind and a corresponding sea. The tide was ebbing. The IRB reached the casualty, which was drifting seawards, took her in tow to Millport, and returned to her station at 11 o'clock.

At 4 p.m. on 24th July, 1966, a dinghy was reported to have capsized about 200 yards off shore. At 4.15 the IRB was launched in a fresh north westerly wind. Her crew righted the dinghy and the IRB towed the boat to the pier, returning to her station at 5 o'clock.

Blackpool, Lancashire – On 31st July, 1966, a small boat was reported in difficulties off Gym Square. At 12.45 p.m. the IRB was launched in a south westerly wind and a choppy sea. It was two hours after high water. On reaching the casualty – a small rowing boat – it was found that the two boys could not restart their outboard motor. The two boys were taken aboard the IRB and their boat was towed ashore. The IRB returned to her station at 1.45.

Moelfre, Anglesey – At 1 p.m. on 20th July, 1966, information was received that a small boat and a canoe had capsized near St. David's bay. The IRB was launched at 1.5 in a fresh gusting to strong south westerly breeze and rough sea. The tide was ebbing. On arrival at the scene the IRB crew saw a helicopter

from R.A.F. Valley taking off the occupants of the two boats and landing them on the beach. The canoe was taken in tow to the beach by the IRB. She then returned to her station at 2.55.

SOUTH-EAST DISTRICT

Southend-on-Sea, Essex – At 11.41 a.m. on 17th July, 1966, a small boat with two youths on board appeared to be in difficulties one mile west of the pierhead. The IRB, which was already afloat, went immediately to the casualty in a moderate northerly wind and a moderate sea. It was five hours after low water. She reached her at 11.47 and took off the two youths. The IRB then towed the casualty to the Thorpe bay patrol boat and handed both boat and youths over to her. The IRB then raced to a yacht which was being steered with an oar, half a mile west of the pier. She escorted the yacht to shallow water where repairs could be made to her rudder. After the IRB had attended to the yacht the coastguard advised her crew that another yacht had capsized three quarters of a mile east of the pier. The IRB again responded and assisted the crew to right the yacht. The IRB returned to her station, arriving at 12.35 p.m.

At 3.15 p.m. on 24th July, 1966, it was seen that a small boat two miles west of Southend pierhead did not appear to be making progress. The IRB launched at 3.20 in a moderate south westerly wind and a smooth sea. It was three hours after high water. She reached the casualty, a small boat whose engine had failed, and took off the three occupants. The IRB secured a towline to the casualty and towed her to Southend pier where the three youths were landed. The IRB returned to her station at 4.21.

At 3.30 p.m. on 9th July, 1966, the IRB was patrolling slowly west of the pier. The yacht *Golden Storm* was manoeuvring to a buoy mooring when an explosion occurred, followed by fire. The IRB went alongside and passed a fire extinguisher to the yacht's crew. While the fire was being fought the IRB radioed for more fire extinguishers from the pier and

towed the yacht to a mooring buoy and moored her securely. She then landed the person in charge of the yacht at the pier. The IRB then went at full speed to a yacht which had capsized near the no. 2 sea reach buoy. She stood by while the yacht *Mouette* was righted and towed her clear of the coaster. The yacht was water-logged and had no rudder, so the IRB radioed for the motor boat *Thameserver* which towed the yacht to Thorpe bay. While the yacht was being handed over a large 15-foot clinker built motor boat was seen half a mile to the west with three men trying to paddle it inshore. The IRB went to the casualty, as it was 10 minutes after high water, and towed her slowly to her Thorpe bay mooring. The IRB returned to her station at 6.25.

Walmer, Kent – At 3.40 p.m. on 30th July, 1966, the IRB crew at the boat-house noticed that several catamarans and sailing dinghies competing in a regatta off Walmer had capsized in a sudden squall. Most of them were righted, but one dinghy out beyond the Deal bank buoy remained capsized, and her crew were in difficulties in the water. The IRB launched in a fresh northerly wind. It was almost low water. She righted the dinghy, took one of the crew aboard, and towed the casualty to the beach. The wind was still gusty so the IRB remained afloat until all the boats were safely ashore. The IRB returned to her station at 5.30.

Whitstable, Kent – At 5.23 p.m. on 24th July, 1966, it was reported that two girls were in a sailing dinghy which had capsized half a mile east of the station. The IRB was launched at 5.27 in a steep breaking sea and a strong south westerly wind gusting to gale force. It was half an hour before high water. She reached the casualty and took the two girls aboard. The Tankerton Bay sailing club rescue boat arrived at the same time as the IRB and a helicopter from Manston followed a few minutes later. The IRB returned to Whitstable harbour, landed the two girls, and arrived back on station at 5.55.

At 3 p.m. on 24th July, 1966, the Whitstable yacht club reported that a

yacht, with six people aboard, had capsized off the east coast of the Isle of Sheppey. The IRB was launched at 3.5 in a strong south westerly wind gusting to gale force and a steep breaking sea. It was three hours before high water. She and the yacht club's rescue boat went to the casualty. As it was impossible to right the capsized yacht and the occupants had spent three-quarters of an hour in the water, the IRB took two of the survivors to the harbour and the yacht club rescue boat took the remaining four people. The IRB returned to her station at 4.15. Three of the survivors were taken to hospital.

At 6.10 p.m. on 31st July, 1966, a small sailing cruiser, which had capsized in a squall, was reported to be sinking one and a half miles north east of the station. At 6.25 the IRB was launched in a moderate sea and a south westerly wind. It was low water. The IRB picked up the two occupants, brought them ashore, and returned to her station at 7.15.

West Mersea, Essex – At about 11.5 a.m. on 7th July, 1966, news was received that a speedboat had capsized one mile north of the station. The IRB was launched at 11.8 in fine weather. It was low water. The five-man crew of the speedboat were rescued by the IRB and put ashore at Strood road. The IRB returned to her station at 12.5.

SOUTHERN DISTRICT

Eastney, Hampshire – At 3.50 p.m. on 30th July, 1966, a member of the IRB crew noticed that a sailing dinghy had capsized. The IRB was launched at 3.53 in a strong westerly wind and a choppy sea. It was half an hour before low water. She went to the casualty, helped to right her, and stood by. At 4.5 another sailing dinghy capsized and was dismasted. The IRB attended this boat and when she had been righted towed her to the Locks sailing club. The IRB returned to her station at 4.30.

At 3.35 p.m. on 17th July, 1966, it was reported that a cabin cruiser had broken down 400 yards south of Frazor Battery,

and a boy had rowed ashore in a pram dinghy to say that his father was still on board. The IRB was launched at 3.36 in a strong south-westerly wind, gusting to gale force, and a very choppy sea. The tide was at half ebb. She reached the casualty at 3.37 and towed her to the Eastney ferry pontoon. When the cabin cruiser was securely moored the IRB returned to her station, arriving at 4.36.

Littlestone-on-Sea, Kent – At 3.30 p.m. on 10th July, 1966, a member of the public reported that an airbed was drifting out to sea and someone had been seen clinging to it. The IRB was launched at 3.32 in a moderate to fresh south westerly wind and a choppy sea. It was one and a half hours before high water. She found the airbed but there was nobody on board it. The IRB searched the area for an hour without success and then made inquiries on the beach to ensure that nobody was missing. On her way back to her station a capsized sailing dinghy was sighted. The IRB went to investigate and found a man in difficulties in the water. One of the crewmen went overboard to assist and the man was taken aboard the IRB. She landed him on the shore and then went back to the dinghy. A line was made fast and the dinghy towed ashore. The IRB returned to her station at 5 o'clock.

At 4.30 p.m. on 17th July, 1966, a sailing dinghy with a crew of two capsized three times in succession and her crew appeared to be having difficulty in righting her. The second member of her crew could not be seen after the yacht had capsized for the fourth time. The IRB was launched at 4.46 in a gentle west-north-westerly wind and a choppy sea. It was five and a half hours after high water. One of the dinghy's crew was rescued by the IRB and the boat was righted. An IRB crew member was put aboard to assist the owner, who refused to leave the casualty. They bailed the dinghy out and reached the shore in safety. The IRB returned to her station at 5.20.

Mudford, Hampshire – At 6.25 p.m. on 31st July, 1966, a crew member

informed the coastguard that a catamaran with women and children aboard had gone ashore on one of the spits off Ava beach. The IRB was launched at 6.30 in a strong south westerly wind and a moderate sea. It was two hours after low water. She took off the women and children and landed them on the quay. The IRB, together with a local motor boat, proceeded to the casualty and after refloating her towed the catamaran into harbour. The IRB returned to her station at 7.20.

SOUTH-WEST DISTRICT

Porthcawl, Glamorganshire – At 4.37 p.m. on 24th July, 1966, information was received that a canoe had capsized at Newton Point, throwing the crew of three into the water. The IRB was launched at 4.41 in a fresh gusting to gale force north westerly wind and moderate sea. The tide was ebbing. On arrival at Newton Point the IRB crew saw a speedboat had already started picking up the people in the water. The IRB rescued a 12 year old boy, who was taken ashore to the life-guard hut where he was treated for cold and exhaustion. The canoe was then towed in by the IRB, and she returned to her station at 5.45.

St. Ives, Cornwall – At 4.58 p.m. on 10th July, 1966, it was reported that a small boat with four people on board was being rowed towards St. Ives by one pair of paddles, and the weather was deteriorating rapidly. The IRB was launched at 5.2 in a moderate gusting wind and a rough sea. The tide was flooding. She found the casualty two and a half miles east by north from St. Ives Head, making no headway, shipping water and in a very bad position. The occupants were taken aboard the IRB which towed the boat back to St. Ives, arriving at station at 5.47.

At 2.55 p.m. on 28th July, 1966, a fisherman informed the life-boat coxswain that a small boat appeared to be in difficulties in the broken water near the Sound of Godrevy at the north eastern

extremity of St. Ives bay. The IRB was launched at three o'clock in a strong west north westerly wind gusting to gale force and a moderate sea. It was one hour after high water. She found the motor skiff *Sea Mist* which had broken down. The IRB towed the *Sea Mist* to a safe anchorage in the area and went to investigate another small boat which had been sighted. This craft was not in trouble so the IRB returned to the *Sea Mist*, took off two of the occupants, and towed her back to St. Ives harbour.

Porthcawl, Glamorganshire - At 4.15 p.m. on 14th July, 1966, news was received that three canoes were in difficulties about 400 yards off the Black rocks. The IRB was launched in a gentle north westerly wind and a smooth sea. It was high water. She reached the canoes and took two boys and their instructor aboard. The IRB towed the canoes back to her station, arriving at 5 o'clock.

Newquay, Cornwall - At 2.4 p.m. on 13th July, 1966, the fire station told the honorary secretary that some people were cut off by the tide at Trevelgue. The IRB was launched at 2.8 and set course for Trevelgue in a moderate north westerly wind and a moderate swell. It was half an hour before high water. The IRB took five people aboard from the foot of the cliff and landed them at the harbour. She returned to her station at 2.35.

Port Talbot, Glamorganshire - At 5.35 p.m. on 17th July, 1966, the crew of the IRB station noticed that a small yacht with two occupants about two and a quarter miles south south west of the station was making no progress against a head wind. The IRB was launched at 5.40 in a moderate north north westerly wind and a choppy sea. It was high water. She proceeded towards the position but, before reaching the yacht, the yacht capsized twice. The casualty's rudder had sheared off and the boat had become unmanageable. The IRB took her in tow. She reached her station at 6.40.

Bude, Cornwall - At 4.17 p.m. on 21st July, 1966, a bather was reported in difficulties at Sandy Mouth. The IRB was launched at 4.23 in a moderate gusting to fresh north easterly breeze and moderate sea. It was low water. The IRB proceeded together with a helicopter from Chivenor and the Bude Surf L.S.A. team. The helicopter winchman tried to recover the casualty but due to the surf and depth of water he was unable to do so. The IRB crew were unable to see the casualty and so returned ashore to obtain more information. Two members of the Bude Surf L.S.A. team were embarked and the IRB returned to the scene of the casualty which had been indicated to them by the helicopter's winch hook. The two members of the Surf L.S.A. team immediately jumped overboard from the IRB and recovered the bather who was then pulled on board and artificial respiration applied. The IRB returned to the shore where a doctor and ambulance were waiting to take over resuscitation but without success.

SCOTTISH DISTRICT

Helensburgh, Dumbartonshire - At 4.30 p.m. on 27th July, 1966, the police reported that a bather was swimming out to sea, possibly into danger. At 4.35 the IRB was launched in a moderate north westerly wind, and into a swell which was rising off shore. It was high water. The bather was picked up and returned to the shore.

See page 279 for other IRB launches.

AUGUST

SOUTH-EAST DISTRICT

Skegness, Lincolnshire - At 1.17 p.m. on 14th August, 1966, a small motor boat was reported to have broken down a quarter of a mile east of Chapel point. At 1.30 the IRB was launched in a heavy swell and a fresh westerly wind. It was one hour and a quarter before low water. The IRB, after an extensive search, found the casualty and took her in tow. Owing to the heavy swell and surf breaking on the beach the life-boat *Charles Fred Grantham* was launched at 4.10 to take

over the tow. The IRB returned to her station at 6.40. The life-boat took the three survivors on board and towed the boat to the river Haven at Gibraltar point, returning to her station at 7 o'clock.

Southend-on-Sea, Essex – At 10.8 p.m. on 31st August, 1966, two cabin cruisers were reported aground at South Shoebury. At 10.28 the life-boat *Greater London II* (Civil Service No. 30) was launched in a moderate south westerly breeze and a slight sea. It was two hours after low water. The two casualties, *Apex* and *Gloria J.*, had been refloated by a Port of London Authority launch. The boats were towed by the life-boat to Southend where their three occupants were landed. The life-boat returned to her station at 11.50.

Lowestoft, Suffolk – At 5.50 p.m. on 9th August, 1966, distress flares were seen coming from the auxiliary yacht *Fargo* off the West Holm buoy. At 6.3 the life-boat *Frederick Edward Crick* proceeded in a westerly gale and a rough sea. The tide was ebbing strongly. The casualty, which had a blocked fuel pump and could not make harbour under sail, was towed into Lowestoft by the life-boat. The yacht had three people on board. The life-boat returned to her moorings at 7.26.

Great Yarmouth and Gorleston, Norfolk – At 10.20 p.m. on 31st August, 1966, a doctor was urgently required aboard the m.v. *Hudson Strait*, making for Yarmouth Roads. There was a light north west by westerly breeze with a slight sea. At 11.8, as soon as the doctor was available, the life-boat *Louise Stephens* was launched and took him to the casualty. The doctor decided that the patient required hospital treatment. He was transferred to the life-boat, which took him to a waiting ambulance at the life-boat station, arriving at 12.6 a.m. on 1st September.

Walton and Frinton, Essex – At 3.10 p.m. on 9th August, 1966, a small yacht was reported to have capsized between the lookout and Walton pier. The life-boat *Edian Courtauld* left her moorings at

3.24 in a moderate to fresh south westerly wind and a rough sea. It was four hours after low water. She proceeded to the yacht and took off the two occupants. The casualty was then towed towards the Albion beach. A little way off shore the life-boat handed over the yacht to the crew of a dinghy who had rowed out. The dinghy's crew landed the yacht and hauled her up the beach. The life-boat, meanwhile, had landed the survivors and returned to her station, arriving at 4.30.

At 5.34 p.m. on 29th August, 1966, it was reported that a fishing boat, one mile off shore, had burned an orange smoke signal. The life-boat *Edian Courtauld* left her moorings at 5.50 and proceeded in an east north easterly breeze and a choppy sea. It was nearly low water. The life-boat towed the m.f.v. *Nil Desperandum*, whose engine had failed, to the Walton river and returned to her moorings at 8.22.

At 2 p.m. on 5th August, 1966, the coastguard informed the honorary secretary that four youths in a hired rowing dinghy were missing. At 2.37 the life-boat *Edian Courtauld* left her moorings in a fresh west north westerly breeze and a rough sea. It was five hours after low water. The life-boat intercepted a message between the tender *Offshore I* and North Foreland radio stating that the four youths, who had rowed out to the private transmitting station Radio London, were on board the tender. The life-boat met the *Offshore I* and took the four boys on board. She returned to her station, arriving at 3.37.

At 4.24 p.m. on 12th August, 1966, a yacht was reported to have capsized about a mile and a half off Frinton-on-Sea. There was a moderate south westerly breeze with a corresponding sea. It was two hours after low water. The life-boat *Edian Courtauld* launched 10 minutes later and proceeded to the position given. She found the sailing dinghy *Lady B.* capsized with one of her crew sitting astride the boat. The other two members of the crew had been rescued by a motor boat. The man was taken on board the life-boat which, with

the dinghy in tow, returned to her station, arriving at 5.35.

At 1.18 p.m. on 28th August, 1966, a yacht was reported aground on the Sunk sands near the Great Sunk beacon. There was a fresh easterly breeze with a rough sea. It was two hours after high water. The life-boat *Edian Courtauld* proceeded at 1.35 to the position (it was later amended to the Little Sunk beacon) and found the American yacht *China Bird* hard aground. There were five people on board. A tow rope was connected and at 10.9, when the tide had flooded sufficiently, the *China Bird* was refloated. The yacht was towed by the life-boat to Harwich harbour where she was moored. The life-boat returned to her station, arriving at 4.45 a.m. on 29th August.

Margate, Kent – At 5.37 p.m. on 13th August, 1966, a small yacht was reported aground about five miles north west of Margate and her crew were flashing a light. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 5.55 in a strong to gale force south westerly wind and a very rough sea. It was one hour after low water. She reached the yacht *Ann* of Whitstable at 6.30. The yacht, however, had refloated but was making little headway. The life-boat escorted her until she was clear of the sands. The yacht then proceeded to Whitstable and the life-boat returned to her station, arriving at 8.15.

At 11.13 a.m. on 9th August, 1966, a yacht was seen firing distress signals in the vicinity of the Tongue sands. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 11.20 in a strong south south westerly wind and a moderate sea. It was almost low water. Just before she reached the casualty, a message was received that the occupants had all been taken off by helicopter. The life-boat then stood by the cabin cruiser *Juan Therese* which was on a sandbank half a mile to the south west of North Tongue buoy. As there was nobody aboard the casualty, and the life-boat could not reach her, one of the life-boat's

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crew swam 20 yards to her and secured a line. Soon after 1 o'clock the cabin cruiser refloated on the rising tide. Both her propellers were fouled by ropes. The life-boat towed the cabin cruiser to Margate, and returned to her station at 6 o'clock.

Ramsgate, Kent – At 12.40 p.m. on 3rd August, 1966, a yacht with engine trouble was seen dragging her anchor off East pier. The life-boat *Michael and Lily Davis* left her moorings at 12.47 in a gale force south westerly wind and a very rough sea. It was half an hour before high water. She came up with the yacht *Rimudo* two miles north east of Ramsgate, put two men aboard the casualty, and took her in tow. While the two life-boatmen were trying to raise the yacht's anchor, the winch, which had jammed, suddenly ran free and one of the handles struck a life-boatman, injuring his wrist. The life-boat towed the yacht to Ramsgate harbour

and moored her. The life-boat then went to investigate a small yacht which appeared to be in difficulties, but she was not in need of assistance, so the life-boat re-entered Ramsgate harbour and returned to her station at 3.20.

Cromer, Norfolk – At 8.15 a.m. on 5th August, 1966, owing to the deteriorating sea conditions, concern was felt for the safety of three crab boats still at sea. The No. 2 life-boat *William Henry and Mary King* was launched at 8.30 in a moderate to fresh west north westerly wind and a rough sea. She met the crab boats *My Beauty*, *Autumn Rose* and *Lewis James*, distributed life-belts to their crews, and stood by until the three boats were safely beached. The life-boat returned to her station, arriving at 10 o'clock.

Aldeburgh, Suffolk – At 7.10 a.m. on 22nd August, 1966, a yacht off Dunwich required assistance. There was a gale from the north east with a rough sea. It was two hours before high water. The life-boat *Charles Cooper Henderson*, on temporary duty at the station, launched at 7.35. She found the yacht *Droomboot* with a crew of two on board. Her engine had failed and the mainsail could not be hoisted. The life-boat towed the yacht to Shingle Street where a member of the life-boat crew was put on board. He sailed the yacht up to Aldeburgh. The life-boat returned to her station, arriving at 1.25 p.m.

Dover, Kent – At 10.17 p.m. on 5th August, 1966, the brigantine *Centurion*, returning from the tall ship race to Copenhagen, radioed that one of her crew needed medical attention. At 10.40 the life-boat *Southern Africa* was launched with a doctor on board in a light west south westerly breeze and a moderate sea. It was three hours after low water. The doctor boarded the brigantine and the life-boat escorted her into Dover. The patient was transferred to the life-boat and landed at the Dock head. The life-boat returned to her station at 1.28 a.m. on 6th August.

Clacton-on-Sea, Essex – At 5.50 a.m. on 14th August, 1966, a yacht was aground on East Barrow sands. She was not showing any distress signals but in view of the weather conditions the life-boat *Edward and Isabella Irwin*, on temporary duty at the station, left her Brightlingsea moorings at 6.45. There was a fresh west south westerly wind and a moderate sea. It was two hours after low water. The life-boat stood by until the yacht refloated at 8.4, and then returned to her station, arriving at 9 o'clock.

Walmer, Kent – At 10.4 a.m. on 13th August, 1966, the honorary secretary heard an S.O.S. call from the Dutch coaster *Hunzeborg* reporting that she had been in collision with the Greek freighter *Diamandis*, south of the East Goodwin lightship. The lifeboat *Charles Dibdin* (Civil Service No. 32) was launched at 10.16 a.m. in a slight sea. It was one hour after high water. The collision had occurred in dense fog. Four of the crew of the *Hunzeborg* who had been taken on board the German tug *Albatross* were transferred to the life-boat. At the Dutch captain's request the life-boat stood by while the tug towed the casualty round the South Sand Head. While she was rounding the head only the casualty's after deckhouse and deck cargo were above the water, and then she settled another six to eight inches. The life-boat went alongside and took off the engineer and remained close in case her captain had to abandon ship. It was then decided to beach the casualty at the Small Downs north of Deal. The life-boat's second coxswain was put aboard the *Hunzeborg* together with her engineer and mate. The casualty was safely beached about seven hours after the collision. The life-boat stood by and then returned to her station, arriving at 9.30 p.m. A helicopter could not locate the casualty owing to the dense fog.

SOUTHERN DISTRICT

Dungeness, Kent – At 10.50 p.m. on 8th August, 1966, a fishing boat needed assistance four and a half miles south east of Dungeness. At 11.5 the life-boat *Mabel*

E. Holland was launched in a rough sea and a strong westerly wind. It was 90 minutes after low water. The skipper of the fishing boat *Industry II*—he had a broken arm—was taken ashore to a waiting ambulance while two of the life-boat crew helped man the pumps aboard his leaking boat, whose engines had broken down. *The Industry II*, with her other occupant, was towed to Rye harbour, and the life-boat returned to her station at 5.20 a.m. on 9th August.

At 10.20 a.m. on 14th August, 1966, a small sailing boat was seen being carried to seaward by the wind and tide. At 10.40 the life-boat *Mabel E. Holland* was launched in a fresh westerly wind and a choppy sea. It was one hour and a half after high water. The life-boat took the two occupants on board and towed the boat back to Dungeness. The life-boat returned to her station at 11.40.

At 3.23 a.m. on 21st August, 1966, red flares were reported to the south of Dungeness. The life-boat *Mabel E. Holland* was launched at 3.40 in a light easterly wind and a slight sea. It was one and a half hours after high water. She found the cabin cruiser *Brita*, with both engines broken down, anchored one and a half miles east of the station. One of the life-boat's crew was put on board. The life-boat then towed the cabin cruiser to Dover. After mooring the *Brita* in the harbour the life-boat returned to her station, arriving at 11.15.

Selsey, Sussex – At 7.54 p.m. on 21st August, 1966, a motor cruiser was seen burning distress flares about two miles off Middleton. The life-boat *Canadian Pacific* was launched at 8.7 in a calm sea with fog patches. It was four hours after high water. At 9.3 the life-boat came alongside the motor yacht *Tessa* and towed her, with three people on board, to Littlehampton. The life-boat returned to her station at 12.15 a.m. on 22nd August.

At 3.32 p.m. on 30th August, 1966, the motor yacht *Blue Marlin* was seen drifting two miles south of Chichester. At 3.50 the life-boat *Canadian Pacific* was launched in

a rough sea and a south westerly wind. It was three and a half hours after high water. A helicopter informed the life-boat of the casualty's position, and landed a man on her to help. At 5.8 the life-boat reached the casualty, put two crewmen aboard, and towed her to Portsmouth harbour. The life-boat returned to her station at 9.10.

Hastings, Sussex – At 4.48 p.m. on 17th August, 1966, red flares were reported off Camber. At 5.8 the life-boat *Fairlight* was launched to the fishing vessel *Gratitude*, which had a fouled propeller. It was an hour before high water. There was a calm sea and a light south westerly breeze. The life-boat towed the *Gratitude* to Hastings and returned to her station, arriving at 9.01. Rye IRB was also launched and stood by.

At 8.58 a.m. on 1st August, 1966, it was felt that, in view of the deteriorating weather conditions, a small yacht was likely to find herself in difficulties in Rye bay. The life-boat crew assembled and stood by. At the request of the coastguard the life-boat *Fairlight* was launched at 9.23 in a gale force west south westerly wind and a moderate sea. It was three hours before high water. She found the yacht *Waterbaby* in shoal water to the leeward of Rye harbour entrance. The casualty had made an unsuccessful attempt to enter the harbour. The life-boat, having towed her into the harbour, returned to her station at 12.50.

At 3.52 p.m. on 23rd August, 1966, information was received that a hovercraft had broken down west of the bathing pool. At 4.9 the life-boat *Fairlight* was launched. It was one hour before high water. The life-boat towed the hovercraft, which had a full load of passengers, to the beach, and stood by while repairs were made. The life-boat returned to her station at 6 o'clock.

At 11.1 a.m. on 3rd August, 1966, a yacht was reported to be making little headway in very heavy seas in Rye bay. The life-boat *Fairlight* was launched at 11.17, three hours after low water, in a

strong south westerly gale and a very rough sea. At 12.29 p.m. the life-boat reached the yacht *Kate*, with three persons on board, and towed her to Rye harbour. The life-boat returned to her station at 3.16.

Newhaven, Sussex – At 6.25 p.m. on 13th August, 1966, a small boat was reported in difficulties just outside the breakwater. The life-boat *Kathleen Mary* was launched at 6.50 in a rough sea and a south westerly gale. It was three hours after low water, there were rain squalls, and the weather was deteriorating. The life-boat reached the yacht *Northern Star* whose engine had broken down. The life-boat's bowman was put aboard and she was towed into Newhaven. The life-boat returned to her station at 8.5.

At 11.4 p.m. on 4th August, 1966, a vessel was seen flashing a light south of the harbour entrance. There was a fresh north westerly breeze with a moderate sea. The life-boat *Kathleen Mary* launched at 11.30 at low water and proceeded to the position given. She found the Dutch trawler *Guus* with engine trouble and uncertain of her position. The life-boat bowman boarded the trawler which then proceeded into Newhaven harbour escorted by the life-boat. The life-boat arrived back at her station at 12.25 a.m. on 5th August.

St. Peter Port, Guernsey – At 8 p.m. on 29th August, 1966, local residents saw a yacht in difficulties in Pembroke bay. At 8.20 the life-boat *Lloyd's*, on temporary duty at the station, proceeded in a fresh north westerly breeze and a moderate sea. The tide was ebbing. The yacht *Tasman* was towed into St. Peter Port by the life-boat, which returned to her moorings at 9.45.

At noon on 26th August, 1966, the Air Commandant, Guernsey Airport, told the honorary secretary that an aircraft had crashed off Alderney and asked if the life-boat could be sent to investigate. Three aqua-lung divers, who had offered their services, were taken aboard, and the life-boat *Lloyd's* on temporary duty at

the station, proceeded at 3 o'clock in the afternoon. There was a strong east north easterly wind and a rough sea. When the life-boat arrived at the scene of the crash, two of the divers went down to the sunken aircraft which was in 60 ft. of water. Two helicopters were hovering overhead. The divers released the bodies of the three occupants and brought them to the surface. The whole operation took no more than 15 minutes. The divers and the bodies were taken aboard the life-boat which then proceeded to Alderney. While the life-boat had been carrying out the former service, a call for assistance had been received from the steam yacht *Medea*, whose boiler had burst. She was adrift to the north east of Alderney. The vessel *Barbelotte*, which had also been at the scene of the crash, proceeded to search for the *Medea*. The life-boat found the casualty and took her in tow to Alderney where the yacht was safely anchored. The life-boat returned to her station at 4.30 a.m. on 27th August.

Torbay, Devon – At 10.51 p.m. on 1st August, 1966, a boy was reported to have fallen over the cliff at Sharkham point. At 11.15 the life-boat *Princess Alexandra of Kent* left her moorings with a boarding boat in tow. There was a light north westerly breeze, a calm sea, and it was three hours after high water. The life-boat reached the position given and in the light of a parachute flare the casualty was transferred to her by the boarding boat. The life-boat conveyed the injured boy to Brixham harbour. She returned to her moorings at 12.35 a.m. on 2nd August.

Yarmouth, Isle of Wight – At 2.1 p.m. on 13th August, 1966, information was received that a man had fallen overboard from a yacht in the Needles channel. At 2.10 the life-boat *The Earl and Countess Howe* was launched. The tide was flooding. There was a rough sea with a south westerly gale. The life-boat made an extensive search with a helicopter, pilot cutter and a private yacht, but no trace of the missing man could be found. The life-boat returned to her station at 4.45.

At 9.52 p.m. on 6th August, 1966, a yacht with two people aboard was reported in difficulties off Fort Albert. At 10.6 the life-boat *The Earl and Countess Howe* was launched. The tide was flooding. There was a westerly wind and a moderate sea. The life-boat found the yacht, which had lost her rudder, alongside the sea wall near Fort Albert. A line was fired and she was taken in tow back to Yarmouth. The life-boat returned to her station at 11.20.

Exmouth, Devon – At 8.40 p.m. on 2nd August, 1966, a yacht was in distress off Brandy Head near Beer. There was a fresh west south westerly breeze with a moderate sea. It was high water. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, proceeded eight minutes later and at 9.50 came up with the yacht *Harmony* two miles east of the position originally given. The *Harmony* had a crew of four, two of whom were very young boys. The yacht was taken in tow, and as her crew had had nothing to eat since 8 a.m. they were taken on board the life-boat and given food and drink. The life-boat with the yacht in tow arrived back at her station at 11 o'clock. The owner of the yacht made a donation to the life-boat crew's local welfare fund.

Swanage, Dorset – At noon on 14th August, 1966, a small sailing dinghy appeared to be in difficulties off Durlston Head. The life-boat *R.L.P.* was launched immediately in a light south westerly wind and a slight sea. It was two hours after high water. While the life-boat was on passage a full description of the dinghy was circulated by R/T, and the coastguard at St. Albans Head reported that a boat answering this description had safely negotiated the Race and was heading for Lulworth. Having carried out a search the *R.L.P.* turned for Swanage. When she had reached Anvil Point the coxswain's attention was attracted by a number of people at the foot of the cliff. The life-boat's rubber dinghy was launched and it was found that a man had fallen down the cliff and was seriously injured. He was taken aboard the life-

boat together with the doctor who was attending him, and the *R.L.P.* returned to her station, arriving at 3.50.

Salcombe, Devon – At 5.50 p.m. on 5th August, 1966, it was reported that a woman had fallen from a cliff path at Moorsands near Prawle. The life-boat *The Baltic Exchange* left her moorings at 6.12 with her boarding boat in tow. There was a light west north westerly wind and a heavy swell. It was three hours after low water. She reached the scene of the accident at 7.10 and put a party ashore. The injured woman was transferred to the life-boat, which returned to the Customs quay where the patient was transferred to a waiting ambulance. The life-boat returned to her station at 7.36.

At 12.12 a.m. on 19th August, 1966 it was reported that a small dinghy with one occupant was overdue from a fishing trip. There was a calm sea. It was two hours before low water. The life-boat *The Baltic Exchange* proceeded at 1 o'clock and carried out an extensive search of the area through the night, being joined at 6 o'clock by a helicopter. At 6.20 the fishing boat *Newbrook* sighted a small boat six miles south west of Bolt Head and informed the life-boat by R/T. The life-boat came up with the dinghy at 6.53. The occupant was taken on board the life-boat and given a hot drink. The life-boat took the dinghy in tow and returned to her station, arriving at 8 o'clock.

Bembridge, Isle of Wight – At 2.26 a.m. on 18th August, 1966, two girls, who had set out to walk from Sandown to Bembridge along the shore, were reported missing. There was a calm sea. It was just after high water. The life-boat *Jesse Lumb* launched at 3 o'clock and located the girls on the Bembridge side of the Nostril caves. The girls were taken on board the life-boat which took them to Bembridge. The life-boat arrived back at her station at 4.15.

Shoreham Harbour, Sussex – At 10 a.m. on 9th August, 1966, a white cabin cruiser appeared to be in distress about

four miles south west of the station. There was a moderate south westerly breeze with a slight sea. It was low water. A motor boat, *John VI*, registered in the inshore rescue scheme, proceeded and took the cabin cruiser *Belinda J.* in tow. As the boats entered the harbour the *Belinda J.* overran the *John VI* causing the latter to capsize about 200 yards off the life-boat slipway. The life-boat *Dorothy and Philip Constant* was quickly launched and rescued the two occupants of the motor boat. The life-boat towed the two boats to safety and then returned to her station, arriving at 11.20.

Plymouth, Devon – At 2.25 p.m. on 2nd August, 1966, red flares were reported from a yacht in Cawsand bay. At 2.36 the life-boat *Thomas Forehead and Mary Rowse* left her moorings. It was three hours after low water. There was a south easterly gale with a rough sea. The life-boat came up with the cabin cruiser *Clovelly Lass* just as her crew of two were rescued by a helicopter. The helicopter then informed the coxswain that the assistance of the life-boat was needed at Jennycliffe. The life-boat proceeded and found a French yacht which requested a tow to a safe anchorage. The yacht, which had a crew of seven on board, was towed to moorings in Millbay docks. The life-boat returned to her station, arriving at 4.30.

At 4.45 p.m. on 28th August, 1966, a red dinghy seemed in trouble off Penlee. Meanwhile, Penlee fog station reported that the dinghy was in danger of being carried on to the rocks. The life-boat *Thomas Forehead and Mary Rowse* was launched at 4.58 in an east south easterly wind and a choppy sea. It was one hour and a half before high water. The life-boat arrived at the position of the casualty to find that she had got under way and broken down again. The dinghy was towed to Laing Bridge. The life-boat returned to her station at 6.30.

SOUTH-WEST DISTRICT

Barry Dock, Glamorganshire – At 1.40 p.m. on 7th August, 1966, news was

received that a boat had been swamped off Lavernock Point and her three occupants were in the water. At 1.50 the life-boat *Rachel and Mary Evans* was launched in a strong westerly wind. It was three hours after high water. The life-boat found the converted whaler *Searanger* one mile west of Sully Island. Her three occupants had been rescued by helicopter. The life-boat towed the *Searanger* to Barry, returning to her station at 3.25.

Coverack, Cornwall – At 7.45 p.m. on 5th August, 1966, it was learnt that a man had fallen over the cliff four miles west of Coverack. The life-boat *William Taylor of Oldham* was launched at 7.59 and with a dinghy in tow proceeded to the position given. There was a light west north westerly breeze and a slight sea. It was five hours after low water. The dinghy manned by three of the crew was rowed ashore. After receiving first-aid the patient on a stretcher was placed in the dinghy, which with the three life-boatmen on board was towed to harbour. On arrival the injured man was attended to by the honorary medical adviser. The life-boat returned to her station at 10 o'clock.

Penlee, Cornwall – At 8 p.m. on 24th August, 1966, the honorary secretary informed the coxswain that the life-boat would be needed at 7 a.m. on 25th August to land a sick man from a Norwegian motor vessel. At 6.45 the life-boat *Solomon Browne* was launched in a light east south easterly breeze and a calm sea. She embarked a doctor and ambulance crew at Newlyn, and at 9.30 met the iron ore ship *Beltana* eight miles south of Penzance light. The life-boat returned with the patient to Newlyn at 10.45, and arrived back at her station at 11.30.

Life-boat 70-001 – At 6.25 p.m. on 28th August, 1966, three boys were reported stranded on some rocks north of Hartland quay. The 70-foot life-boat *Charles H. Barrett* (Civil Service No. 35) proceeded at 6.30 in a south easterly wind and a choppy sea. The casualties were picked up by the IRB from the life-boat and landed on a nearby beach. The IRB was recovered and

the life-boat returned to Clovelly Roads at 8.10. A helicopter was also called out.

Appledore, Devon – At 5.30 p.m. on 24th August, 1966, a visitor informed the mechanic that a person had disappeared while swimming across the river Torridge. At 5.40 the life-boat *Louisa Anne Hawker* set out. It was thirty minutes before low water and the sea was calm. The life-boat rescued the swimmer who was exhausted. She returned to her moorings at 6 o'clock.

At 4.30 p.m. on 21st August, 1966, it was noticed that a cabin cruiser was broaching to in broken water on the North Tail. The life-boat *Louisa Anne Hawker* proceeded at 4.45 in a moderate westerly breeze and a choppy sea. It was low water. A helicopter was also alerted, but the cabin cruiser cleared the rough water without assistance. The life-boat then went to the aid of a small boat aground off Airy point. A life-boat crew member swam across with a tow line, and the small boat was towed clear of the breakers. The life-boat returned to her moorings at 7.45.

St. Ives, Cornwall – At 8.28 p.m. on 12th August, 1966, two men, who had left St. Ives for Carbis Bay at 4 o'clock in a rubber dinghy, were reported missing. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 8.45 in a moderate west south westerly wind and a slight sea. It was one hour after low water. The IRB was also launched and in conjunction with the life-boat searched the bay. The life-boat found the dinghy and the two missing men at Jenny's Cove at 9.15. The men, together with their dinghy, were taken aboard the life-boat and landed on Carbis Bay beach. The life-boat and the IRB returned to their stations, arriving at 10 o'clock.

Tenby, Pembrokeshire – At 3.1 p.m. on 13th August, 1966, information was received that a man had fallen over the cliffs at Monkstone Point. At 3.18 the life-boat *Henry Comber Brown* was launched with a punt in tow. There was a choppy sea and a moderate west north

westerly breeze. It was four and a half hours after low water. The man was taken off the beach in the punt and conveyed to Tenby harbour in the life-boat. The life-boat returned to her station at 4.15.

Tenby, Pembrokeshire – On 27th August, 1966, the life-boat *Henry Comber Brown* rescued six people who had been trapped by the tide. An account of this service will appear in the March, 1967, number of *THE LIFE-BOAT*.

Falmouth, Coverack, Fowey, Cornwall and Salcombe Devon – At 5.37 a.m. on 1st August, 1966, the Coastguard requested the Falmouth coxswain to launch the life-boat to search for the motor cruiser *Darwin* which had been reported overdue. The life-boat *Crawford and Constance Conybeare* left her moorings at 5.50 and, aided by an R.A.F. Shackleton aircraft, searched the area seaward of Dodman Point. At 6.8 the Fowey life-boat *Denys Reitz* left her station to help in the search and recovered some wreckage. At 3.15 p.m. the *Crawford and Constance Conybeare* transferred the *Darwin's* dinghy, which had been found by the tanker *Esso Caernarvon*, to an R.A.F. launch. The search was abandoned shortly after 9 o'clock by both life-boats which returned to their stations. The next morning the Salcombe life-boat *The Baltic Exchange* searched from 11.46 to 4.55 and again from 6.20 to 9.37. The Coverack life-boat *William Taylor of Oldham* searched from 3.58 in the afternoon to 11.45 but without success. On 4th August the *Crawford and Constance Conybeare* proceeded from Falmouth at 6.58 a.m. after a report had been received that wreckage had been sighted four miles east of Dodman Point. After a search in conjunction with a helicopter the life-boat found two bodies. The Fowey life-boat *Denys Reitz*, which had been launched at 7.05 in the morning, also recovered two bodies, one of which was transferred to the Falmouth boat. After the bodies were landed both life-boats continued the search throughout the day but nothing further was found. The sea was calm. The life-boats returned to their respective stations at about 10.15. The next day a

report was received that an aircraft had seen some wreckage and the Fowey life-boat was launched at 10.25 a.m. The life-boat searched until 4.40, when she returned to her station, arriving at 6 o'clock.

NORTH-WEST DISTRICT

Barrow, Lancashire – At midnight on 3rd August, 1966, a red flare was reported about two miles offshore. At 12.45 a distress signal was observed from the fishing boat *Luella*. At 1.5 the life-boat *Cunard*, on temporary duty at the station, was launched in a moderate sea and an east south easterly wind. It was thirty minutes before high water. With the help of the m.v. *Duke of Lancaster* the life-boat found the fishing boat with her crew of two at 2.20, and towed her to Fleetwood. The life-boat returned to her station at 8.35.

Holyhead, Anglesey – At 3.30 a.m. on 10th August, 1966, the catamaran *Tsulamaran*, with five men on board, was reported aground in Treadder bay. At 4 o'clock the life-boat *St. Cybi* (*Civil Service No. 9*) was launched in a rough sea and a south westerly wind. It was five hours after low water. The life-boat successfully negotiated the difficult approach to the casualty, fired a line, and took her in tow back to Holyhead harbour. The life-boat returned to her station at 8 o'clock.

At 11.44 a.m. on 4th August, 1966, it was reported that two canoes had capsized off Rhoscalyn head. At 11.58 the life-boat *St. Cybi* (*Civil Service No. 9*), with a boarding boat in tow, was launched. It was four and a half hours after low water, there was a moderate west north westerly wind and a rough sea. After ascertaining that the two occupants of the canoes had safely reached the shore the canoes were taken on board, and the life-boat returned to her station at 2.47. A helicopter was also alerted.

Beaumaris, Anglesey – At 2.50 p.m. on 9th August, 1966, during the local

town regatta, a strong south westerly wind developed which suddenly capsized many of the smaller craft which were near the starting line. This kept the regatta's rescue boats busy and as the larger yachts were getting into difficulties near the outside marker buoy it was decided to launch the life-boat. The life-boat *Field Marshall and Mrs. Smuts* was launched at 3.15 in a rough sea. It was four hours after low water. The life-boat went to a yacht which had been blown ashore and refloated her. She then towed the casualty, together with three other yachts that were in difficulty, back to the pier. The life-boat was secured to the pier at 5.30 until all the competing yachts were accounted for, and then waited a favourable opportunity to rehouse. A donation was made by the regatta authorities to the Institution's funds.

Troon, Ayrshire – At 6.45 p.m. on 5th August, 1966, a pilot at Irvine harbour informed the honorary secretary that the cabin cruiser *Girl Pat* appeared to be in difficulties about 500 yards off the entrance to Irvine harbour. There was a moderate westerly breeze with a corresponding sea. It was three hours after high water. The life-boat *Rosa Woodd and Phyllis Lunn* launched at 6.55 and at 7.30 came up with the *Girl Pat* whose engine had failed. The cabin cruiser was taken in tow by the life-boat to Troon, arriving at 8.20. A donation was made to the Institution's funds.

Llandudno, Caernarvonshire – At 8.55 p.m. on 4th August, 1966, news was received that a coaster about 12 miles north east of Orme's Head had requested the services of a doctor to attend an injured man on board. At 9.55 the life-boat *Lilly Wainwright* was launched. There was a north westerly wind, it was two and a half hours after low water, and there was a moderate sea. The life-boat met the coaster two and a half miles off shore. The injured man was transferred to the life-boat and landed at Llandudno. The life-boat returned to her station at 11.20.

New Brighton, Cheshire – At 7.10 p.m. on 27th August, 1966, a speedboat was seen in distress in the Rock Channel.

The life-boat *Norman B. Corlett* left her moorings at 7.25. There was a calm sea. It was two hours before high water. The speedboat and her two occupants were towed to New Brighton, and the life-boat returned to her moorings at 7.50.

At 5.15 p.m. on 20th August, 1966, a cabin cruiser was reported in distress in the Rock Channel. At 5.30 the life-boat *Norman B. Corlett* left her moorings. The sea was calm. It was four hours after high water. The cabin cruiser *Comet* was towed to a safe anchorage, and the life-boat returned to her moorings at 6.35.

At 3 p.m. on 9th August, 1966, news was received that the yacht *Reedbird* was in distress one mile west of the Bar light-vessel. The life-boat *Norman B. Corlett* left her moorings at 3.8 and proceeded in a south south easterly gale and a rough sea. It was high water. She took over the yacht's tow from a pilot vessel, and returned to her moorings at 7.30.

At 1.30 p.m. on 9th August, 1966, a dinghy was seen in difficulties in the Rock Channel. The life-boat *Norman B. Corlett* left her moorings at 1.45 and proceeded in a strong south south easterly wind and a rough sea. It was two hours before high water. The dinghy with one man on board was towed to New Brighton, and the life-boat returned to her moorings at 2.45.

Fleetwood, Lancashire - At 1.20 p.m. on 4th September, 1966, news was received that a yacht was being driven ashore on Pilling sands. At 1.30 the life-boat *Ann Letitia Russell* was launched in a southerly gale and a rough sea. It was one hour before low water. The yacht, with three occupants on board, was towed to Jubilee quay. The life-boat returned to her station at 2.50.

Fleetwood, Lancashire - At 2.10 a.m. on 14th August, 1966, red flares were noticed in the Wyre channel. The life-boat *Ann Letitia Russell* was in Ferry dock and proceeded at 2.15 in a strong north north westerly gale and a very rough sea. It was four and a half hours

after high water. She found a Fleetwood fishing vessel ashore on the east side of the channel between Nos. 6 and 8 buoys. While the life-boat was standing by, the m.f.v. *Harriet* went ashore half a mile away. The life-boat stood by both vessels until the tide turned and then refloated the m.f.v. *Harriet*. High seas were breaking over the first vessel, which was still aground, and the crew took to their life raft. They were picked up by the life-boat and landed at Fleetwood. The m.f.v. *Harriet* went ashore again and was refloated by the life-boat which escorted her to Jubilee quay. The life-boat returned to her station at 10 o'clock.

At 10 p.m. on 21st August, 1966, a vessel was seen flashing a light about a quarter of a mile east of Kings Scar. There was a moderate north east by easterly breeze with a choppy sea. It was one hour after low water. The life-boat *Ann Letitia Russell* launched at 10.5. The life-boat found the cabin cruiser *Gibraltar* aground on a sandbank. At 11.33, when the tide had flowed sufficiently, the *Gibraltar* was refloated by the life-boat and towed to Fleetwood. The life-boat arrived back at her station around midnight.

Fleetwood and Barrow, Lancashire

- At 5.20 p.m. on 13th August, 1966, the coastguard informed the Fleetwood honorary secretary that a mayday call had been heard from a vessel south west of Lune buoy. This followed a report from Barrow that the fishing boat *Teal* was overdue. The Fleetwood life-boat *Ann Letitia Russell* was launched at 5.36. The life-boat *Cunard*, on temporary duty at Barrow, proceeded at 7.13 to assist in the search. The sea was very rough and a strong north westerly gale was blowing. It was nearly three hours to high water. A thorough search was made by both boats until 11.45, when it was learnt that the *Teal* had arrived at Whitehaven. The life-boats returned to their stations. The Fleetwood life-boat arrived back at 11.59, but on her way back to Barrow the *Cunard* came up with the yacht *Tinker* which had broken away from her moorings at Piel. The yacht was taken in tow,

and the life-boat returned to Barrow at 1.45 a.m. on 14th August.

Rhyl, Flintshire – At 6.27 p.m. on 20th August, 1966, an aircraft had reported a small boat making distress signals about two miles west of the life-boat house. The life-boat *Lucy Lavers*, on temporary duty at the station, was launched at 6.30 in a light north north easterly wind and a slight sea. It was four hours after high water. The life-boat found the power boat *Ingrid* drifting, with her propellor damaged. She took two adults and two children off the *Ingrid* and towed her to Rhyl. The life-boat returned to her station at 7.50.

At 6.22 p.m. on 27th August, 1966, a report was received that a vessel off the Happy Days Holiday Camp, Towyn, had fired a distress signal. At 6.36 the life-boat *Lucy Lavers*, on temporary duty at the station, was launched in a east south easterly breeze and a choppy sea. It was three hours after low water. Meanwhile, the m.f.v. *Sultan* had arrived half a mile off the boathouse where she fired a red flare. The life-boat landed an injured man from this vessel, which proved to be the same as that sighted off Towyn, and returned to her station at 6.53.

Fishguard, Pembrokeshire – At 8.20 p.m. on 4th August, 1966, a body was seen drifting off Cat rock in Newport bay. At 8.35 the life-boat *Howard Marryat* was launched one hour before high water. There was a fresh south westerly wind with a choppy sea. The body was recovered and handed over to the police. The body was of the man missing from a capsized dinghy, for which the life-boat and two helicopters had searched on 26th July, 1966. The life-boat arrived back at her station at 10.35.

At noon on 21st August, 1966, the French fishing vessel *Marie and Thérèse* was stated to have broken down about 30 miles north by west of Strumble Head. There was a fresh north north easterly breeze with a choppy sea. It was one hour after low water. The life-boat *Howard Marryat*

launched 10 minutes later and proceeded to the position given. Visibility was very poor due to fog. Valuable help was given by the tanker *Esso Ottawa* in locating the fishing vessel. The life-boat took the *Marie and Thérèse* in tow at 5.33 and returned to Fishguard harbour, arriving at 10.45.

At 9.41 p.m. on 15th August, 1966, red flares were reported off Strumble Head. At 9.51 the life-boat *Howard Marryat* was launched on a smooth sea. It was two hours after high water. The life-boat found the fishing vessel *Ajax* with a sheered engine shaft. The crew assisted with the repair, and then the coxswain saw other red flares three miles to the south west. The life-boat proceeded and discovered the sloop *Rosebud*, also broken down. She was towed to Fishguard. The life-boat returned to her station at 2.31 a.m. on 16th August.

New Quay, Cardiganshire – At 3.25 p.m. on 4th August, 1966, the coastguard informed the motor mechanic that the yacht club rescue launch was in difficulties off Llanena reef. At 3.45 the life-boat *St. Albans* was launched in a strong north westerly wind and a rough sea. It was four hours after high water. The launch and her crew of three were taken in tow by the life-boat to New Quay. The life-boat returned to her station at 4.25.

On 7th August, 1966, the life-boat *St. Albans* rescued a boy who had fallen over a cliff. An account of this service will appear in the March, 1967, number of THE LIFE-BOAT.

IRISH DISTRICT

Valentia, Co. Kerry – At 5.15 p.m. on 29th August, 1966, it was learnt that a small open fishing boat with six men on board was missing. It was presumed to be sheltering near Puffin island. At 5.35 the life-boat *Rowland Watts* was launched in a strong westerly wind and a rough sea. The casualty was found in the lee of Puffin island and escorted to harbour. The life-boat returned to her moorings at 8.30.

Newcastle, Co. Down - At 3.8 p.m. on 9th August, 1966, a flare was reported to have been fired from a yacht one mile south of Newcastle harbour. At 3.15 the life-boat *William and Laura* was launched in a southerly gale and a rough sea. It was three hours after low water. The yacht *Pandora* of Dublin, with three people on board, was towed into harbour by the life-boat. She returned to her station at 4 o'clock.

Wicklow - At 11.25 p.m. on 25th August, 1966, the coxswain was told that a man had fallen overboard from a yacht. The life-boat *J. W. Archer* left her moorings at 11.50 in a gentle easterly breeze and a choppy sea. It was four hours after high water. The life-boat proceeded to a position two miles north of the harbour and came up with two motor boats carrying out a search. One of the boats reported that she had lost a man overboard while trying to refloat a yacht. The life-boat proceeded to the position of the yacht and found that the missing man had managed to reach the shore safely. An attempt was made to refloat the yacht but this was abandoned and the life-boat returned to her station, arriving at 1 a.m. on 26th August. The *J. W. Archer* proceeded at 6 o'clock to the position of the yacht and refloated her on the flood tide. With the yacht in tow, the life-boat returned to her moorings, arriving at 7.30.

Galway Bay - At 10 a.m. on 9th August, 1966, the doctor requested the services of the life-boat to transport a seriously ill patient to hospital on the mainland. At 11.10 the life-boat *John R. Webb*, on temporary duty at the station, launched. There was a strong south easterly gale with heavy rain and a rough sea. It was high water. The sick man was transferred to an ambulance at Roassaveel at 12.45 p.m. The life-boat then proceeded to Inishere island to collect another patient who had had a heart attack, and transferred him safely to a ferry boat. The life-boat returned to her station at 4.30.

At 11 p.m. on 1st August, 1966, the doctor informed the honorary secretary

that a critically ill patient needed urgent hospital attention on the mainland. The life-boat *Mabel Marion Thompson* left her moorings at 11.59 and conveyed the patient to Galway. It was low water. The life-boat returned to her station at 7 a.m. on 2nd August.

Ramsey, Isle of Man - At 5.41 p.m. on 2nd August, 1966, the *Master Frank* was seen flying a distress signal. She was due in harbour at 3 o'clock. At 6.14 the life-boat *Thomas Corbett* was launched into a moderate east north east wind and a smooth sea. It was four and a half hours after high water. The casualty was reached at 7.3 and towed to Queen's pier, arriving at 8.25. The life-boat and fishing vessel waited until 9.40 when there was sufficient water to enter harbour. The life-boat arrived back at her station at 9.53.

At 11.36 p.m. on 22nd August, 1966, a yacht was reported ashore near the harbour entrance. The life-boat *Thomas Corbett* was launched at 11.45 in an easterly breeze and slight sea. Low water was at midnight. The life-boat came up with the yacht *Cotick* which had a broken down outboard motor. The yacht, with her three occupants, was towed to Queen's pier and then into harbour when the water was high enough at 1.24 a.m. on 23rd August.

Courtmacsherry Harbour, Co. Cork - At 7.50 p.m. on 30th August, 1966, a visitor informed the Barry's Cove life-saving station that a launch was in difficulties in Dunworley bay. The life-boat *Sir Arthur Rose* proceeded at 8 o'clock on an ebbing tide. There was a fresh south easterly breeze with a rough sea. The life-boat found the motor boat *Sea Rambler*, whose engine had failed, drifting towards the rocky shore. The *Sea Rambler* was taken in tow and brought safely to Courtmacsherry. After the boat had been moored at the jetty the life-boat returned to her station, arriving at 10.50. Each member of the life-boat crew received a letter of thanks from the owner of the *Sea Rambler*.

SCOTTISH DISTRICT

Fraserburgh, Aberdeenshire – At 1.42 a.m. on 2nd August, 1966, a vessel was reported ashore off Cairnbulg point. There was a slight sea. It was high water. The life-boat *The Duchess of Kent* proceeded at 2.6 and came up with the fishing vessel *Staronia* at 2.30. The crew of six of the casualty were picked up from a rubber dinghy by the life-boat, which returned to her station at 3.35.

Aith, Shetlands – At 9 p.m. on 6th August, 1966, the local doctor informed the honorary secretary that an injured man on Foula Island urgently needed hospital attention. At 10.15 the life-boat *John and Frances Macfarlane* left her moorings with a nurse on board. There was a moderate south westerly breeze and a moderate sea. It was two hours after high water. The life-boat reached Foula at 1.45 a.m. on 17th August and the patient was embarked. The life-boat returned to her station at 6.15.

Stromness, Orkneys – At 8.40 p.m. on 5th August, 1966, the coastguard informed the honorary secretary that flares had been reported from a vessel off Breckness point. The life-boat *Archibald and Alexander M. Paterson* was launched at 8.55 in a light north westerly wind and a calm sea. It was one hour after low water. She found the m.f.v. *Golden Way* two miles off Breckness point with engine trouble. The life-boat towed her to Stromness. The life-boat returned to her station, arriving at 10.22.

At 8.22 p.m. on 20th August, 1966, a small fishing boat was reported in difficulties off the Island of Cava. There was a light north westerly breeze with a calm sea. The tide was flooding. The life-boat *Archibald and Alexander M. Paterson* launched at 8.30 and proceeded to the position given. The life-boat found the fishing vessel *Silver Stream* at anchor with engine failure. The *Silver Stream* was taken in tow and brought to Stromness. The life-boat arrived back at her station at 10.17.

Wick, Caithness-shire – At 3.22 a.m. on 19th August, 1966, the Danish trawler *Robert Schou* was reported aground at Proudfoot. There was a light south westerly breeze with a slight sea. The life-boat *Thomas McCunn*, on temporary duty at the station, launched at 3.40 on an ebbing tide. The life-boat came up with the *Robert Schou* at 3.55 and at the request of her master took off the crew of five. The five rescued men were placed on board the Danish trawler *Winston*. At 5.55 the life-boat returned to the *Robert Schou*, which had refloated on the flood tide, and took the vessel in tow. The life-boat met the *Winston* which returned the casualty's crew to their vessel. The *Robert Schou* then proceeded to Wick harbour escorted by the life-boat. The life-boat arrived back at her station at 8.15.

NORTH-EAST DISTRICT

North Sunderland, Northumberland – On 15th August, 1966, four trawlers were sheltering in the lea of the Farne Islands awaiting the tide, and the seas were very heavy across the harbour mouth. At 11.30 a.m. the life-boat *Grace Darling* was launched. There was a light north north westerly breeze and it was three hours to high water. The life-boat stood by until the trawlers were safely in harbour, and returned to her station at 12.40.

Boulmer, Northumberland – At 5.30 p.m. on 28th August, 1966, a small boat was reported in difficulties near the reef. At 5.39 the life-boat *Robert and Dorothy Hardcastle* was launched in a light easterly breeze and a moderate sea. It was two and a half hours after high water. The life-boat found an R.A.F. launch, whose engines had failed, and towed her back to Boulmer, arriving at 6.15. A donation was made to the Institution's funds.

At 4.20 p.m. on 10th August, 1966, it was reported that the cable *Sea Flower* was at sea in rapidly deteriorating weather. At 4.57 the life-boat *Robert and Dorothy*

Hardcastle was launched in a south westerly gale and a rough sea. It was 45 minutes after low water. The coble was escorted to Boulmer, and the life-boat returned to her station at 8.45.

Amble, Northumberland – During the afternoon of 10th August, 1966, the pleasure boat *Kathleen* was reported overdue. The life-boat *Millie Walton* left her moorings at 4.56 p.m. in a gale force westerly wind and a rough sea. It was low water. She found the *Kathleen* sheltering behind Coquet island. The five occupants were taken off and in view of the prevailing weather conditions the *Kathleen* was left at anchor. The life-boat returned to Amble, arriving at 6.5. The life-boat crew stood by until 7.50, when the wind moderated, and then the *Millie Walton* proceeded to the *Kathleen* and towed her to Amble. The life-boat arrived back on station at 9.50.

Cullercoats, Northumberland – At 4.50 a.m. on 30th August, 1966, a fishing vessel was reported aground south of St. Mary's island. Red flares had been sighted at 5.10. The life-boat *Sir James Knott* was launched in a rough sea and an east north easterly wind. It was one hour after high water. The vessel – the Polish trawler *Szkuner* – was aground. After an unsuccessful attempt had been made to refloat her the life-boat stood by until the casualty was high and dry. She returned to her station at 7.30. At 2.30 p.m. the life-boat was again launched and met the tug which refloated the casualty at 4.10. The life-boat escorted the trawler into the River Tyne and returned to her station at 6.30.

Newbiggin, Northumberland – At 3.27 p.m. on 21st August, 1966, news was received that the sailing club rescue launch had broken an engine shaft while towing a dinghy out of difficulty near the Needle's Eye rocks. At 3.39 the life-boat *Richard Ashley* was launched. She towed the rescue boat and dinghy with their occupants back to the beach. The life-boat returned to her station at 4.20.

Scarborough, Yorkshire – At 4.55 a.m. on 14th August, 1966, attention was

drawn to the fact that three fishing cobles were at sea in rapidly deteriorating weather. At 5.5 the life-boat *J. G. Graves of Sheffield* was launched in a strong northerly gale with a rough sea. It was nearly three hours after high water, visibility was poor, and it was raining heavily. The cobles *Hilda II*, *Betty Sheader* and *Rachel* were escorted into harbour. The life-boat then stood by four keelboats, also making for harbour, and returned to her station at 7.10.

Bridlington, Yorkshire – At 9.50 p.m. on 24th August, 1966, information was received that the trawler *Delga I* of Grimsby had an injured man on board and required a doctor. The life-boat *Tillie Morrison, Sheffield II* was launched, with a doctor on board, at 12.50 a.m. on 25th August. There was a moderate north by westerly wind and a choppy sea. It was one hour after high water. She met the trawler at 2 o'clock. The doctor and the second coxswain were then transferred to the *Delga I* and both vessels proceeded to calmer water. The doctor and the second coxswain were then transferred back to the life-boat together with the injured man. The life-boat returned to her station at 2.44.

Newbiggin, Blyth, Amble and Tynemouth, Northumberland – On 5th August, 1966, life-boats from these stations carried out a search for the missing fishing coble *Eventide* whose crew of three – a father and two sons – were all at some time members of the Newbiggin life-boat crew. An account of this service will appear in the March, 1967, number of THE LIFE-BOAT.

Whitby, Yorkshire – At 7.42 p.m. on 30th August, 1966, it was reported that the sloop *Kalispera* had left Scarborough at 1.15 p.m. bound for Whitby and was overdue. The life-boat *Mary Ann Hepworth* was launched at 9.20 in a moderate to strong north north easterly wind and a rough sea. It was three and a half hours after high water. She proceeded to search in very poor visibility and found the yacht inshore of the outer reef of Whitby rock. The life-boat escorted the yacht into harbour, returning to her station at 9.45.

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

Aldeburgh, Suffolk - 15th.
Amble, Northumberland - 15th.
Barmouth, Merionethshire - 25th.
Barrow, Lancashire - 14th.
Bembridge, Isle of Wight - 6th.
Boulmer, Northumberland - 9th,
14th and 29th.
Clacton-on-Sea, Essex - 13th.
Clogher Head, Co. Louth - 27th.
Coverack, Cornwall - 2nd.
Criccieth, Caernarvonshire - 9th.
Donaghadee, Co. Down - 1st and
10th.
Dover, Kent - 19th.
Falmouth, Cornwall - 7th.
Fishguard, Pembrokeshire - 18th
and 28th.
Fleetwood, Lancashire - 13th and
28th.
Fowey, Cornwall - 21st.
Galway Bay - 8th.
Hartlepool, Co. Durham - 20th.
Holyhead, Anglesey - 1st and 6th.
Howth, Co. Dublin - 4th.
Islay, Hebrides - 1st and 27th.
Mallaig, Inverness-shire - 8th and
21st.
Margate, Kent - 14th and 17th.
Montrose, Angus - 27th.
New Brighton, Cheshire - 1st and
18th.
**North Sunderland, Northumber-
land** - 29th.
Plymouth, Devon - 4th.
Porthdinllaen, Caernarvonshire -
9th and 15th.
Port St. Mary, Isle of Man - 13th.
Portpatrick, Wigtownshire - 18th.
Ramsgate, Kent - 18th.
Rhyl, Flintshire - 17th and 27th.
Runswick, Yorkshire - 13th.
St. Helier, Jersey - 10th, 17th and
22nd.
St. Ives, Cornwall - 9th.
St. Peter Port, Guernsey - 10th.
Salcombe, Devon - 25th.
Scarborough, Yorkshire - 15th.
Selsey, Sussex - 1st and 13th.
Sennen Cove, Cornwall - 28th.
Southend-on-Sea, Essex - 13th.
Swanage, Dorset - 8th.
Teesmouth, Yorkshire - 20th.
Tenby, Pembrokeshire - 15th.

Torbay, Devon - 2nd, 18th, 19th and
26th.

Troon, Ayrshire - 27th.

Valentia, Co. Kerry - 3rd and 11th.

Walton and Frinton, Essex - 13th.

Wells, Norfolk - 21st.

Weymouth, Dorset - 26th and 30th.

Whitby, Yorkshire - 7th and 21st.

Yarmouth, Isle of Wight - 31st.

Life-boat 70-001 - 5th (twice).

IRB LAUNCHES

NORTH-WEST DISTRICT

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

Moelfre, Anglesey - At 4.55 p.m. on 8th August, 1966, a small boat was reported drifting out to sea off Moelfre island. The IRB was launched at 5 o'clock in a moderate sea and a south westerly breeze. It was one hour after high water. The IRB returned to her station at 5.45 with the two small boats, *Edith* and *Glen*, in tow and their five occupants aboard.

At 7.45 p.m. on 8th August, 1966, a motor launch with four people on board was stated to be in distress with a broken down engine one mile north east of the boathouse. At 7.50 the IRB was launched in a choppy sea and a south westerly breeze. It was three hours after high water. The launch *Marilyn* was found close to some rocks from which she was towed clear. The IRB then picked up one of the *Marilyn's* crew off Moelfre beach, where he had previously been landed, and towed the launch with her four occupants to Dinas beach. The IRB returned to her station at 8.45.

At 8.35 a.m. on 10th August, 1966, a small boat with three people on board was reported in distress one mile south of the IRB station. At 8.40 the IRB was launched in a strong south westerly wind and a rough sea. It was three hours after high water. The IRB brought the boat and her three occupants safely ashore, and returned to her station at 9.30.

NORTH-EAST DISTRICT

West Kirby, Cheshire – At 12.40 p.m. on 3rd August, 1966, a boat was reported to have capsized off West Kirby slipway. One man was clinging to the capsized boat and another was waving from a moored fishing boat. The IRB was launched at 12.50 in a moderate to fresh north westerly wind and a heavy ground swell. It was one hour before high water. She proceeded to the casualty and, as she approached, the man lost his hold and floated face down in the water. One of the IRB crewmen entered the water to help get the man into the IRB. Artificial respiration was applied to the survivor, who was unconscious, while the IRB returned to the slipway. He was then taken to hospital where he later recovered. The IRB then went out to the fishing boat and picked up the second survivor. She returned to her station at 1.30.

Blackpool, Lancashire – At 3.55 p.m. on 6th August, 1966, a cabin cruiser appeared to be in difficulties off the South pier. The IRB was launched five minutes later in a north westerly wind and a moderate sea. It was two hours before high water. The casualty was found to have broken down. She was towed by the IRB to Squires Gate. The IRB returned to her station at 4.45.

Largs, Ayrshire – At 9 p.m. on 29th August, 1966, a motor boat with two people on board had broken down in Largs bay. At 9.15 the IRB was launched in a strong south easterly wind and corresponding sea. The motor boat with her crew of two on board was towed ashore by the IRB. She returned to her station at 9.45.

At 9.30 a.m. on 10th August, 1966, a yacht with three persons aboard was reported ashore at the north end of Largs bay. At 9.45 the IRB was launched in a strong south south westerly wind and a rough sea. The IRB towed the yacht to Largs pier. On the way to her station the IRB crew noticed the motor boat *Samantha* filling with water at her moorings. She, too, was towed to Largs pier. The IRB returned to her station at 11.30.

Amble, Northumberland – At 7.45 p.m. on 15th August, 1966, a sailing dinghy was in distress outside the harbour entrance. The IRB was launched at 7.50 in a north westerly breeze. It was low water. The IRB rescued the dinghy's crew of three who had managed to board the dinghy after being thrown into the sea when she broached to in the broken water on the harbour bar. The life-boat *Millie Walton* stood by as the IRB returned to her station at 8.25.

Tynemouth, Northumberland – At 12.38 p.m. on 10th August, 1966, the north pier light-keeper reported that a small boat with a broken down outboard motor was in difficulties off the pier. The IRB was launched at 12.43 in a south westerly gale and heavy seas. It was three hours after high water. The IRB reached the casualty and towed the boat back to the beach. The IRB returned to her station at 1.15.

At 5.17 p.m. on 12th August, 1966, a small boat was in distress to the east of the pier. At 5.30 the IRB was launched in a slight swell and an easterly breeze. It was just before high water. The IRB found a boat being towed by a motor boat and checked outside the harbour to determine whether she was the reported casualty. On returning, it was seen that the tow had been cast off in the harbour, but the small boat had again broken down. She was taken in tow by the IRB and her three occupants landed on the beach. The IRB returned to her station at 6.1.

Redcar, Yorkshire – At 4.10 p.m. on 28th August, 1966, a small boat was in distress half a mile off the beach between Marske and Redcar. At 4.12 the IRB was launched in a moderate sea with a south easterly wind. It was one hour after high water. The IRB reached the boat, the *Marney Lumm*, which had engine failure, and took her in tow, reaching her station 4.40.

Cullercoats, Northumberland – At 2.15 p.m. on 25th August, 1966, a canoe

was reported to have capsized 150 yards east south east of Cullercoats harbour. The IRB was immediately launched in a moderate northerly breeze with a moderate swell. It was two and a half hours after high water. The occupant of the canoe was rescued and the IRB returned to her station at 2.40.

SOUTH-EAST DISTRICT

Southwold, Suffolk – At 4.41 p.m. on 28th August, 1966, a small outboard dinghy was reported to have capsized on the bar outside the harbour entrance. At 4.45 the IRB was launched in a south easterly breeze and a moderate swell. It was low water. The IRB picked up one of the occupants of the dinghy and took aboard the other occupant who had been picked up by a rowing boat, which was towed back to the beach. The IRB then towed in the dinghy, returning to her station at 5.30.

At 4.5 p.m. on 1st August, 1966, a small yacht was noticed aground on the sand bar at the harbour entrance. It was being pounded by breaking seas. At 4.12 the IRB was launched in a north north easterly wind and a rough sea. It was one hour before low water. The crew of the yacht *Calypso* – a man and his two sons – were taken off and landed, then the IRB stood by as attempts were made to refloat the yacht. These were later abandoned, and the yacht sank. A helicopter was also called out. The IRB returned to her station at 5.25.

At 9.30 a.m. on 23rd August, 1966, a small outboard dinghy was reported to have capsized on the shoal outside the harbour. The IRB was launched at 9.35 in a north westerly breeze. It was at high water. The IRB picked up a man and a small boy, in a state of exhaustion who were clinging to the dinghy's hull. They were landed at the station at 10 o'clock and taken to hospital where they recovered. A helicopter was also alerted.

Great Yarmouth and Gorleston, Norfolk – At 11.6 a.m. on 10th August, 1966, information was received that a girl

bather was drifting out to sea on an air bed. At 11.8 the IRB was launched in a south westerly wind and a slight sea. It was just after low water. The girl was rescued and taken to the beach. The IRB returned to her station at 11.35. A R.A.F. helicopter was also called out.

Southend-on-Sea, Essex – At 2.55 p.m. on 20th August, 1966, a dinghy was washed ashore at the Thames Estuary yacht club. The IRB was launched at 3.2 in a slight south easterly breeze and calm sea to search. The tide was flooding. The IRB rescued two people. She returned to her station at 3.50.

SOUTHERN DISTRICT

Eastney, Hampshire – At 11.50 a.m. on 9th August, 1966, a number of people were reported stranded on the East Winner bank. At 12.5 the IRB was launched in a choppy sea and a south westerly wind. It was two hours after low water. The IRB picked up three adults and three children, transferred them to the harbour master's launch, and returned to her station at 12.25.

Littlestone-on-Sea, Kent – At 1 p.m. on 1st August, 1966, a sailing dinghy was reported in difficulties with a torn sail about one and a half miles offshore. The IRB was launched at 1.2 in a strong south westerly wind and a rough sea. It was 40 minutes after high water. An unsuccessful attempt was made to tow in the dinghy, and eventually her occupants had to be transferred to the IRB and the dinghy abandoned. The survivors were landed, and the IRB returned to her station at 1.25.

At 1.45 p.m. on 14th August, 1966, an IRB crew member informed the honorary secretary that a sailing dinghy had capsized and, although having righted her, the crew were making no headway in the direction of the shore. The IRB was launched at 1.55, nearly three hours after high water, in a south westerly breeze and a moderate sea. When the IRB reached the casualty, a 10

year old boy was taken aboard, and his father stayed in the dinghy while it was being towed. After the dinghy had again capsized, the father was also taken aboard, the dinghy righted by the crew, and successfully towed back to the IRB station, arriving at 2.55.

Exmouth, Devon – At 5.50 p.m. on 29th August, 1966, two boys were reported trapped by the tide at Parson and Clarke point. The IRB was launched at 6.5 in a westerly breeze and a slight sea. It was one hour before high water. The boys were picked up and landed on Dawlish beach. The IRB returned to her station at 6.51.

Mudford, Hampshire – At 2.40 p.m. on 3rd August, 1966, information was received that a sailing dinghy had capsized in the harbour and her crew appeared to be in difficulties. She had been under observation for some time. The IRB was launched at 2.45 in a gale force south westerly wind and a choppy sea. It was high water. When she reached the casualty she found that the crew were struggling to right the dinghy, whose mast was stuck in the mud. The IRB righted the dinghy, took her occupants aboard, and towed her ashore. The IRB returned to her station at 3.5.

SOUTH-WEST DISTRICT

Newquay, Cornwall – At 1.30 p.m. on 28th August, 1966, while on passage to Fistral, the crew of the IRB saw two skin divers in difficulties off Crebba rocks. There was a south easterly wind with a moderate swell. It was three hours after low water. The skin divers were taken ashore at Little Fistral. The IRB continued on her way at 1.47.

At 7.21 p.m. on 20th August, 1966, four youths were reported to have been cut off by the tide at Barrowhead. At 7.25 the IRB was launched in a light northerly breeze and a moderate swell. It was five hours after low water. The four youths were rescued. The IRB arrived back at her station at 7.35.

Borth, Cardiganshire – At 3.20 p.m. on 20th August, 1966, a skin diver was reported missing off the causeway at Wallog. At 3.24 the IRB was launched in a north easterly wind. The tide was ebbing. The missing diver was spotted about a quarter of a mile north of the causeway and was picked up. The IRB returned to her station at 5 o'clock.

Pwllheli, Caernarvonshire – At 4 p.m. on 5th August, 1966, a speedboat was stated to have capsized off Gimblett rock and its occupants were in the water. The IRB was launched at 4.10 in a moderate sea with a corresponding west south westerly breeze. It was low water. The speedboat's crew of three were rescued and landed, and the speedboat then recovered. The IRB returned to her station at 6.30.

The Mumbles, Glamorganshire – At 12.45 p.m. on 4th August, 1966, a visitor on the sea front informed the coxswain that a small sailing craft with three people on board had capsized in the middle of Swansea Bay. The IRB was launched at 12.43 in a strong westerly wind and a moderate sea. It was five hours after high water. She righted the yacht and towed the casualty to the lifeboat house. The IRB returned to her station at 1.15.

At 9 p.m. on 13th August, 1966, a witness informed the coxswain that a small boat with four occupants was in difficulties in Swansea bay. At 9.5 the IRB was launched in a moderate sea and a south westerly wind. It was four hours after high water. The casualty was found to have a fouled anchor and a broken down engine. She was towed to the IRB station, which was reached at 9.30.

At 2.50 p.m. on 15th August, 1966, a small dinghy was reported to be drifting about three miles offshore. The engine had failed. It had three persons on board. At 2.55 the IRB was launched in a westerly wind and a moderate sea. It was four after low water. The IRB took the dinghy in tow, and returned to her station at 4.5.



By courtesy of]

[North Wales Press Agency

A nice turn by the Flint IRB.

Porthcawl, Glamorganshire - At 1.5 p.m. on 27th August, 1966, a bather was reported in difficulties. The IRB was launched at 1.7 in an easterly breeze, two hours after low water. The bather, a boy of 11, was picked up exhausted. He was landed and taken to hospital where he was detained for 24 hours. The IRB returned to her station at 1.20.

At 7.26 p.m. on 19th August, 1966, two life-guards were noticed drifting out to sea off Locks Common on their surf boards. The IRB was launched at 7.29. It was five hours after low water. The life-guards were landed safely, and the IRB returned at 8.5. The life-guards had gone to assist two women thought to be cut off by the tide, which proved too powerful for the life-guards. The women were, in fact, safe.

See page 279 for other IRB launches.

MAY

SCOTTISH DISTRICT

Thurso, Caithness-shire - At 6.2 p.m. on 2nd May, 1966, it was reported that a small fishing boat was drifting on to rocks at St. John's Point, Mey. The

life-boat *Pentland* (Civil Service No. 31) was launched at 6.30 in a slight south easterly wind and a slight sea. It was one hour before high water. When she was off Dunnet Head the life-boat received an R/T message that the casualty - the m.f.v. *Rose Valley* of Wick - was underway and proceeding slowly towards Stroma harbour. As the vessel's engine was still faulty the life-boat towed her to Scrabster harbour, arriving back on station at 11.35.

NORTH-WEST DISTRICT

Largs, Ayrshire - At 6.50 p.m. on 25th May, 1966, a message was received that a motor boat had broken down off Ashcraig, between Largs and Skelmorlie. The IRB was launched at 7.15 in a moderate to fresh south westerly wind and a slightly choppy sea. She found the motor boat, which had engine failure, about a quarter of a mile off shore and drifting towards the shore. There were five people on board. The IRB towed the casualty back to Largs. She returned to her station at 8.30.

At 11 a.m. on 28th May, 1966, while out on exercise, the crew of the IRB saw a dinghy capsized. There was a strong

south south easterly wind and a swell. When the IRB reached the dinghy one of her crew had to go overboard to assist in getting the dinghy's crew - a man and a young boy - aboard the IRB. The dinghy was righted and towed to Cairnie's quay. Information was then received that two catamarans were missing. The IRB carried out a search and found them beached at Fairlie. She returned to her station at 12.30 p.m.

Gift Mast

Mr. K. Derham, of Mudeford, Christchurch, Hants., has given a mast and

yard-arm to the IRB station at Mudeford, and the Highcliffe Sailing Club has contributed £30 towards the cost of its installation. The mast, incidentally, was from a sailing boat owned by Mr. Derham's grandfather.

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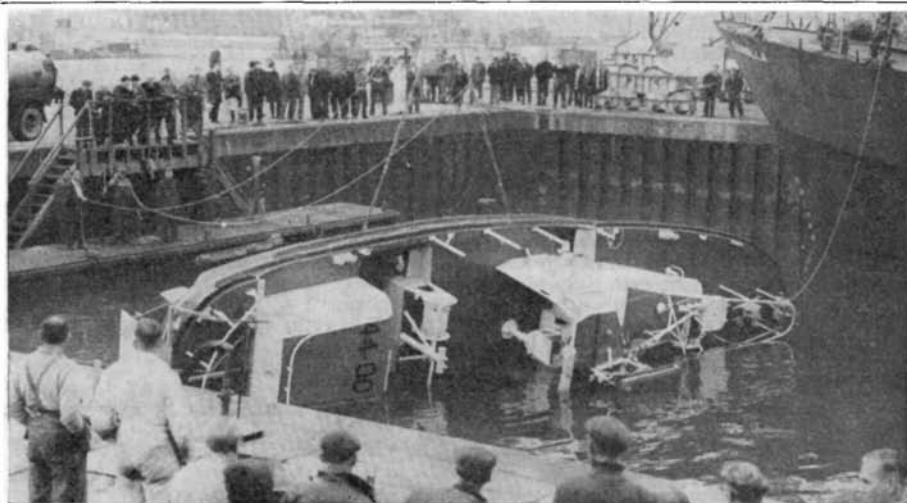
OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded in full on pages 240, 255 and 274, the following launches on service were made during the months of June to August, 1966, inclusive:

- Aberdovey, Merionethshire** - August 29th.
- Abersoch, Caernarvonshire** - June 13th, July 18th, August 7th and 13th.
- Aberystwyth, Cardiganshire** - July 16th (twice), August 7th, 8th and 21st (twice).
- Atlantic College, Glamorganshire** - August 18th and 21st.
- Barrow, Lancashire** - August 28th.
- Bembridge, Isle of Wight** - June 6th, July 5th and 30th.
- Blackpool, Lancashire** - June 21st, July 3rd, 10th, 20th (twice), August 8th and 29th.
- Blyth, Northumberland** - June 9th and 12th.
- Borth, Cardiganshire** - June 18th, July 19th, August 3rd and 20th (twice).
- Bournemouth, Hampshire** - June 24th and July 12th.
- Bridlington, Yorkshire** - June 18th, 28th, July 26th and 28th.
- Brighton, Sussex** - June 13th, July 9th, August 4th and 26th.
- Broughty Ferry, Angus** - July 3rd, 19th, 24th, August 1st 17th and 19th.
- Bude, Cornwall** - June 29th, July 21st, August 21st and 28th.
- Burnham-on-Crouch, Essex** - June 3rd and 19th.
- Clacton-on-Sea, Essex** - August 29th.
- Conway, Caernarvonshire** - July 19th, August 5th, 6th, 7th and 27th.
- Cullercoats, Northumberland** - June 17th and July 22nd.
- Eastbourne, Sussex** - August 5th (twice).
- Eastney, Hampshire** - June 30th, July 10th, 31st, August 28th (twice) and 29th.
- Exmouth, Devon** - June 11th, 17th, 21st, 26th, July 28th, August 4th, 13th, and 21st.
- Filey, Yorkshire** - June 13th, July 16th, 30th, 31st, August 19th and 27th.
- Fleetwood, Lancashire** - July 4th, 6th and August 28th.
- Great Yarmouth and Gorleston, Norfolk** - June 8th, 17th, 19th, 22nd, August 5th and 12th (twice).
- Happisburgh, Norfolk** - July 20th, 24th, 29th, August 10th and 21st.
- Harwich, Essex** - June 4th, 5th, 19th, 20th and 27th.
- Hastings, Sussex** - June 12th, 26th, July 12th, 19th, 28th, 31st, August 13th (twice), 25th and 29th.
- Helensburgh, Dunbartonshire** - June 11th, July 17th, 24th, and August 5th.
- Humber Mouth (Cleethorpes), Lincolnshire** - June 4th and 14th.
- Kinghorn, Fifeshire** - August 7th, 13th, 15th and 19th.
- Kippford, Kirkcudbrightshire** - July 21st, August 10th and 18th.
- Largs, Ayrshire** - June 12th, 25th, August 9th (thrice), 13th, 14th (thrice).
- Littlestone-on-Sea, Kent** - July 5th, August 9th and 30th.
- Llandudno, Caernarvonshire** - June 11th, 12th, July 2nd (twice), 10th, 18th, 22nd (twice), 25th, 27th (twice), August 4th, 5th, 6th, 14th and 16th.

Lymington, Hampshire - July 30th and August 31st.
Mablethorpe, Lincolnshire - July 10th, 15th, August 13th and 15th.
Margate, Kent - June 19th, 26th, July 23rd, 31st, August 11th, 17th and 18th.
Moelfre, Anglesey - June 5th, 19th, 23rd (twice), July 20th, 22nd and August 10th (twice)
Morecambe, Lancashire - July 4th.
Mudeford, Hampshire - June 19th, July 1st, 8th, 24th, 31st and August 24th.
Newquay, Cornwall - June 3rd, 5th, 12th, 18th, 26th, 27th, 28th, July 3rd (twice), 14th
 19th, 21st, 24th, 31st, August 2nd, 3rd, 16th, 17th, 18th (twice), 19th, 26th and 29th.
North Sunderland, Northumberland - June 4th, 15th, July 17th and 28th.
Porthcawl, Glamorganshire - June 1st, 8th, 29th and August 21st.
Port Talbot, Glamorganshire - July 16th and August 25th.
Pwllheli, Caernarvonshire - June 13th, 19th, July 19th and 25th.
Redcar, Yorkshire - June 26th.
Rye Harbour, Sussex - July 9th, August 9th and 17th.
St. Ives, Cornwall - June 11th, 18th, 28th, 29th, July 10th, 14th (twice), 16th (twice), 20th
 21st (twice), 26th, 31st, August 5th, 9th, 12th, 14th, 18th, 25th and 28th.
Scarborough, Yorkshire - July 3rd, August 12th, 15th and 28th.
Skegness, Lincolnshire - June 3rd, 4th, July 14th (twice), 23rd, 24th, August 2nd, 13th
 14th, 15th and 24th.
Southend-on-Sea, Essex June 12th, 16th, 19th (twice), 20th, 25th, 27th, July 10th, 17th
 23rd, 24th, August 13th, 14th and 20th.
Southwold, Suffolk - July 6th, 27th, 28th, 31st, August 16th and 21st.
Sunderland, Durham - June 4th, July 2nd, 9th, 15th, 26th, 30th and August 15th.
The Mumbles, Glamorganshire - June 11th, 28th, August 3rd, 5th and 30th.
Torbay, Devon - June 18th, July 21st and August 19th.
Tynemouth, Northumberland - June 4th, 5th, 20th, July 12th, 22nd, August 1st and 6th
Walmer, Kent - June 12th and August 8th.
West Kirby, Cheshire - June 23rd, July 7th and 20th.
West Mersea, Essex - June 19th, 23rd (twice), July 9th (twice).
Weston-super-Mare, Somerset - August 7th and 22nd.
Whitby, Yorkshire - June 2nd, 23rd, 30th and July 30th.
Whitstable, Kent - June 21st (twice), 26th, 29th, July 10th, August 7th, 8th, 14th (twice
 and 25th).
Worthing, Sussex - June 12th, 13th, August 11th, 22nd and 31st.
Yarmouth, Isle of Wight - June 10th, 14th, 16th, July 3rd, 26th and 30th.

CAPSIZING TESTS ON 44-002



by courtesy of]

[Ford Jenkins

As we closed for press the life-boat 44-002 John F. Kennedy, the first of the Institution's fleet of six 44-ft. steel life-boats, was undergoing trials at Lowestoft, Suffolk. Here she is shown during capsizing and self-righting tests at the shipyard of Brooke Marine Ltd.