

THE LIFE-BOAT

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PORTRAIT OF A COXSWAIN



COXSWAIN YVES SYLVESTRE HERVE, of the Criccieth life-boat *Robert Lindsay*. Born in Brittany, Coxswain Herve, who served in the French merchant navy from 1935 to 1941 and then in the Free French commandos, joined the Criccieth life-boat in 1953. He was made coxswain in October, 1963.

NOTES OF THE QUARTER

One of the most outstanding services in the history of the Life-boat Institution is described in this number of THE LIFE-BOAT. It was carried out by the Holyhead and Moelfre life-boats and led to the award of two gold medals. Coxswain Richard Evans, of Moelfre, is now the only man living to have been awarded the gold medal twice. Lieutenant-Commander Harold Harvey has the distinction of being the only inspector of life-boats ever to receive the gold medal for gallantry. The last occasion on which a medal was conferred on an inspector was in 1926 when the late Commander P. E. Vaux, D.S.C., R.N., who later became Chief Inspector of Life-boats, received the bronze medal for a service off Galway.

Some idea of the rarity of this award may be gained by the fact that since the end of the war in 1945 it has been conferred only five times in all. The other two post-war gold medallists were Coxswain Thomas King of St. Helier, Jersey, and Coxswain Hubert Petit of St. Peter Port, Guernsey, who received their awards for services in 1949 and 1963 respectively. Thus, of the five gold medals awarded since the war three have been for services by life-boats from Anglesey and two for services by life-boats from the Channel Islands.

A YEAR OF DISTINCTION

The rescue from the Greek vessel *Nafsiporos*, for which two gold medals were awarded, may be regarded as the culmination of a year of outstanding distinction. One measure of this was the number of awards for gallantry conferred for services in 1966. These included five silver medals and 17 bronze medals in addition to the two gold medals.

It was a year of exceptional activity for both life-boats and inshore rescue boats all round the coast, and an all-time record for launches on service was once again established. Life-boats were launched 1,054 times and saved 489 lives. Inshore rescue boats, which were launched 729 times, saved 328 lives. Evidence that the service grows busier every year is afforded by the fact that the previous record for launches was established in 1965.

The year 1966 was also a period of record expenditure, total payments amounting to no less than £1,846,000. Unfortunately, in spite of tremendous efforts made by voluntary workers everywhere, income did not quite match expenditure, amounting in all to £1,722,000. A very high level of expenditure must be expected for some time to come, for orders placed for the construction of new life-boats and engines, which have not yet been met, now amount to approximately £1,135,000.

LIFE-JACKETS AND PROTECTIVE CLOTHING

After four years of research the Institution is to introduce a new type of life-jacket and protective suit. A thousand two-piece suits of protective clothing and a similar number of life-jackets will be bought in the first instance, the total cost of which will be rather over £18,000.

The Institution's requirement was for a life-jacket which crews would readily



By courtesy of]

[Sport & General

The Institution's new life-jacket and protective suit made by Vacuum Reflex Ltd. A thousand sets will be bought in the first instance.

wear and would not impede them in their work; which would automatically bring a man who had fallen overboard face upwards in the water; which would, through its initial buoyancy, support him for a reasonable time in the water; and which could be inflated by the mouth so that there was a total buoyancy of 48 lbs., thus ensuring that the wearer would remain afloat for many hours. The life-jacket is fitted with an amber light, a whistle, a lifting becket, and a life-line.

NEW FAST EXPERIMENTAL CRAFT

A new type of experimental craft has been developed by the Institution and has carried out successful trials. This is known as the Hatch boat.

The Hatch boat serves a dual purpose. She can be used as a boarding boat to take life-boat crews from the shore to life-boats which remain afloat. She can also be used for rescue purposes.

In recent years the R.N.L.I. has found that its boarding boats are quite frequently towed by the life-boat to the scene of an inshore or cliff casualty. The Hatch boat will be faster than any other craft in the R.N.L.I.'s service and is a self-contained inshore rescue unit.

The boat has a hull form on similar lines to that of modern fast off-shore power boats. She has a moderately high freeboard and a flared bow. In calm water the boat can reach a speed of up to 26 knots. Her overall length is 20 feet 6 inches and her beam 6 feet 11 inches.

The designer of this new boat is Mr. George N. Hatch, A.M.R.I.N.A., a senior draughtsman on the Institution's staff. The prototype has been built in wood by Messrs. William Osborne Ltd. at Littlehampton and was displayed on this firm's stand at the International Boat Show at Earls Court from 4/14th January, 1967.

If the Institution decides after exhaustive evaluation to build a number of these boats they may be constructed of fibreglass, the wooden prototype serving as the plug for the mould.

A photograph of the boat appears below.

'BLUE PETER' APPEAL

In December the popular B.B.C. television programme for children, 'Blue Peter', asked all its viewers to send paper-back books to the Institution with the object of raising enough money for the provision of a new inshore rescue boat. So successful was the appeal that nearly a quarter-of-a-million books were sent in, all of which were sold. As a result, it was found possible to pay for no fewer than four inshore rescue boats. These will be known respectively as *Blue Peter I*, *Blue Peter II*, *Blue Peter III* and *Blue Peter IV*, and will be stationed at Littlehampton, Beaumaris, North Berwick and St. Agnes respectively.

Norwegian Flag Presented To R.N.L.I.

On the occasion of the visit by Commander F. R. H. Swann, O.B.E., R.N.V.R., Deputy Chairman of the Institution, to Norway for the 75th anniversary of the Norwegian Life-boat Society (THE LIFE-BOAT, December, 1966, and this issue, page 16), a Norwegian government flag was presented to the Institution.

It was presented as a token of his appreciation by Captain Olaf Björnstad, R. Nor. N.R., Secretary General of the Norwegian Life-boat Institution, in September, 1966.

The flag flew on the naval patrol boat used by Captain Björnstad when military commander of the harbour of Oslo just after the war. At the time he met H.R.H.



The new Hatch-boat, specially built for the Institution, showing her paces off Littlehampton. She can be used as a boarding boat to take life-boat crews from the shore to life-boats which remain afloat, and she can also be used for rescue purposes.

Crown Prince Olav in his return to Oslo on 13th May, 1945. Later, on the return of H.M. King Haakon VII, Captain Björnstad met him in the harbour on 7th June, 1945, flying the same flag.

Captain Björnstad, whose picture appeared in *THE LIFE-BOAT* for September, 1966, was head of the war time resistance group which operated in the Oslo harbour area. He took command at the time of the German capitulation on 10th May, 1945.



By courtesy of]

[Fox Photos Ltd

A record number of visitors to this year's International Boat Show at Earls Court, London, visited the R.N.L.I. stand between 4th-14th January, 1967. Principal exhibits were the new 44-foot steel life-boat *John F. Kennedy*, open for inspection, and the inshore rescue boat *Blue Peter I* (lower left) which is described on page 5 of this issue. Elsewhere there were other R.N.L.I. attractions - on the stand of William Osborne Ltd. the new R.N.L.I. Hatch-boat, now in the experimental stage, and on the stand of the Haymarket Press Ltd. much of life-boat interest, including a model of the popular 37-foot Oakley self righting life-boat.



By courtesy of]

[Worthing Herald

The new IRB boat house at Worthing. It is of cedarwood and replaces a concrete structure.

TWO GOLD MEDALS

THE rescue from the Greek motor vessel *Nafisporos*, in which fifteen men were saved by the Holyhead and Moelfre lifeboats, will probably long be recalled as one of the great achievements in the life-boat service.

Coxswain Richard Evans, of Moelfre, was awarded a bar to his gold medal, and Lieutenant-Commander Harold Harvey, V.R.D., R.N.R., was awarded the gold medal. No fewer than fifteen other medals were awarded to the members of the two crews.

It was at 10.2 on the morning of 2nd December, 1966, that the coastguard told the honorary secretary of the Holyhead life-boat station, Mr. T. B. Roberts, that the *Nafisporos*, which was a vessel of 1287 tons gross, was broken down and needed help. Her position was given as 20 miles north of Point Lynas.

Mr. Roberts agreed to launch the Holyhead life-boat. The telephone line to the boathouse had been blown down in the gale, and he went to the boathouse to tell the coxswain what was needed. Maroons were fired by the coastguard at 10.12.

INSPECTOR WAS IN THE TOWN

Lieutenant-Commander Harvey, the inspector of life-boats for the north west, was passing through the town on his way to a meeting at Trearddur Bay and called at Mr. Roberts' house. He learnt from the honorary secretary's son that Mr. Roberts was on his way to the boathouse, and he himself also drove there. He found the life-boat crew about to launch the life-boat and with the agreement of the coxswain, Thomas Alcock, he took his place in the boat.

The Holyhead life-boat *St. Cybi* (*Civil Service No. 9*), which is one of the 52-foot Barnett type, was launched at 10.30. She passed the breakwater ten minutes later.



By courtesy of]

[Daily Express

Coxswain Richard Evans, of the Moelfre life-boat (left), Lt.-Cmdr. Harold Harvey, V.R.D., R.N.R., the Institution's inspector of life-boats for the north west, and Coxswain Thomas Alcock, of the Holyhead life-boat, who between them were awarded two gold medals and a silver medal for their part in rescuing men from the motor vessel *Nafsiporos* on 2nd December, 1966.

A north-westerly gale of force 10 was blowing and was gusting to force 11. Because of flying spindrift visibility was down to 500 yards. There was a very heavy sea, and it was two hours before high water.

By 1.30 p.m. the life-boat was 14 miles north north east of the Skerries, and Shackleton aircraft were seen two miles to the east of the boat's position. One of the aircraft came overhead and directed the life-boat to the east, and at 1.38 the life-boat first made contact with the *Nafsiporos*. The Russian timber ship *Kungurles* and another vessel were in close company, and the Holyhead life-boat began to escort the Greek vessel.

Earlier in the day, at 8.20 a.m., the Douglas life-boat *R. A. Colby Cubbin No. 1*, which is one of the 46-foot 9-inch Watson type, had been launched to go to the *Nafsiporos*, which at that time had been reported in distress twelve miles south of Douglas Bay. A wind speed of over 90 knots was recorded at Rondaldsway Airport. The sea was exceptionally heavy.

COOPERATION WITH AIRCRAFT

At 10.6 Coxswain Robert Lee on board the Douglas life-boat was informed by the Ramsey coastguard that the *Nafsiporos* had reported her position as 23½ miles from Douglas Head at 9.50. At 11.3 he received another report that a Shackleton aircraft was circling the *Nafsiporos* in a position 25 miles from Douglas Head.

At 11.32 the Douglas life-boat was thought to be 25 miles from Douglas Head, and the Ramsey coastguard estimated 20 minutes later that she was some 5½ miles from the casualty.



By courtesy of]

[Daily Express

A remarkable aerial photograph of the motor vessel *Nafsiporos* being pounded by heavy seas on 2nd December, 1966, when two gold medals were awarded to members of the Institution for their bravery that day in going to her aid. The *Nafsiporos* was at times rolling up to 35° either side of the vertical with her forefoot, bilge keels and propeller in turn showing well clear of the water.

The Douglas life-boat then sighted an aircraft and Coxswain Lee altered course towards it. Half-an-hour later communication was established by VHF radio telephone, but it seems that the aircraft did not in fact sight the Douglas life-boat because of the poor visibility. The Douglas boat continued to search, but nothing further was seen of the aircraft, and the life-boat never encountered the *Nafsiporos*.

When it was learnt that the Holyhead life-boat was in contact with the *Nafsiporos* the Douglas life-boat discontinued the search. She reached her station at 6.30 and was refuelled. Conditions were too bad for her to be rehoused.

A third life-boat was also called out to the help of the *Nafsiporos*. This was the Moelfre boat *Watkins Williams*, which is one of the 42-foot Watson type.

She had been launched at 7.40 that morning to go to the help of the motor vessel *Vinland*, which had been reported to have engine trouble in a position north of Point Lynas.

After 2½ hours against the wind the Moelfre life-boat reached a position some five miles north of Point Lynas when she learnt that the motor vessel *Grit*, which was 3½ miles north east of the point, was in difficulty as her steering gear had broken down.

LEFT TO COXSWAIN

The coastguard left it to Coxswain Richard Evans on board the Moelfre life-boat to decide which vessel to assist.

Coxswain Evans decided to stand by the *Grit*, which had much less sea room and was nearer to his position.

He had reached the *Grit* after some three to four hours steaming, and he remained in company until about 12.15 when the *Grit* sent a radio message that temporary repairs had been effected and help was no longer needed.

Meanwhile another vessel, the *Pacific Northwest*, was standing by the *Vinland* and the Dutch tug *Utrecht* was on her way to her. The Moelfre life-boat was therefore recalled and reached her station at 1.15. She was secured half way up the slip at 1.40.

It was a short respite, for at 2.8 the Moelfre life-boat was called to the help of the *Nafsiporos*, which was then drifting towards Point Lynas. She put out at 2.22, when the wind had reached hurricane strength and the seas were mountainous.

The life-boat passed a mile-and-a-half to two miles to the north of Point Lynas at 2.50. Coxswain Evans had learnt that the Greek vessel was then 8 miles from the Skerries and was drifting at 3½ knots. She was likely to come ashore in the area of Bull Bay.

DANGERS

The dangers to the *Nafsiporos* were growing steadily greater. She was flying light and was seen to roll up to 35° either side of the vertical. Her forefoot, bilge keels and propeller were in turn clear of the water. She was heading approximately west south west but could not be brought up into the wind although her rudder was hard to starboard.

When she was only about a mile north north east of the Ethel Rock buoy the Russian vessel *Kungurles* managed to get a tow line aboard her. The time was 2.57. Because of the tremendous strength of the wind and the sea conditions attempts to bring the *Nafsiporos* head to wind were unsuccessful, and the tow parted at 3.16. There was then no longer enough sea room for any attempt to be made to reconnect the tow.

The Greek vessel scraped close past the Ethel Rock buoy at 3.25. She dropped her port anchor six minutes later, but it failed to hold. The *Nafsiporos* continued to drag until she fetched up less than a quarter of a mile west of the West Mouse Rock. Here the depth of the water was only about six fathoms.

ROLLED UP TO 35°

By 4 o'clock in the afternoon the Greek vessel was heading north athwart the five knot ebb tide which by then was running. She continued to roll up to 35° either side of the vertical.

The two life-boats were faced with a task of tremendous difficulty. The sun had set at 3.52, and little time remained to carry out any rescue before difficulties would be increased by the onset of darkness.

A Shackleton aircraft which was overhead at this time measured the wind speed as 100 knots, and the height of the sea and swell was estimated to be 35 feet from crest to trough.

While waiting for the Greek vessel to be brought up to her anchor the Holyhead life-boat had been hove to less than a quarter of a mile off the vessel's port quarter. At about 4 o'clock Coxswain Alcock brought her round the stern about half a boat's length clear of a cotton gun line, which was trailing over the side.

The *Nafsiporos* gave an extreme roll to starboard and a heavy yaw. Her counter crashed down heavily on the port quarter of the life-boat causing considerable damage. Coxswain Alcock had to go full ahead and hard to starboard to avoid any further damage.

The life-boat then lay off and took stock of the position. Several runs were made to assess the strength of the tide, and it was found that by varying the engine revolutions between 500 and 600 the life-boat could just stem the tide, which was thus estimated to be running at five knots.

A NEW HAZARD

The *Nafsiporos's* starboard boat had been turned out, and the crew then let go the forward fall. As a result the boat was hanging vertically from the after davit with her keel facing forward. This presented a new hazard. The jumping ladder in the waist down which the Greek vessel's crew would have to come was only about half a boat's length abaft the hanging boat. Both the Moelfre and the Holyhead life-boats tried to get the Greek crew to cut the boat away but without success.

It was clear that in any rescue attempt the greatest skill would have to be shown by those on the decks of the life-boats as well as by the man at the wheel, and all would be in the greatest danger. The bowman of the Holyhead life-boat was absent through sickness, and Coxswain Alcock considered his services would



By courtesy of
[Atlantic College and South
Wales Evening Post

A fine action study of an IRB from Atlantic College, St. Donat's Castle, Glamorgan, and (left) Prince Bernhard of the Netherlands chatting with IRB crews during a visit to the College last year.

be needed on the deck together with those of Second Coxswain William Jones.

Coxswain Alcock therefore asked Lieutenant-Commander Harvey if he would take the wheel, a wise decision, and one demanding both physical and moral courage on the part of Coxswain Alcock. Lieutenant-Commander Harvey asked the other boat's officers and motor mechanics for their views, and with their consent he took the wheel and Coxswain Alcock supervised operations on deck.

Meanwhile at 3.31 Coxswain Evans aboard the Moelfre life-boat had sighted the *Nafsiporos* silhouetted in the light of the setting sun. He brought his boat close to the West Mouse Rock to the northward and came up astern of the Greek vessel as Coxswain Alcock ran in for his first attempt.

MADE CONTACT

When this was seen to have been unsuccessful Coxswain Evans took his boat in. He made contact with the *Nafsiporos* but had to sheer away again because of the position of the ship's boat hanging over the side.

Coxswain Evans made another run, but this time could not persuade any of the crew to leave.

It was between 4.30 and 5 p.m. that Lieutenant-Commander Harvey shaped up for his final run in. He had decided to approach from up tide to leeward and on the starboard side of the *Nafsiporos* to allow the tide to take the life-boat into the ship. As the life-boat approached one survivor was already on the jumping ladder. At times he was well below the guard rails of the life-boat and at others well out of reach overhead. Lieutenant-Commander Harvey brought the life-boat successfully alongside, and the man on the ladder was wrenched by force into the life-boat.

Due to the example and personal courage of Coxswain Alcock four more men were taken aboard the life-boat, their confidence increasing as one after other was brought to safety. Lieutenant-Commander Harvey manoeuvred the life-boat on the engines, for all along there was the danger that the ship's boat might break loose.

SHIP'S BOAT CRASHED DOWN

In spite of all the skill shown in this manoeuvre it was impossible to keep the life-boat entirely clear of the suspended ship's boat, and more than once the life-boat stem head fitting struck the bow of the other boat.

Suddenly, just after the fifth survivor had been taken on board, the fall of the ship's boat parted and the boat came crashing down. Lieutenant-Commander Harvey, foreseeing this danger, had kept the life-boat engines astern, and they were put at full throttle. The alarm was shouted and the men on the deck of the life-boat just managed to jump aft before the ship's boat crashed down on to the deck.

The boat hit the deck upside down, crashing with all her gear on the port side. Oars seemed to be everywhere, and blades and looms were even projecting through the wheelhouse window, which had been opened to give better vision.

The boat hit the life-boat's mast exhaust just below the band of the deck light. Her stem crushed the forward stanchions of the guard chains. Then, partly under the impetus of the sternway which the life-boat was now gathering, the ship's boat rolled and slid clear of the life-boats port bow.

TEN MORE MEN RESCUED

The debris was quickly cleared, but as the wreckage of the ship's boat was now between the Holyhead life-boat and the *Nafsiporos* the life-boat had to pull clear and to starboard before another run in could be attempted. In fact, a further run in was not needed. The Moelfre life-boat came in in yet another attempt, and Coxswain Evans was able to keep her alongside while ten more men were taken aboard.

This left the Greek captain and three hands still to be accounted for. Both life-boats went alongside yet again, but nobody was visible on the deck of the Greek steamer. It was later learnt that they did not intend to abandon the ship.

There was no question of transferring survivors at sea, and both life-boats set off together for Holyhead, where they arrived at 6.30. Four of the survivors, who were injured, were taken to hospital by a waiting ambulance.

After landing the survivors and with time only for a cup of tea for her own crew the Holyhead life-boat put out again at the request of the Greek captain to stand by the vessel. When the life-boat approached the *Nafsiporos* Shackleton aircraft were dropping illuminated life rafts to her.

The life-boat continued to patrol the area, co-operation with the R.A.F. aircraft being excellent. With the help of the illumination provided by the Shackleton and by the use of her own parachute flares the life-boat was able to guide the Dutch tug *Utrecht* into confined waters. Advice was then given to the tug on the best line of approach and withdrawal, and the life-boat continued to stand by while the tow was passed.

The *Nafsiporos* was taken in tow at 6.56 in the morning and the Holyhead life-boat finally reached her station at 7.58.

OTHER AWARDS

In addition to the two gold medals the following awards were made:

Silver medals to Coxswain Thomas Alcock and Motor Mechanic Eric Jones of Holyhead and to Motor Mechanic Evan Owens of Moelfre; Bronze medals to the other members of the two crews: Second Coxswain William Jones, Acting Bowman F. Ward, Acting Assistant Mechanic J. Sharp and crew members J. Hughes, G. Drinkwater and B. Steward of Holyhead; Second Coxswain Donald Francis, Bowman H. Owen, Assistant Mechanic W.M. Davies and crew members David Evans, Captain J. D. Jeavons and H. Jones of Moelfre.



Photograph by courtesy of the Evening Argus, Brighton

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

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

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NEW YEAR HONOURS

The following were among those honoured by the Queen in the New Year Honours -

C.B.

Rear Admiral Geoffrey H. Carcw-Hunt, Admiral Commanding Reserves, is an ex-officio member of the Committee of Management of the Institution.

O.B.E.

Mr. Stirling Whorlow, Secretary of the Royal National Life-boat Institution. The many letters and telegrams of congratulation he received, including one from Princess Marina, Duchess of Kent, the Institution's President, indicate how much this award was welcomed throughout the life-boat service. It was recognized not only as a personal distinction to a man who carries the increasingly onerous duties of his post, but also as a tribute to the service as a whole. Typical of comments received from life-boat stations were: 'We all feel sure that this must be a tremendous encouragement to you in your most responsible position and some recompense for the demands made upon you', and 'May I

offer my sincere congratulations on behalf of the many people here who have always appreciated your tremendous efforts on behalf of the Institution?' Mr. Whorlow has been Secretary since 1961, following over seven years as Assistant Secretary. His total service with the Institution amounts to 37 years.

B.E.M.

Coxswain Albert Watson, of the Cromarty life-boat. Mr. Watson, who belongs to a well-known seafaring family, has been in the service of the Institution for 38 years and coxswain of the Cromarty boat for 32 of them.

NORWEGIAN LIFE-BOAT ANNIVERSARY

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

Deputy Chairman of the Institution.

This is the second part of Commander Swann's article. In this issue he deals with his subsequent visit to Sweden.

ALL three life-boats arrived together at Gothenburg about 5 o'clock and berthed at a quay near the centre of the town. In the evening we were entertained to dinner at their home by Captain and Mrs. Hans Hansson. Admiral Jedeur-Palmgren was present and also Captain Alvarman, the Swedish Life-boat Society's Inspector. We particularly enjoyed the many varieties of raw herring and the aquavite from Lapland. A very pleasant occasion indeed.

Next morning, Tuesday, 20th September, all three life-boats gave a demonstration in Gothenburg harbour for the benefit of the press and T.V. who were mostly embarked in the Swedish boat. We had a lady reporter in *Grace Paterson Ritchie* who asked if she could make a short trip in our inshore rescue boat which she thoroughly enjoyed. After an hour or so all three boats berthed close to the Volvo Penta works on the north bank.

SAW PLANS OF NEW LIFE-BOAT

Our party was shown round the assembly shops and also saw plans of the new 65-foot life-boat which the Swedish Society is building – a single screw vessel with four Penta engines driving one shaft. The accommodation plan was of particular interest. We then embarked in the Swedish *Hugo Hammer* and steamed down the harbour to Langedrag near the entrance where we were all, including the crews of the British and German life-boats, entertained to lunch.

After lunch the German Chief Inspector, Captain Schumacher, our Chief Inspector, Lt.-Cmdr. W. L. G. Dutton, R.D., R.N.R., and Mr. R. M. Skillman, B.Sc., A.M.R.I.N.A., our Naval Architect, motored to Grotvik about 80 miles to the south. This is a small pier harbour on the eastern shore of the Kattegat. Here we saw two boats. *Fritz Scheel*, a fast boat, a 45-footer built of aluminium and six years old. She is powered by two Chrysler engines each developing 550 h.p. and will do 26 knots but has to reduce speed very considerably in anything more than a fresh breeze.

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We also saw a more conventional steel boat, the *Gunnar Carlsson*, 40-foot long, and capable of $8\frac{1}{2}$ knots. She was built in 1947. It was nearly dark when we arrived but both boats put to sea for a short demonstration. We watched from the shore and later had a short run in *Fritz Scheel*. There was a moderate breeze and slight sea. Later we motored to Halmstad where we spent the night.

Making an early start on Wednesday, 21st September, we made a diversion to Torekov, another small fishing harbour on the Kattegat. Here we saw the *Bernhard Ingelsson*. Built of steel in 1944 she is about 38-foot long, with one propeller in a tunnel, and is powered by a Penta diesel of 150 h.p., giving her a speed of $8\frac{1}{2}$ knots. The life-boat is housed and launches on a simple form of trolley on a railway track. Like most of the Swedish life-boats she has a permanent crew of two men supplemented by three or four volunteers as required. She was launched for our benefit and we had a short trip in her. We were impressed by the simplicity of the boat.

WATCHED BOATS ARRIVE

Torekov is an interesting place. The stern of an old schooner is mounted on the sea wall and contains a fascinating museum of sailing ship relics. Proceeding to Malmo down the very excellent Swedish roads we watched the British and German life-boats arrive and secure to the quay. Here we were joined by Captain Hans Hansson who had spent the previous day in Stockholm. In the afternoon *Adolph Bempohl* and *Grace Paterson Ritchie* with the press and T.V. embarked for a demonstration accompanied by the Swedish life-boat *Gustaf V* from Barseback. This was the fast 32-foot boat which steamed across the North Sea to Leith for the International Conference at Edinburgh in 1963. She does just over 20 knots and is driven by two Volvo Penta diesels. The weather was ideal for the demonstration and as usual the launching of the German daughter boat and our I.R.B. aroused great interest.



The Swedish life-boat *Gustaf Dalen* from Barseback

Later the six of us embarked in Captain Alvarman's Ford Taunus and set off on route 15 to the eastward. We had some difficulty in finding accommodation but eventually Captain Hansson found us beds at the Stadshotel at Solvesborg.

THE 'GUSTAF DALEN'

Next morning, Thursday, we motored the eight miles to Hano, a small fishing harbour on the Hano Bight, notorious for the worst weather in Sweden. Here we boarded the 60-foot rescue cruiser *Gustaf Dalen*, a most impressive vessel. Built of steel in 1964, she is single screw and has two Penta diesels each developing 160 h.p., which gives her a speed of 11 knots. She has a permanent crew of two and has many unusual features such as a spray curtain to give protection when coming alongside a burning casualty, remote control for lowering or weighing anchor, a hydraulic derrick for the dinghy, a geared up wheel for quick manoeuvring, heated guard rails for winter time and so on.

In addition, she has good accommodation, radar and all the usual R/T. The hull is well compartmented. On the average she does between 60 and 80 services in the year, mostly to disabled fishing craft. We went for a short trip in the boat, but as it was a very fine day were unable to test her sea-keeping qualities. On our return we went to the coxswain's house and met his wife and Siamese cat.

Then we drove another 50 miles to Karlskrona, the Swedish naval base on the south-east corner of the country. The fast life-boat *Hjalparen* was berthed alongside the quay having come round from her station a few miles to the west. Built of steel in 1952, she is nearly 60-foot long and is powered by a Mercedes-Benz diesel developing 1,000 h.p., which gives her a speed of 17 knots. Like most of the Swedish boats she has radar and all the usual electronic equipment. She has a full time crew of two. We went for a short trip in her.

The 125 mile drive back to Malmo was done at a high average speed because of the splendid road.

We arrived at the Malmo quay at 5.30 p.m., half an hour before our deadline, and after saying goodbye to our Swedish friends boarded *Adolph Bermphol* for a fast passage across the Sound to Copenhagen. *Grace Paterson Ritchie* had sailed earlier and we berthed astern of her at Langelinie, being welcomed by Captain Petersen of the Danish Life-boat Institution who had invited us to visit Denmark.

ANOTHER DEMONSTRATION

Next morning the German and British life-boats gave another demonstration to the press and T.V. Later the Chief Inspector and I caught a plane for London, leaving Mr. Skillman to stay on board *Adolph Bermphol* for her return passage to Heligoland.

It was a memorable eight days. The Norwegian celebrations were very well organized and most impressive, while the visit to Sweden to look at life-boats was very worthwhile. We were very impressed by several of the boats we saw. But perhaps the most abiding memory will be of the friendship and hospitality we received. It was very pleasant meeting old friends and making new ones.

SERVICE TO NORTH SEA OIL RIG

THE members of the crews of the Scarborough and Teesmouth life-boats have both received framed letters of appreciation signed by the Chairman of the Committee of Management, Captain the Hon V. M. Wyndham-Quin, R.N., for their services on the night of 16/17th November when they were called out to the oil rig *Neptune I*.

The honorary secretary of the Scarborough station, Mr. D. B. Atkinson, learnt from the coastguard at 8.30 p.m. on the evening of 16th November, 1966, that the oil rig was taking a terrific pounding and had asked for the help of the life-boat as the rig might have to be abandoned. The rig's position was 8 miles north north east of Scarborough.

Maroons were fired at 8.40. There was a force 10 gale blowing from the north north west. The sea was rough, and there was a heavy swell and visibility was poor. It was two hours after high water.

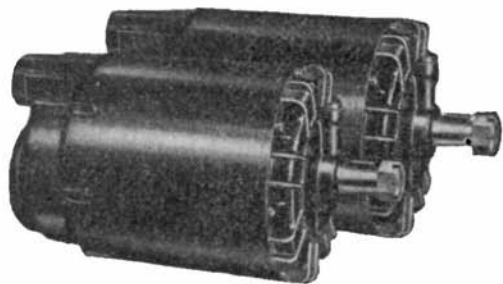
The life-boat, *J. G. Graves of Sheffield*, which is one of the 37 foot Oakley



By courtesy of]

[Scarborough and District Newspapers

The Scarborough 37-foot Oakley life-boat *J. G. Graves of Sheffield* whose coxswain recently wrote to Mr. R. A. Oakley, M.B.E., M.R.I.N.A., the life-boat designer, who last year retired from full-time service with the Institution, to tell him how impressed he was with the boat's performance in atrocious weather conditions on the night of 16th November, 1966 (see story on this page).



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type, was launched from her carriage at 9.5. When she reached the oil rig squalls of up to 90 knots were recorded and there were seas of up to 35 feet.

The life-boat stood by the oil rig until daylight, when the crew were told her services were no longer needed as wind and weather had moderated. She therefore returned to her station, arriving at 8.45 a.m. on 17th November.

At Teesmouth the report of the danger to the oil rig reached the honorary secretary, Mr. E. R. Copeman, at 8.35 from the Redcar coastguard. Maroons were fired four minutes later, but shortly after the crew had assembled Mr. Copeman was asked to have the crew standing by as the Scarborough life-boat was going to the oil rig.

Later the District Officer, H. M. Coastguard, asked if the life-boat could be launched to support the Scarborough boat.

The life-boat, *Sarah Jane and James Season*, which is one of the 47-foot Watson type, put out at 11 p.m.

WASHED OVERBOARD

Some three hours later, when the life-boat was abeam of Staithes, Coxswain William Carter handed over the wheel to the bowman while he and the second coxswain, Clive Porter, checked the position.

Coxswain Carter went out through the lee wheelhouse door and was about to come back through it when a very heavy sea rolled over the starboard quarter and washed him overboard. Fortunately, his life-belt light ignited immediately. The drill for a man overboard was carried out speedily and the coxswain was dragged back inboard.

He decided to press on with the service, and the life-boat reached the oil rig at 7.50 a.m. She had taken 8 hours 50 minutes to cover the 30 miles from Teesmouth.

At 8 o'clock the Teesmouth crew also learnt that their services were no longer needed and they reached Tees Dock at 1.50 p.m.

The station honorary medical adviser examined Coxswain Carter and found he had suffered no serious ill effects.

Members of the Scarborough crew were: W. Sheader (coxswain), T. Rowley (second coxswain), T. Towell (bowman), A. Rennard (motor mechanic), C. J. Bean (assistant mechanic), K. Eade, W. Elliott, and J. Rowley.

Members of the Teesmouth crew were: W. Carter (coxswain), E. C. Porter (second coxswain), R. Race (bowman), C. Coates (motor mechanic), D. Robinson (assistant mechanic), L. Oliver, J. Weeks, G. Mclay, and J. Packrin.

Rescue of Five Boys and a Girl

MR. MICHAEL WILSON, a second officer on leave from the Merchant Navy who went out as a member of the Tenby life-boat crew, has been awarded the Institution's silver medal for gallantry for the rescue of five boys and a girl on 27th August, 1966. The bowman, Joshua Richards, has been awarded the bronze medal for his part in the same service.

At 3.24 on the afternoon of 27th August the coastguard informed the Tenby

honorary secretary, Mr. G. Reason-Jones, that six people had been trapped by the tide at the mouth of a cave near Waterwynch. The Coastguard rescue equipment company had been called out. Mr. Reason-Jones judged from past experience and knowledge of the area that the life-boat might well be needed, and he went to a vantage point on the north shore at Tenby, where he was able to see the trapped people through binoculars.

There was clearly a danger that they might be washed off the rocks before the rescue company could reach them. He therefore decided to launch the life-boat and at 3.40 informed the Caldy Island coastguard accordingly.

On his way to the boathouse he picked up the coxswain, the second coxswain and the mechanic, and the remainder of the crew were alerted.

At 4.4 the life-boat *Henry Comber Brown*, which is one of the 46-foot 9-inch Watson class, was launched with a 14-foot punt in tow, and made for Waterwynch.

SAW FIVE BOYS

There was a south easterly breeze with a slight to moderate sea, but there was a heavy swell rolling in from the south east. Visibility was about five miles, and it was an hour and a half before high water.

The life-boat arrived off Waterwynch about ten minutes after being launched. The coxswain, W. R. Thomas, dropped his anchor and, veering cable, came astern towards the cliffs. As the life-boat approached the crew were able to see five boys together on a narrow ledge and a girl by herself on a nearby rock. It was clear that the life-boat would not be able to approach near to the cliffs because of the heavy swell and outcrops of rock.

She was finally brought up some 75 yards from the cliff face, and Coxswain Thomas decided that it would be necessary to use the punt.

The bowman and Mr. Wilson volunteered to man the punt, and the bowman began to back her in towards the boys through the heavy swell. At first he used a check rope from the stern of the life-boat, but the drag on the rope became too much and it was slipped. He still managed to bring the punt some 10 yards from the boys, but this was the nearest he could come and the surf and the backwash from the cliffs made the punt almost unmanageable. The coastguard later reported that the swell extended to a height of some 12 to 14 feet up the cliffs.

SUBMERGED IN WATER

One of the boys dived through the surf and was dragged aboard the punt by Mr. Wilson. He said that none of the other boys was a good swimmer, and Bowman Richards suggested that either he or Mr. Wilson should swim in.

Mr. Wilson at once secured a line to his life-jacket, told the boy to pay it out and then jumped overboard and started swimming towards the ledge.

He was submerged in the broken water for most of his swim, and the heavy backwash prevented him from climbing up on to the ledge. He persuaded one of the other boys to jump in and supported him back to the punt. He then returned three more times to the ledge and each time brought a boy to the punt with him.

Bowman Richards rowed the punt to the life-boat and the five boys were put aboard. There remained the girl to be saved. Another crew member, Mr. B. Bolton, jumped aboard the punt and Bowman Richards began to back in towards the girl. She was perched on a rock some 20 yards to the west of the ledge from which the boys had been rescued.

This time the bowman was able to bring the punt nearer to the rock, and Mr. Wilson went overboard again. The girl could not swim, and Mr. Wilson could not persuade her to jump. He decided that all he could do was to let himself be washed up on the rock. He was badly buffeted and scratched, but once he had recovered his breath he persuaded the girl to return with him. He secured the life-line to her, and they were both hauled out to the punt, which then returned to the life-boat.

CUTS AND ABRASIONS

Coxswain Thomas weighed anchor and returned to Tenby and the children were treated for minor cuts and abrasions on the return journey. Mr. Wilson, who had been wearing only a pair of trousers, was badly chafed under the arms by his life-jacket and bruised around his knees.

The life-boat reached Tenby harbour at 5.20, and the children were taken to hospital for a medical check before being sent home. The life-boat was secured to her moorings in Tenby roads at 6.30.

Certificates recording their part in the service have been issued to the other members of the life-boat crew. They were: W. Thomas (coxswain), I. Crockford (second coxswain), L. P. Day (motor mechanic), B. Bolton (acting assistant mechanic), P. Richards (crew), M. Crockford (crew), A. Thomas (crew), and G. F. Reason-Jones (Honorary Secretary).

Framed Letter for Coxswain and Crew

A FRAMED letter of commendation signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., has been sent to Coxswain David Cox and the crew of the Wells, Norfolk, life-boat for the rescue of a man and a dog from the yacht *Kylin* on 15th September, 1966.

At 11.15 that morning the coastguard told Coxswain Cox that the *Kylin* was aground to the west of the approach channel to Wells harbour. Her owner, a 70-year-old man, and his dog were aboard.

OWNER REFUSED TO LEAVE

The coxswain walked across the sands and advised the owner to abandon his boat which was by now high and dry. The owner refused to do so.

Realizing that the yacht would start to float as soon as there was enough water in the channel the coxswain decided it would be advisable to launch the life-boat. A west south westerly wind was blowing and was freshening and starting to veer to the north. Low water was at 1 p.m.

At 3.45 the inshore rescue boat was launched to stand by the yacht in case the yacht should be in difficulties before the life-boat could reach her. The life-boat

THE JOHN F. KENNEDY



By courtesy of]

[Sport & General

The new 44-foot steel life-boat John F. Kennedy which is to be based at Dun Laoghaire, County Dublin, on trials off Lowestoft, Suffolk, where she was built by Brooke Marine Ltd. Five other 44-foot life-boats for the R.N.L.I. will be completed by the same yard this year.

Ernest Tom Neathercoat, which is one of the 37 foot Oakley type, put out at 4.35. She went out through the channel entrance in order to approach the yacht from seaward.

The wind had now risen to gale force (force 9) and was blowing from the north west and there were squally showers.

The life-boat approached the yacht at 5 o'clock. The yacht was now afloat with a 5 h.p. outboard motor running. Her owner was trying to keep her head up to the wind but was making no headway.

The life-boat went alongside and her crew grabbed the owner, who was somewhat reluctant to leave, and pulled him aboard the life-boat. The man expressed concern about his dog, and the bowman, John Cox, jumped aboard with a line. The yacht was taken in tow and secured at Wells quay at 5.45.

The other members of the crew were: Francis Taylor, John Cox, Albert Court, Alan MacDonald Cox, Albert Warner and B. Leggatt.

OBITUARY

It is with deep regret that we have to announce the death on 23rd November, 1966, at the age of 72, of Colonel Alexander Denis Burnett Brown, O.B.E., M.C., T.D., who was Secretary of the Institution from 1947 to 1960.

He was educated at Haileybury and Corpus Christi College, Oxford, and served in the Oxfordshire and Buckinghamshire Light Infantry in the first world war in France and Belgium. He was twice wounded, mentioned in dispatches and was awarded the Military Cross.

After the first world war he served in the Treasury from 1920 to 1931, when he joined the Institution as Deputy Secretary.

In the second world war he returned to active service. He became Secretary of the Institution in 1947, was appointed O.B.E. in 1953, and retired in 1960.

In 1926 he married Katharine Mary, daughter of the Rev. Prebendary W. G. Clark-Maxwell. They had one son and one daughter.

The Secretary of the Institution, Mr. Stirling Whorlow writes: *To have served under Colonel Burnett Brown, as I did for many years, was a privilege and an education. He had a particularly difficult task as Secretary, for he was appointed to the post at a time when the Institution was embarking on a very large programme of reconstruction following the war years, during which the building of life-boats had virtually come to a halt. This expansion took place during a time first of austerity and then of major changes in the country's social structure. Money had to be obtained from new sources and by many new methods. The successes which the Institution achieved during his period of office are the abiding tribute to his outstanding administrative skill and the wise advice he gave to the Committee of Management.*

All who knew him were deeply grieved by his death, and our sympathies go out to his widow and family. Those who were fortunate enough to visit them at their wonderful home at Lacock have the happiest memories of the manner in which they were always received there.

THREE BRONZE MEDALS FOR WELSH CREW

THREE members of the New Quay, Cardiganshire, life-boat crew have been awarded bronze medals for gallantry for the rescue of a boy. One is the coxswain, Winston Evans, another the mechanic, Sydney Fowler. The third is a police sergeant named David Rees, who is the son of a former honorary secretary of the station and a member of the Glamorganshire Constabulary. He happened to be at New Quay on leave at the time and volunteered for service in the life-boat.

The first message that anyone was in trouble reached the honorary secretary, Captain J. B. Jones, from the coastguard at 11.30 on the night of 6th August. This stated that a number of boys were missing either along the cliffs or on the beach in the Llwyn Celyn area and that the coastguard rescue equipment company were starting a search. Captain Jones alerted Coxswain Evans and the mechanic, Sydney Fowler, telling them to stand by as the life-boat might be needed.

A THOROUGH SEARCH

At 12.23 the coastguard again telephoned Captain Jones and asked if the life-boat could search from the River Drewy to the Gilfach-yr-Halen area using her searchlight. Maroons were fired seven minutes later.

There was a north-easterly breeze with a choppy sea. Visibility was moderate to good. It was high water.

The life-boat *St. Albans*, which is one of the 35-foot 6-inch Liverpool type, was launched from her carriage at 12.40 and put to sea. She reached the area of search at 1.10 and Coxswain Evans brought the life-boat as close to the cliffs as he could and began a thorough search.

After about half an hour a shout for help was heard. The searchlight picked out a boy stranded on a ledge about 20 feet up the cliff.

At this point of the coast there is a treacherous bottom with a number of outlying submerged rocks. Because of these and the backwash from the cliffs Coxswain Evans decided against taking the life-boat in. Yet it was clear that immediate action was needed because the boy seemed to be very distressed.

STRONG BACKWASH

Sydney Fowler and Sergeant David Rees immediately volunteered to swim ashore. The coxswain agreed and both men stripped and swam towards the cliffs. The mechanic took the light nylon line with him in case the breeches buoy might be needed. The coxswain then anchored the life-boat as near to the cliffs as was safe.

Although both of them are strong swimmers the two men had great difficulty in reaching the cliffs through the backwash. Sergeant Rees managed to get a foothold and pushed Mr. Fowler on to the lower end of the ledge. The mechanic then secured the nylon rope to a rock and the police sergeant was able to pull himself up on to the ledge. They reached the boy, who told them that two of his companions had fallen down the cliffs. He himself refused at first to move, and

some persuasion was needed before the two men could get him into the breeches buoy. He was then hauled to the life-boat where he was kept warm and treated for exposure and shock. The boy was aged 16.

Mr. Fowler and Sergeant Rees then climbed over the boulders and began a search for the other boys. They were joined at the foot of the cliffs by two members of the Coastguard rescue equipment company named J. Davis and G. Lewis, who managed to bring the Neil Robertson stretcher down.

The two boys were found lying on a small pebble beach at the foot of a steep gully. One was already dead and the other seriously injured.

The rescue team strapped the injured boy into a stretcher, but he was too badly hurt to be hauled up the cliff.

The mechanic hailed the coxswain and asked if he could bring the life-boat into the beach. Coxswain Evans weighed anchor. The mechanic and police sergeant both waded in and guided the life-boat into the beach, where the coxswain was able, with difficulty, to maintain his position by continual use of the engines.

The four men put the stretcher with the injured boy and the dead body aboard the life-boat and then climbed aboard themselves. By this time both Mr. Fowler and Sergeant Rees were suffering considerably from cold and they were treated for exposure.

MET BY DOCTOR

A message was sent asking for a doctor and an ambulance to be waiting, and the life-boat made for New Quay. Captain Jones arranged for a local boat to take out a doctor and a nurse in order to reduce delay, as there was then little water in the harbour.

The life-boat arrived off the harbour at 2.30 in the morning, and the injured boy was put into the small boat, but he died before reaching the quay. The rescued boy was landed and taken to the police station. The life-boat anchored in the outer harbour and was rehoused at 11.10. She suffered only superficial damage to the paintwork round the bow.

Certificates recording their part in the service have been issued to the other members of the life-boat crew. They were Evan Idris Evans, Ieuan Picton Williams, Tom Ivor Jones, David Michael Davies and Clive Davies.

UNUSUAL IRB SERVICE

THE Whitstable IRB performed an unusual service on 29th December, 1966 – in fact, no other IRB to date has had a similar service.

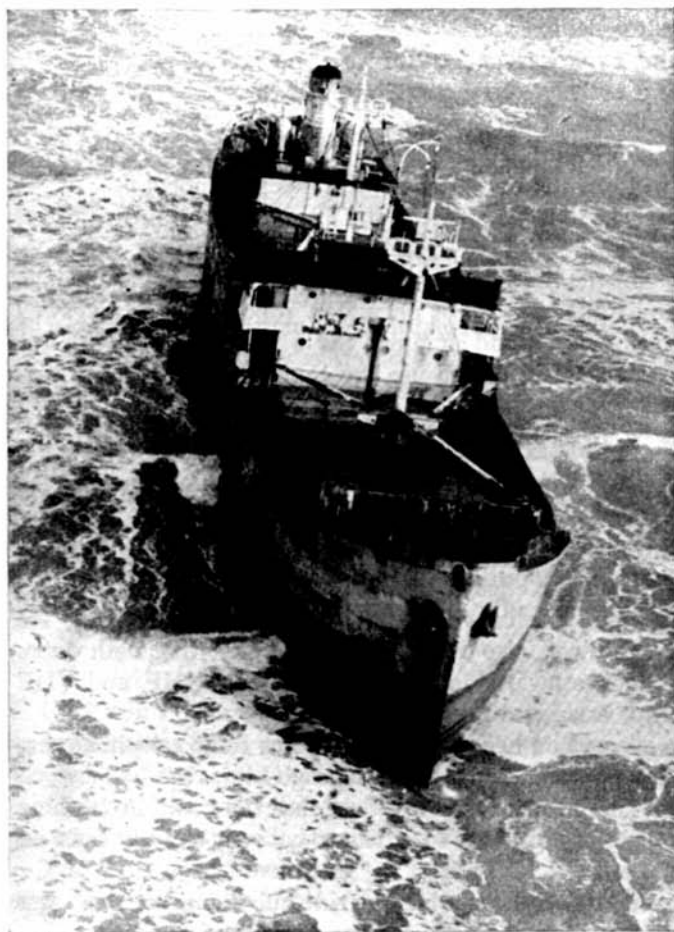
The Whitstable report stated: 'A passing taxi driver reported to Whitstable police that a perambulator was in the sea just off shore and floating out to sea. The police asked for the IRB to investigate. . . . The pram was found and taken aboard the IRB which after a short search returned to the harbour. The perambulator was in very good condition, almost new, and was taken away by the police for further investigation'.

Four Calls To Steamer

FOR a series of prolonged services extending over more than three days Coxswain Frank Bloom, of Walton and Frinton, has been awarded the Institution's bronze medal for gallantry. The other members of the crew have all been accorded the thanks of the Institution inscribed on vellum. They were Dennis Finch (Second coxswain), Robert Kemp (bowman), Gilbert Barrs (motor mechanic), Ronald Wyatt (assistant mechanic), Ken Haggis, Keith Richardson, Jack Barret, Brian Oxley and James Berry.

At 12.16 on the afternoon of 17th November, 1966, Mr. Robert Oxley, the honorary secretary of the Walton and Frinton station, was told by the coast-guard that the Panamanian steamer *Ypapanti* was aground on a bank near the Sunk lightvessel and needed immediate help. The *Ypapanti* was a vessel of 2,831 gross registered tons.

The maroons were fired a minute later and at 12.30 the Walton life-boat *Edian*



By courtesy of
[East Anglian Daily Times

The steamer *Ypapanti* aground on a bank near the Sunk lightvessel on 17th November 1966. Coxswain Frank Bloom, of the Walton life-boat, was awarded a bronze medal for gallantry for the rescue of 11 men from her.

Courtauld, which is one of the 46-foot 9-inch Watson type, slipped her moorings.

A north north westerly wind (force 5) was blowing with gusts up to force 7. Squalls were frequent, the sea was rough and there was a heavy ground swell. Winds of storm force had been blowing for two days in the North Sea. Visibility was moderate. It was two hours after high water.

As the life-boat was on her way to the Sunk lightvessel she received reports that four other vessels were standing by the *Ypapanti*, which was now reported to be aground on the Long Sand Head. These were the pilot cutter *Bembridge*, the Trinity House vessel *Vestal*, and the ships *Queen of Sheba* and *Cambridge Ferry*.

HEAVY GROUND SWELL

The life-boat reached the casualty at 2.10. In the open sea conditions were reasonably good, but on the Long Sand the heavy ground swell which was running in from the north east caused rough and confused conditions. Seas were breaking over the starboard side and stern of the *Ypapanti*. The wind had increased and was now gusting to force 8. It was nearly high water.

The *Ypapanti* was on passage from Newcastle to Lisbon with a cargo of coke. She had a bridgehouse amidships and engines and accommodation aft. Her draught when leaving the Tyne was 12 foot forward and 18 foot aft.

The steamer was lying with her bows to the south west. She was upright but pounding as the swells struck her stern.

The Trinity House vessel *Vestal* had already sent in one of her boats, and the life-boat followed this in from the north north west, keeping north east of the main broken water. When the life-boat came in the *Vestal's* boat returned to her parent ship.

Coxswain Bloom brought the life-boat along the port side of the Panamanian steamer and secured amidships by use of her nylon rope. The heavy swell caused her to range considerably, and at times she was on a level with the steamer's bulwarks. The coxswain had to use the engines continually to ease the strain on the securing rope.

MASTER DECLINED

Coxswain Bloom suggested that the crew should be taken off, but the master declined to abandon ship. The coxswain therefore decided to stand off as the weather was becoming worse. The time was then 3.5.

As the life-boat approached the edge of the bank a huge sea broke over her starboard side, bursting open the canvas wheelhouse screen and filling the wheelhouse. The after cabin was also awash despite the fact that both doors were secured and the door athwartship closed. Both the UHF and VHF radio telephone sets were flooded and put out of action.

At 3.18 the life-boat reported on her medium frequency radio telephone that she was standing by in deeper water. Meanwhile the tug *Ocean Cock* had arrived from Felixstowe. At 3.43 she informed the life-boat that she could do nothing as the tide was falling and she would have to return to harbour to await the next high water.

The *Ypapanti* began to settle on the sand as the tide ebbed, and as there was

now no immediate danger Coxswain Bloom suggested the life-boat should return temporarily to harbour. The master agreed, but asked for the life-boat to be back before the next high water. Another tug had now reached the sand. This was the *Hermes*, and she agreed to stand by in the life-boat's absence. The life-boat therefore set course for Walton, which she reached at six o'clock. She was ready for service again at 6.32.

The crew had a hot meal and changed into dry clothing. They mustered again at 9 p.m. to stand by the *Ypapanti* on the flood tide. The life-boat slipped her moorings at 9.35. Weather conditions were much the same as they had been earlier in the day, although the wind had veered towards the north.

The life-boat reached the casualty for the second time at 11.15. She stood by on the north west side of the Long Sand, about 200 yards from the steamer. The life-boat tried to communicate by radio telephone to discover whether the master wanted the crew to be taken off. No reply was received. High water was at 3 a.m., and as there were no signs of the crew leaving the steamer, Mr. Oxley agreed that the life-boat could return. She left the Long Sand at 4.40 and returned to her station. She was ready for service again at 7 a.m. on the morning of 18th November.

THIRD APPROACH

At 8.42 the Walton coastguard passed on to Mr. Oxley a message that the *Ypapanti* would not come off the shoal, had lost her port boat and had asked for thirteen of her crew to be taken off.

There was no chance that the life-boat could come alongside before 11 a.m. when there would be two hours of flood water.

The wind had now veered to the north east again and was blowing at force 6. The change would certainly accentuate the north easterly ground swell. Visibility was mostly good but was reduced in the frequent showers, when the wind strength increased to force 7 or more.

On their third approach to the casualty the life-boat crew found conditions worse than on the previous day, and the position of the ship was now such that she provided no lee. The main weight of the swell was breaking to the north east of the *Ypapanti*, and there was a secondary area of broken water off her bows. As before, there was a line of broken water along the north west edge of the shoal, and because of the heavier swell conditions here were bad. The *Ypapanti* appeared to have been driven further up the sand during the night.

NO GAP

Coxswain Bloom was anxious to come alongside as soon as possible as the very heavy breaking swell would be expending its main weight nearer to the steamer as the tide flowed. He therefore asked the Trinity House vessel *Patricia*, which was now on the sand if, with the advantage of better vision which her height afforded, she could indicate the best route for approaching the casualty.

The *Patricia* steamed along the edge of the shoal and then replied that there appeared to be no gap and a depth of 5 feet could be expected on the edge.

The life-boat contacted the *Ypapanti* by radio telephone and asked the depth of water at her bow. The reply given was '10 feet'.

Coxswain Bloom decided to make his attempt as soon as possible and to approach from the north. He did not use the drogue as there was a possibility of the life-boat touching bottom and getting the drogue rope fouled in her propellers.

After waiting for a squall to pass Coxswain Bloom began his run in at 11.45. The edge of the shoal was negotiated safely, but when the life-boat was abeam of the *Ypapanti*'s bridge she touched bottom in the trough of a wave. The following sea lifted her clear and she continued towards the bows of the casualty.

As she turned to round the steamer's bow she was beam on to the sea and again struck the bottom heavily. She lost way and a wave broke over the whole length of the life-boat. This wave gave the life-boat some lift, and with the starboard engine full ahead and the helm hard to port the life-boat slowly came round head to sea. Before she had done so two more seas broke over her.

The life-boat approached the port side of the casualty at noon and came alongside the jumping ladder which was rigged just abaft the bridge. The nylon securing line was again passed aboard and the engines were worked continually to prevent it from parting.

RISING AND FALLING 15 FEET

Seas were breaking over the stern of the *Ypapanti*, and there was no lee alongside, where the life-boat was rising and falling some 15 feet as the waves ran along the steamer's side.

One at a time eleven men were taken aboard the life-boat.

Two more men intended to come off but refused at the last moment. Coxswain Bloom tried to persuade the ship's master to let the remainder of his crew come off as the conditions were growing worse, but once again the master refused. At 12.40 the life-boat passed round the stern of the casualty into deeper water. She then made for Walton, where she was secured at 2.20 p.m. The survivors were landed and the boat was refuelled and ready for service by 3.15.

The next day, the 19th November, there was yet another call for the life-boat, for at 12.34 p.m. Mr. Oxley had a request for the remainder of the *Ypapanti*'s crew to be taken off.

The wind was now blowing from the north east, its strength being force 6. The sea was rough and there were occasional squalls.

The life-boat left her moorings at 1.15. Once she was clear of the land the wind increased to force 8.

CONDITIONS EXTREMELY BAD

By 3 o'clock the life-boat was once again near the casualty. An hour and a half remained before high water, and conditions around the steamer were extremely bad. Seas were breaking over her stern and running along the decks.

The life-boat crew asked for a report on conditions on the port side of the steamer, which could not be seen from the life-boat. The master replied by radio telephone 'not very hopeful'.

The *Ypapanti*'s stern was directly into the sea. There was no lee, and Coxswain Bloom realized that if the life-boat tried to take the remaining men off they would be exposed to the risk of serious injury. An hour of daylight still remained, and he therefore called for a helicopter. The life-boat remained near the scene as the air lift might not be successful.

The helicopter left Manston at 3.40 and was over the steamer twenty-two minutes later. The life-boat could not establish communication by UHF, and she lowered her masts as it was possible that the helicopter would lower the steamer's survivors into the life-boat.

As darkness fell the life-boat steamed slowly into the wind, her decklight and searchlight illuminating the deck of the *Ypapanti* to help the helicopter's crew.

The helicopter took two men off the steamer at the first lift and three more at the second. They were all transferred with some difficulty to the life-boat.

The operation was completed by 4.55, and the life-boat returned to Walton, which she reached at 6.33. She was refuelled and ready for service by 7.20. By then she had been at sea for 24½ hours in all. For the first three launches the crew were on duty for 26½ hours continuously.

Award For Scottish Skipper

Mr. Neil Speed, the skipper of the motor fishing vessel *Moira*, has been accorded the thanks of the Institution inscribed on vellum for the rescue of 10 people from the motor yacht *Quesada* on the night of 22nd/23rd May, 1966.

The *Quesada* was returning from a charter cruise with 18 people aboard when she sprang a leak in her engine room. First the port engine and then the starboard engine failed.

At 12.53 a.m. on the 23rd May she put out a Mayday message giving her position as two miles east of Davaar Island.

A number of fishermen had been sleeping aboard their boats in Campbeltown harbour as they were proposing to make an early start to the fishing grounds next morning.

One of them, Mr. James Meenan, the skipper of the m.f.v. *Stella Maris*, heard the distress message on his radio telephone. As his boat was at an inside berth he immediately aroused Mr. Speed, for the *Moira* was lying at an outside berth. Distress flares were then seen to seaward.

GUSTING TO FORCE 9

Mr. Speed immediately put to sea with Mr. Meenan and five members of his regular crew.

continued on page 67

THE LIFE-BOAT FLEET

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LIVES RESCUED 87,697

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Life-boat services round the Coasts

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1st September to 30th November: Launches 401, lives saved 195

SEPTEMBER

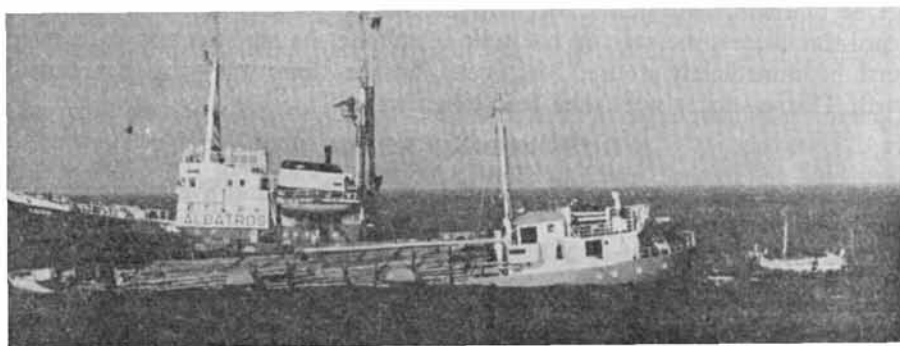
SCOTTISH DISTRICT

Wick, Caithness-shire – At 3.50 p.m. on 16th September, 1966, a message was received that a doctor was required by the U.S. salvage vessel *Kittiwake* which was on passage to Dogger Bank to search for a sunken German submarine. The life-boat *Thomas McGunn*, on temporary duty at the station, was launched at 4 o'clock with a doctor on board. There was a strong west north westerly wind and a choppy sea. The tide was ebbing. She proceeded to Freshwick Bay and transferred the doctor to the *Kittiwake*. The life-boat returned to her station at 6.50.

Stronsay, Orkneys – At 10.20 p.m. on 6th September, 1966, news was received that a patient on the Isle of Sanday needed medical attention. The life-boat *The John Gellatly Hyndman* slipped her moorings at 10.45 in a gale force west

by northerly wind and a very rough sea. It was one hour after low water. She proceeded to the Isle of Sanday, embarked the doctor and his patient, and conveyed them to Kirkwall, arriving at 2.15 a.m. on 7th September. The patient was taken to hospital and the life-boat then returned to Stronsay, landing the doctor at Sanday en route. It finally arrived back on station at 5.30.

Barra Island, Outer Hebrides – At 2.50 a.m. on 4th September, 1966, the motor fishing vessel *Lady of the Isles* was overdue. The life-boat *R.A. Colby Cubbin No. 3* slipped her moorings at 3.25 in a gale force south westerly wind and a rough sea. The tide was at half ebb. The *Lady of the Isles* had left the isle of Canna at 5 p.m. the previous day and had not been seen since. The life-boat found her sheltering in Loch Boisdale and escorted her to Castlebay. The life-boat then returned to her station, arriving at 10.30.



By courtesy of]

[Basil M. Kidd

The Walmer life-boat at the stern of the Dutch coaster *Hunzeborg* after the latter had been in collision with a Greek ship near the Goodwin Sands on 13th August, 1966

Mallaig, Inverness-shire – At 5.40 p.m. on 5th September, 1966, a boat was reported to be overdue between Tirea and Coll. The life-boat *E.M.M. Gordon Cubbin* left her moorings at 5.50 in a gale force south westerly wind and a rough sea. It was one hour after low water. After an hour she was recalled by the coastguards as the boat was safe, but she had only been back on station for twenty minutes when the boat was again reported to be in difficulties and the life-boat proceeded immediately. She found the motor yacht *Collach*, of Coll, in Loch Breacacha, on the Isle of Coll. The life-boat made several attempts to approach her but this proved impossible owing to the ebbing tide and darkness. During one of the attempts a heavy sea broke over the life-boat shearing the loudhailer and cracking one of the wheelhouse windows. When daylight came it was seen that the casualty seemed to be lying safely. A further attempt was made to get into the loch but this was also unsuccessful. The coastguard life-saving apparatus team were standing by ashore and it was felt that they could easily take the occupants off if necessary. After sending a message to the honorary secretary, the life-boat proceeded to Aringour where the crew informed the life saving apparatus team that they felt that the occupants should be taken ashore. The skipper insisted that he remain on board, but the remainder of the yacht's crew and passengers were taken off by the life-saving apparatus team. They confirmed that there was no risk in the skipper remaining on board, so after advising the honorary secretary of this, the life-boat returned to her station, arriving at 7.35 p.m. on 6th September. During this service invaluable assistance was rendered to the life-boat by the m.v. *Ajax* in locating the casualty.

At 12.55 a.m. on 19th September, 1966, the motor fishing vessel *Argonaut* of Kirkaldy, was reported ashore on the Cairns of Coll after a May-day call. The life-boat *E. M. M. Colby Cubbin* was launched at 1.15 in a light southerly wind and a slight sea. The tide was at half ebb. She proceeded to the casualty in poor

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visibility and was helped by the coaster *Loch Carron* which guided her to the casualty by radar. The life-boat went alongside to assure the fishing vessel's crew that they were not in danger. She then stood by and later assisted in re-floating the *Argonaut* which then proceeded to Fort William, escorted by another fishing boat. The life-boat returned to her station, arriving at 11.30.

NORTH-EAST DISTRICT

North Sunderland, Northumberland – At 12.7 p.m. on 14th September, 1966, three small sailing craft were seen in difficulties in Newton Bay. They were unable to make the shore because of the strong offshore wind which was freshening. The life-boat *Grace Darling* was launched at 12.15 in a gale force west south westerly wind and a rough sea. It was three hours after low water. She proceeded to Newton Bay and took eleven

people off the three craft belonging to the Newton Nautical Centre, and put them ashore. The life-boat towed the three craft to the shore where they were beached, and returned to her station at 2.15.

Tynemouth, Northumberland – At 11.45 p.m. on 16th September, 1966, the honorary secretary heard the local fishing vessel *Craighall*, which had a sick man on board, asking Stonehouse radio for medical advice. The doctor at Aberdeen was not able to make a definite diagnosis so the honorary secretary telephoned the doctor concerned and offered to take a local doctor out to the vessel. This offer was accepted and the life-boat *Tynesider* was launched at 12.34 a.m. on 17th September with a doctor on board. There was a moderate to fresh south westerly wind and a rough sea. It was one hour after low water. She met the motor fishing vessel *Craighall* thirty two miles off the Tyne and manoeuvred close to the trawler's quarter. Choosing the right moment the coxswain took the life-boat alongside and the doctor jumped aboard the vessel. The *Craighall* continued her passage to North Shields at full speed while the life-boat returned to her station, arriving at 9.5. Once aboard the fishing vessel the doctor gave the patient a morphine injection and asked that an ambulance stand by. The vessel arrived at North Shields at 8.20.

Filey, Yorkshire – At 7.20 p.m. on 17th September, 1966, the coastguard informed the honorary secretary that the trawler *Boston Wasp*, which was fifty miles off Filey had a badly injured man on board who required immediate medical attention. She was steaming due east towards Filey at eleven knots. The life-boat *The Isa & Penryn Milsted* was launched at 7.45 with a doctor on board. There was a light westerly wind and a choppy sea. It was two and a half hours after high water. A Shackleton aircraft and a helicopter took off but the helicopter had to turn back because of its limited fuel capacity. The Shackleton located the trawler and guided the life-boat to her through the thick mist by dropping

flares and keeping in radio contact with both vessels. The life-boat met the trawler approximately fourteen miles north east of Flamborough and put the doctor aboard. When he had treated the injured man they were both transferred to the life-boat which returned to Filey, where an ambulance was waiting to take the man to hospital. The life-boat arrived back on station at 2 a.m. on 18th September.

Humber, Yorkshire – At 3.21 p.m. on 13th September, 1966, it was seen that a cabin cruiser was being towed towards Spurn Head by the pilot launch. They were kept under observation for some time, and as there was a heavy swell running and nowhere to shelter, it was decided to launch the life-boat. The life-boat *City of Bradford III* was launched at 3.30 in a strong west north westerly wind and a rough sea. It was four hours after low water. As this was a busy period for the pilot launch she took over the tow of the cabin cruiser *Petan* at the military pier, and proceeded to Grimsby. Just before they entered the harbour the *Petan's* mast was carried away when the mast stays parted under the heavy pitching. She was moored safely without further mishap and the life-boat returned to her station, arriving at 5.50.

Flamborough, Yorkshire – At 6.12 p.m. on 18th September, 1966, the police informed the coxswain that a skin diver was in difficulties under the cliff between the life-boat station and the coastguard lookout. The coxswain rang the coastguard who said that a party had gone to try to reach the man from the cliff top. A local fishing boat was already there, but could not get in to him because there was a heavy swell running. The life-boat *Friendly Forester* was launched at 6.35 in a light westerly wind and a choppy sea. It was two hours before high water. She proceeded to the position stated and a line was fired to the man but it fell short. The second attempt was successful and the man was hauled to safety by breeches buoy. The life-boat returned to her station with the skin diver, arriving at 7.25.

Hartlepool, Co. Durham - At 12.50 a.m. on 8th September, 1966, a small dinghy, with one man aboard, was reported overdue from a fishing trip. At 1 o'clock the life-boat *The Princess Royal* (Civil Service No. 7) left her moorings in a light westerly breeze and a calm sea. It was two hours after high water. The dinghy was found three and a half miles out to sea with engine trouble. The occupant was taken aboard the life-boat and the boat towed to Hartlepool. The life-boat returned to her moorings at 2.40.

Berwick upon Tweed, Northumberland - At 5.57 p.m. on 4th September, 1966, a catamaran sailing in Berwick Bay was reported to have fired a red flare. At 6.2 the life-boat *William and Mary Durham* was launched in a strong west south westerly wind and a moderate sea. It was five hours after low water. The catamaran, which had four people on board, had dragged her anchor and was being blown out to sea. The life-boat took her in tow and returned to her station, arriving at 7.55.



By courtesy of] [Bridlington Free Press

Three skin-divers who went into the sea at Thornwick Bay, Flamborough, were soon in trouble on 18th September, 1966, and had to be rescued. Here one of them is being hauled from rocks to the Flamborough life-boat. Assistance was also given by a R.A.F. helicopter and a coble.

SOUTH-EAST DISTRICT

Walton and Frinton, Essex – At 7.14 p.m. on 9th September, 1966, a fishing boat, apparently with engine trouble, was noticed approximately half a mile north west of the Sunk light-vessel. A further message reported that the boat was drifting and had requested assistance. The life-boat *Edian Courtauld* slipped her moorings at 7.55 in a light south south easterly wind and a choppy sea. It was one hour after high water. In the meantime the Sunk pilot cutter had towed the fishing boat, an ex-naval pinnace named *Julia Fisher*, to the light-vessel and had moored her. The life-boat reached the lightvessel at 9.12, took the boat in tow and proceeded to Harwich where the *Julia Fisher* was moored. The life-boat returned to her station at 2.45 a.m. on 10th September.

At 5.35 p.m. on 4th September, 1966, a large vessel was reported aground on the Gunfleet Sands, but there was no immediate danger. The honorary secretary and the coxswain went to the coast-guard lookout and saw the collier *Corsea* hard aground on the furthest end of the Gunfleet Sands. There was an adverse weather forecast anticipating gale force winds, so the life-boat *Edian Courtauld*

left her moorings at 6.31 in a strong south westerly wind and a rough sea. It was two hours after high water. On her way to the casualty, she called on the private radio ship *Olga Patricia* to tell them that they had dragged their anchor about one mile northwards. The life-boat then proceeded to the *Corsea* and the coxswain went aboard. When he returned, the life-boat stood by until the tugs, which had been summoned, had secured the towlines. When the tugs confirmed that they had the situation well in hand the *Edian Courtauld* returned to her station, arriving at 11.30.

At 11.57 a.m. on 2nd September, 1966, information was received that the German ship *Jane* had the British yacht *Iolanthe* in tow and was anxious to hand her over to the life-boat. The life-boat *Edian Courtauld* slipped her moorings at 12.49 p.m. in a gale force west south westerly wind and a rough sea. It was one hour before high water. She met the *Jane* and took over the tow. The German vessel then continued her passage. The life-boat towed the *Iolanthe* to Harwich, moored her in the harbour, and returned to her station at 9.10.

Great Yarmouth and Gorleston, Norfolk – At 7.15 p.m. on 25th Sep-



By courtesy of]

[George E. Gregory

When the S.R.N. 6 hovercraft, with 32 passengers on board, broke down off St. Leonards on 23rd August, 1966, the Hastings life-boat had to tow it in.

tember, 1966, three men in a boat off Gorleston were seen flashing a light and waving their arms. The IRB was launched immediately to investigate and the life-boat *Louise Stephens* was launched at 7.26 in support. There was a light east by northerly wind and a slight sea. It was one hour before high water. She met the returning IRB which reported that the longshore boat *Girl Pat* was anchored off Corton with engine trouble. The IRB returned to her station at 8.7. In the meantime the life-boat reached the *Girl Pat* and took her in tow to Gorleston. She arrived back on station at 8.40.

Wells, Norfolk - On 15th September, 1966, the Wells life-boat *Ernest Tom Neathercoat* rescued a man and his dog from the yacht *Kylin*. A full account of this service, for which a special award was made to the coxswain and crew, appears on page 24.

Ramsgate, Kent - At 5.27 p.m. on 4th September, 1966, the motor yacht *Patna* in a position half a mile off Margate pier requested the assistance of the Ramsgate life-boat. The life-boat *Michael and Lily Davis* slipped her moorings at 5.37 in a strong south south westerly wind and a rough sea. It was three hours after high water. She found the yacht anchored and towed her to Ramsgate. The life-boat returned to her station at 7.52.

Margate, Kent - At 2.9 p.m. on 4th September, 1966, a small boat with two men aboard was seen drifting off Foreness Point with her outboard motor broken down. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 2.25 in a gale force south-westerly wind and a very rough sea. It was four and a half hours after low water. She proceeded towards the position indicated, but a Dutch trawler signalled to her, and when she closed with the trawler the master said that he had picked up two men and a small boat. The men were wet and suffering from shock. They were taken aboard the life-boat together with their boat. The life-boat returned to Margate harbour at 4 o'clock, landed the men at Margate pier and moored their

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boat in the harbour. She arrived back on station ten minutes later. A helicopter also searched for the casualty.

SOUTHERN DISTRICT

Hastings, Sussex - At 6.6 p.m. on 18th September, 1966, a vessel was noticed burning red flares three to four miles south west of the life-boat station. The life-boat *Fairlight* was launched at 6.34 and proceeded to a position south of the bathing pool to investigate. It was four hours after high water. She found the small motor boat *Kiando* with three people on board. The life-boat took the boat in tow and returned to her station, arriving at 7.16.

At 9.53 a.m. on 4th September, 1966, a yacht was reported in distress about six miles south of Hastings. At 10.7 the life-boat *Fairlight* was launched in a south

westerly gale and a rough sea. It was one hour after low water. The life-boat reached the casualty, the catamaran *Alleda*, which had been taken in tow by a German coaster. The life-boat took over the tow and brought the *Alleda* safely to Dover harbour. The life-boat arrived back at her station at 9.48.

At 1.34 p.m. on 4th September, 1966, the motor yacht *Cedefore*, with twelve people on board, was seen to be in difficulties off Ramsgate. The life-boat *Michael and Lily Davis* left her moorings at 1.46 in a strong to gale force south westerly wind with a very rough sea. It was one hour before high water. She proceeded to the position given and found the *Cedefore* one mile north east of Ramsgate. The life-boat took her in tow and returned to Ramsgate, arriving at 2.38.

Bembridge, Isle of Wight – At 3.43 p.m. on 4th September, 1966, a yacht off Bembridge ledge was seen firing red flares. The life-boat *Jesse Lumb* was launched at 3.50 in a gale force south westerly wind and a rough sea. It was two hours after high water. She reached the yacht *Zest II* and took her in tow ten minutes later. She towed the casualty to the life-boat station and secured her to a mooring buoy. The life-boat arrived at her station at 4.22.

At 6.45 p.m. on 14th September, 1966, the sailing yacht *Cambus Omay*, with a crew of three, asked for the assistance of the life-boat off St. Catherine's Point as her engines had broken down and her sails had been carried away. The life-boat *Jesse Lumb* was launched at 7 p.m. in a gale force south westerly wind and a rough sea. It was one hour after low water. She proceeded towards the position given and information was then received that the cross-channel car ferry *Vicking II* was standing by the yacht until the life-boat arrived. The *Jesse Lumb* reached the casualty at 9.10 and took her in tow. The car ferry then continued her passage while the life-boat towed the yacht to Bembridge, arriving back on station at 11 o'clock.

At 5.41 p.m. on 8th September, 1966, a German ship reported that a French sailing yacht was leaking twenty nine miles south east of St. Catherine's Point, and that the yacht could hold out for two to three hours by using pumps. The life-boat *Jesse Lumb* was launched at 5.55. It was one hour after high water. A helicopter also proceeded. The life-boat met the warship *Whitby*, which had taken the ketch *Jezebel* of Le Havre in tow, and took over the tow at 8.31. She took the ketch to the life-boat station. The *Jesse Lumb* arrived back on station at 10.30.

At 7.15 p.m. on 13th September, 1966, the vessel *Commodore Charles H. Smith* reported having picked up two survivors from a small ketch which they had then taken in tow. The life-boat *Jesse Lumb* was launched at 8.20 in a light west north westerly wind and a choppy sea. It was four hours after low water. She proceeded to the Nab tower, took the survivors off the *Commodore Charles H. Smith* and with the American ketch *Erisca* in tow, returned to Bembridge at 11 o'clock.

Weymouth, Dorset – At 8.28 p.m. on 12th September, 1966, red flares were sighted in Weymouth Bay. The life-boat *Frank Spiller Locke* left her moorings at 8.48 in a strong westerly wind and a rough sea. The tide was ebbing. She proceeded to a position two miles south of White Nothe and then saw a white flashing light under White Nothe. The life-boat fired a parachute flare and searched the area but found nothing. She then searched between Bowleaze and Shambles light-vessel. At 9.34 flares were reported north east of the coaling jetty in Portland harbour, and a few minutes later Weymouth harbour radio reported that red lights had been seen off the pier. The life-boat steamed in that direction and soon picked up an echo on her radar. This proved to be the casualty, the yacht *Mignonette*, of Southampton with two people on board. A line was secured and the yacht was towed to Weymouth with her engine broken down and her sails torn. The life-boat returned to her station, arriving

at 10.30. A helicopter also assisted in the search.

Shoreham Harbour, Sussex - At 7.50 p.m. on 12th September, 1966, a red flare was sighted in the Worthing ferry area. The dredger *Seastone*, which had just left the harbour, also sighted the flare. The life-boat *Dorothy and Philip Constant* was launched at 8 o'clock in a fresh west south westerly wind and a choppy sea. It was three hours after low water. A few minutes later the *Seastone* reported that she was alongside the fishing vessel *Tulari* which required a tow to Shoreham. She was one and three quarter miles north west by north from Worthing pier. The life-boat proceeded towards the position given. The *Tulari* fired a second flare to direct the life-boat which arrived alongside at 9 o'clock. She had a fishing party of five men on board, and had been drifting since 3 o'clock when her engine had broken down. The life-boat took her in tow to Shoreham and moored her at the west arm of the railway quay. During the tow one of the party had fallen and injured his arm so the life-boat asked for a doctor to be available when they landed. She returned to her station, arriving at 10 o'clock.

Plymouth, Devon - At 7.43 p.m. on 27th September, 1966, news was received that the yacht *Norian* had broken down in heavy seas twenty two miles south south east of Eddystone, and was asking for the assistance of a tug and a life-boat. The life-boat *Thomas Forehead and Mary Rowse* slipped her moorings at 7.53 in a gale force wind and a heavy swell. It was one hour after high water. It was then reported that two trawlers, one of them being Dutch, were standing by. The Dutch trawler got a line to the casualty but did not start to tow her. When the life-boat arrived the trawler advised that the tug *Titan* was on her way to the casualty. The life-boat stood by until the tug arrived at 1.10 a.m. on 28th September, and then sprayed oil on the very confused sea to windward, in order to ease the difficulty the tug was having in getting a line aboard the casualty. She escorted the tug and the yacht

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to Sutton harbour and then returned to her station, arriving at 8.30.

SOUTH-WEST DISTRICT

Penlee, Cornwall - At 5 p.m. on 10th September, 1966, the life-boat was asked to take a sick man off the motor vessel *Ramadhan* which would be arriving in Mounts Bay at about 8.45. The life-boat *Solomon Browne* was launched at 7.30. It was low water. She proceeded to Newlyn to pick up a doctor and ambulance crew, and left Newlyn at 8 o'clock. She met the vessel five miles south of Penzance, took off the sick man and returned to Newlyn where the patient was transferred to an ambulance. The life-boat was back at Newlyn and ready for service at 10 o'clock.

At 4 p.m. on 29th September, 1966, a sick man on board the m.v. *Dunedin Star*,

of London, needed to be brought ashore. At 9.45 the *Solomon Browne* life-boat was launched. The tide was ebbing. A doctor and ambulance crew were embarked at Newlyn and the life-boat met the *Dunedin Star* four miles south of Penzance. The sick man was taken on board the life-boat and she returned at midnight to Newlyn. The life-boat was moored for the night and was rehousing at 5.20 p.m. on 30th September.

Coverack, Cornwall – At 9.40 a.m. on 7th September, 1966, a large steamer was reported in a dangerous position inside the Manacle rocks in thick fog. At 10 o'clock the life-boat *William Taylor of Oldham* was launched. It was high water. The S.S. *Alkon* of Neipaieye was escorted clear of the rocks and proceeded to Falmouth. The life-boat returned to her station at 11 o'clock.

Appledore, Devon – At 4.4 p.m. on 14th September, 1966, concern was felt for the safety of a barge which had been moored on the gravel bank northwards of Crow Point, on the morning tide. Her crew of four had reboarded her when she dried out. The weather had worsened and the coxswain thought she would be in difficulties when the breaking seas of the flooding tide reached her, before she floated off the bank. The life-boat *Louisa Ann Hawker* proceeded at 4.48 in a gale force south westerly wind and a rough sea. It was one and a half hours before high water. She stood by the barge *Marlene* until she re floated and then escorted her to Appledore. The life-boat returned to her station at 5.8.

Barry Dock, Glamorganshire – At 3.5 p.m. on 10th September, 1966, the life-boat *Rachel and Mary Evans* was launched in a gentle north westerly wind and a choppy sea to escort a number of rowing boats in a race organized by the Barry Rowing Club. It was two hours after high water. When they rounded Sully Island two of the skiffs were swamped in the tidal race off the island. The two crews were taken aboard the life-boat and their skiffs taken in tow back to the club's slipway at Barry. The

life-boat then resumed her escort duty until the race was over. She returned to her station at 7 o'clock.

Life-boat 70.001 at The Mumbles – At 2.5 a.m. on 16th September, 1966, the coastguard informed Staff Coxswain J. M. Hunter that the coastal tanker *Westerndale H.*, of Hull, was aground on the Wash Sands. The 70-foot life-boat *Charles H. Barrett (Civil Service No. 35)* left her moorings at 2.10. It was low water. She reached the casualty at 4.10 and stood by until the tanker re floated. The tanker *Shell Glassmaker*, which had arrived on the scene before the life-boat, also stood by. At 4.25 the IRB was sent from the life-boat to the tanker and returned to report that the casualty had got off under her own power but her steering had jammed and she wished the *Shell Glassmaker* to take her in tow. This was done and the life-boat escorted both vessels towards Barry Docks until 6.30 when she returned to her station. While returning, the life-boat sighted the East Nash buoy adrift one mile south of St. Donnards. After contacting the Trinity House vessel *Alert* by R/T she took the buoy in tow until she met the *Alert* off Nash pier. The buoy was then hoisted aboard the *Alert* and the life-boat proceeded to her station, arriving at 11.15.

Fowey, Cornwall – At 9.10 a.m. on 2nd September, 1966, a yacht was thought to have capsized between Looe and Polperro. The life-boat *Deneys Reitz* proceeded at 9.20 in a strong westerly wind with a moderate sea. It was one hour after high water. It was then reported that the yacht *Sirocco*, of Port Wrinkle, had sailed from Polperro at 6.40 for Salcombe, and was reported to be about five hundred yards off Downderry on a lee shore. The yacht was escorted by the life-boat round Rame Head and into Cawsand bay where she anchored. The life-boat returned to her station, arriving at 2.40.

NORTH-WESTERN DISTRICT

Moelfre, Anglesey – At 3.7 p.m. on 10th September, 1966, the coastguard

informed the honorary secretary that the motor yacht *Cordelia II* was in difficulties six miles north of Puffin Island with both engines broken down. The life-boat *Watkin Williams* was launched at 3.15 in a gale force south westerly wind and a very rough sea. It was two hours after low water. When she reached the position stated there was no sign of the casualty and she started to search. The position of the yacht was later indicated by a helicopter. The life-boat took the yacht in tow at 5 o'clock. The tow parted at 7.16 but was reconnected within a few minutes. After the casualty had anchored off Moelfre a mechanic was put aboard and the life-boat returned to her station at 10.25.

At 2.56 p.m. on 3rd September, 1966, a rowing boat was reported in danger two miles north of the boathouse. Four minutes later the life-boat *Watkin Williams* was launched in a rough sea and a strong south westerly wind. It was one hour after high water. The casualty had three young men aboard. Their outboard motor had failed. They and their boat were brought in by the life-boat which returned to her station at 4.50.

Criccieth, Caernarvonshire - At 2.45 p.m. on 6th September, 1966, a speed boat was seen adrift in Criccieth Bay. There was a fresh westerly breeze with a rough sea. At 3.5 the life-boat *Robert Lindsay* was launched on an ebbing tide and towed in the casualty, which had nobody on board. A thorough search of the area was made, but no one was found. The life-boat returned to her station at 4 o'clock.

New Quay, Cardiganshire - At 4.49 p.m. on 3rd September, 1966, a message was received that a yacht was in distress and burning flares. At 5.5 the life-boat *St. Albans* was launched in a fresh south westerly wind and a rough sea. It was low water. The life-boat proceeded to the yacht but had to leave the casualty in the care of a motor boat while she towed another boat which had run out of fuel into harbour. The yacht was taken

in tow by the motor boat and the life-boat returned to her station arriving at 6.59.

New Brighton, Cheshire - At 6.50 p.m. on 11th September, 1966, red flares were sighted off the RI buoy in Rock channel, river Mersey. The life-boat *Norman B. Corlett* left her moorings ten minutes later. It was three hours before high water. She found the motor boat, *Trust in Providence*, towing the motor boat *Vajas*. The life-boat took both craft in tow until they were off Brunswick dock, when she slipped the tow and returned to her station at 10.50.

Workington, Cumberland - At 9.19 p.m. on 11th September, 1966, red flares were sighted off Parton. The life-boat *Manchester and Salford XXIX* left her moorings at 9.30 in a strong south westerly wind and a moderate sea. It was six minutes before high water. She proceeded to the position given and found the motor cruiser *Unicorn*, with four occupants, which had broken down about one mile off Parton. The life-boat towed the casualty to Whitehaven and then returned to her station, arriving at 12.30 a.m. on 12th September.

Beaumaris, Anglesey - At 3.21 p.m. on 3rd September, 1966, news was received that a yacht, whose engine had failed, was being driven on to the rocks at Puffin island. The life-boat *Field Marshal and Mrs. Smuts* was launched at 4 o'clock in a strong south westerly wind with a rough sea. It was two hours after high water. She found the yacht *Gannet* of Redwharf bay held fast between the rocks. The life-boat was manoeuvred close to the rocks and the yacht's crew were taken off in their own dinghy. The casualty was then made fast to the rocks to prevent further damage when the tide refloated her. The life-boat returned to her station at 6.40. A helicopter also took off on this occasion.

Holyhead, Anglesey - At 12.7 a.m. on 18th September, 1966, the Liberian motor vessel *Tyne Ore* had a sick man on board who required urgent medical

attention. The life-boat *St. Cybi* (*Civil Service No. 9*) was launched at 1.10. It was five hours after low water. She proceeded to the vessel and took off the sick man. The life-boat then returned to her station, arriving at 3.30, and landed the patient.

Fleetwood, Lancashire – At 1.20 p.m. on 4th September, 1966, a yacht was seen 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 people on board, was towed to Jubilee quay. The life-boat returned to her station at 2.50.

Barrow, Lancashire – At 2.45 a.m. on 28th September, 1966, news was received that an air search had been in operation since the previous day for the yacht *J.B.W.*, which was overdue at Glasson dock on passage from the Isle of Man. The IRB was therefore asked to investigate a small boat which was about ten miles north west of the Lune buoy. The IRB was launched at 3 o'clock. It was three hours after high water. She found the boat, which was identified as the yacht *J.B.W.*, off Lightening Knoll buoy. The yacht's engine had broken down, she was leaking badly and her compass was out of order. Her master asked to be towed to Glasson Dock. The IRB then proceeded to her station, reported on the situation, and returned to the casualty to stand by until the life-boat arrived. One of the IRB's crew went aboard the yacht to assist. The life-boat *Herbert Leigh* was launched at 4.40. She reached the *J.B.W.* fifty minutes later and gave the three occupants a hot drink. The yacht was towed to Barrow Docks, and the life-boat returned to her station at 7.40.

IRISH DISTRICT

Rosslare Harbour, Co. Wexford – At 10.45 a.m. on 3rd September, 1966, a small boat was reported to be in difficulties two and a half miles east of the harbour. At 10.55 the life-boat *H. F. Bailey*, on temporary duty at the station,

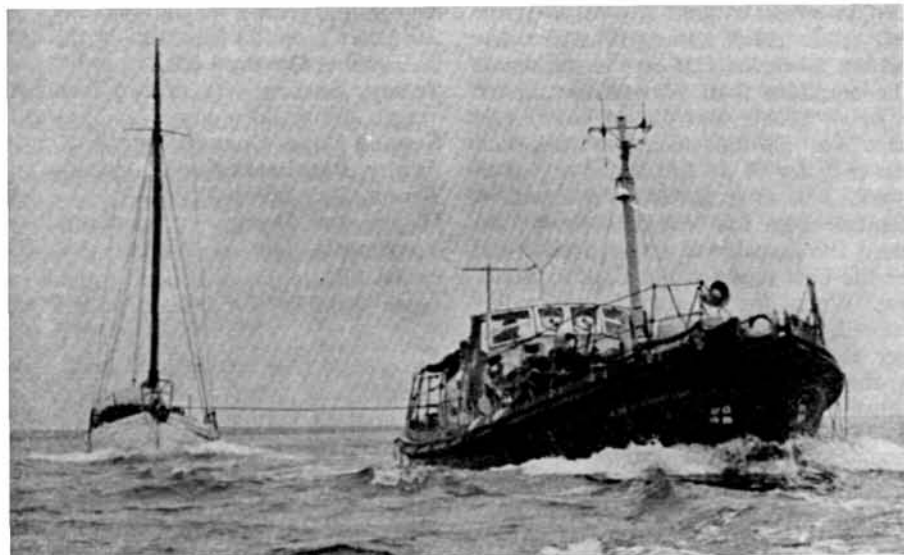
left her moorings. It was two hours after high water. The life-boat found the motor launch *Carne* with engine failure, and towed her to harbour. The life-boat returned to her moorings at 11.40.

Dun Laoghaire, Co. Dublin – At 5.10 p.m. on 2nd September, 1966, a dinghy with a crew of two was reported to have capsized one mile east of Mugglins. At 5.15 the life-boat *Dunleary II* left her moorings in a strong westerly wind and a choppy sea. The tide was ebbing. The life-boat came up with the dinghy, which had been taken in tow by a trawler, and took on board one of her crew. The other had been picked up by the trawler. The life-boat returned to her moorings, arriving at 6.15.

Peel, Isle of Man – At 12.58 p.m. on 12th September, 1966, the motor fishing vessel *Rosinbhir*, of Liverpool, was reported to have broken down six miles north west of Peel. The life-boat *Clara and Emily Barwell* was launched at 1.25 in a light south westerly wind and a moderate sea. It was two hours after high water. She reached the casualty at 2.45 and took her in tow to Peel. The life-boat returned to her station at 4.55.

Kilmore, Wexford – At 11.15 p.m. on 8th September, 1966, a small pleasure boat with one man on board was reported overdue. The life-boat *Cecil Paine* was launched at 11.30. It was high water. She found the boat, whose engine had failed, and took her in tow. The life-boat returned to her station at 1.45 on 9th September.

Valentia, Co. Kerry – At 3.35 p.m. on 14th September, 1966, three men were reported stranded on the Blasket Islands. There was a westerly gale with a very rough sea. It was high water. The life-boat *Rowland Watts* proceeded at 4.10 with the life-boat boarding boat in tow. During the crossing of Dingle bay weather and sea conditions were so bad that the boarding boat twice capsized, sustaining some slight damage. On arrival at the island two of the men decided to remain but the third agreed to be taken off by the



By courtesy of]

[Daily Express

The Barrow life-boat towing in the J.B.W. on 28th September, 1966

life-boat. This was accomplished with the help of the boarding boat, and the man was conveyed to Valentia. The life-boat arrived back at her station at 8.18.

Galway Bay - At 4.15 p.m. on 3rd September, 1966, a North Aran lighthouse-keeper informed the honorary secretary that a rowing boat with two occupants had been sighted about one hundred and fifty yards off the island on which the lighthouse stands. The life-boat *John R. Webb*, on temporary duty at the station, left her moorings at 4.45 in a gale force south westerly wind and a rough sea. It was two hours before high water. She proceeded towards the position given, keeping in R/T contact with the North Aran lighthouse, and came up with the rowing boat *English Rose III* at 6 o'clock. The occupants were two British paratroopers who had rowed across the Atlantic from Cape Cod, Massachusetts, U.S.A., but had been blown off their intended course to England (see December, 1966, issue of *THE LIFE-BOAT*, page 206). They were taken aboard the life-boat which took their boat in tow and landed them at Kilronan pier. The life-boat returned to her station at 7.40.

Ballycotton, Cork - At 2.50 a.m. on 3rd September, 1966, the Garda informed the coxswain that the trawler *Virtue Petit*, of Milford Haven, was steaming to Ballycotton with a seriously injured man on board. The life-boat *Ethel Mary* left her moorings at 3.5 and after embarking a doctor and a nurse, proceeded to meet the trawler. The doctor and nurse were put aboard the trawler where they attended to the injured man. The doctor, nurse, and the injured man were taken off by the life-boat at 5.45 and landed on the quay. The patient was transferred to an ambulance and taken to hospital. The life-boat returned to her station at 6.30.

Wicklow - At 10.55 p.m. on 27th September, 1966, the m.v. *Westbrook*, which had left Wicklow harbour that night bound for Cork, was reported aground on the North Arklow bank and had asked for the assistance of the life-boat. The life-boat *J. W. Archer* was launched at 11.10. It was one hour after high water. The life-boat found the m.v. *Westbrook* seven miles south south west of the North Arklow buoy. The life-boat went alongside and the coxswain went aboard. He then asked the second cox-

wain to sound around the ship. There were seven feet of water on the port side and ten to eleven feet on the starboard. The coxswain then advised the master to weigh anchor and go full astern. As there was no movement he suggested that they try to go full ahead and then astern. This time the vessel refloated. A member of the life-boat crew was put on board the casualty to act as a pilot and the life-boat escorted her back to Wicklow. When the *Westerook* was safely moored, the life-boat moved to the east pier at 3.45 a.m. on 30th September, as there was insufficient water at the slipway to rehouse. The life-boat was finally rehoused at 9 o'clock.

The following life-boats were also called out in September.

Arklow, Co. Wicklow - 28th.
Baltimore, Co. Cork - 24th.
Bridlington, Yorkshire - 5th.
Caister, Norfolk - 16th.
Campbeltown, Argyllshire - 9th.
Cloughy-Portavogie, Co. Down - 26th.
Donaghadee, Co. Down - 3rd.
Douglas, Isle of Man - 26th.
Dover, Kent - 18th.
Dunbar, East Lothian - 17th and 18th.
Dungeness, Kent - 4th, 10th and 14th.
Falmouth, Cornwall - 17th.
Fishguard, Pembrokeshire - 30th.
Fowey, Cornwall - 3rd.
Girvan, Ayrshire - 1st.
Hartlepool, Co. Durham - 14th.
Hastings, Sussex - 6th and 12th.
Holyhead, Anglesey - 30th.
Humber, Yorkshire - 2nd.
Kirkcudbright - 19th.
Lerwick, Shetlands - 20th.
Llandudno, Caernarvonshire - 20th.
Longhope, Orkneys - 5th and 6th.
Margate, Kent - 2nd and 25th.
Newbiggin, Northumberland - 14th and 17th.
New Brighton, Cheshire - 4th.
Port Erin, Isle of Man - 5th.
Portpatrick, Wigtownshire - 1st.
Rhyl, Flintshire - 13th.
St. Abbs, Berwickshire - 19th.

St. Helier, Jersey - 13th.
St. Mary's, Scilly Islands - 27th.
Salcombe, Devon - 6th.
Selsey, Sussex - (12th two launches) 14th and 27th.
Sennen Cove, Cornwall - 7th.
Tenby, Pembrokeshire - 2nd.
Troon, Ayrshire - 11th.
Weymouth, Dorset - 3rd and 4th.
Yarmouth, Isle of Wight - 4th, 6th and 19th.
Life-boat 70-001 - 1st.

IRB LAUNCHES

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

SOUTHERN DISTRICT

Mudford, Hampshire - At 7.30 p.m. on 7th September, 1966, a dinghy was seen to be in imminent danger of being swamped on the bar. At 7.36 the IRB was launched into a moderate sea, one and a half hours after high water. On reaching the casualty a line was passed, and she was towed clear of the breaking water and baled out. Another boat, *Water Gypsy*, then took over the tow. The IRB returned to her station at 8 o'clock.

At 3.45 p.m. on 7th September, 1966, the IRB crew noticed that a sailing dinghy had been swamped. The IRB was immediately launched in heavy seas at high water. She picked up the two dinghy crew members who were in the sea, took the dinghy in tow, and beached it near the boathouse. The IRB returned to her station at 4.10.

At 2.30 p.m. on 1st September, 1966, the coastguard informed the honorary secretary that two people were clinging to a capsized sailing dinghy about one mile offshore. At 2.32 the IRB was launched in a south westerly gale and a rough sea. It was high water. The IRB proceeded at top speed toward the casualty and took

the two exhausted survivors aboard. The dinghy had to be abandoned. The IRB returned to her station at 2.50.

At 2.50 p.m. on 6th September, 1966, a sailing dinghy was seen to be in distress in heavy breaking seas on the bar. The IRB was immediately launched in a westerly breeze. It was high water. She picked up the survivors, and abandoning the dinghy, landed them at the quay. The IRB returned to her station at 3.30.

Eastney, Hampshire – At 11.24 p.m. on 6th September, 1966, the fishing vessel *Condor I* was reported aground on the south east end of the East Winner. The IRB was launched at 11.35. The tide was flooding. The IRB proceeded but on attempting to close with the vessel, where there were 6 to 10 foot breakers, she filled with water. After baling out, the IRB tried to reach the vessel from the east but she again shipped water. The IRB finally managed to reach the vessel from shoreward and in covering the last 200 yards the propeller was dragged through the sand and the gearbox was damaged. After taking the three crew off *Condor I* the IRB started to return to her station. The engine was now only making two knots and the clutch was slipping badly. At 12.20 a.m. on 7th September the IRB beached at Hayling Island. Her engine had failed and she was brought ashore under oars. The IRB crew and the rescued men, who made contact with the coastguard, were then taken back to the IRB station. The crew were stood down at 2.30. The IRB was recovered from Hayling Island, fitted with a new engine, and was back on service by 7 o'clock that evening. A letter of appreciation was sent to the crew for their efforts on this occasion.

At 7.45 p.m. on 14th September, 1966, a sailing dinghy with four people on board was overdue. The IRB crew assembled and stood by ready to launch until 11 o'clock. Twelve minutes later the honorary secretary saw a red flare in Langstone harbour. The assembly signal was again given and the boat was launched at

11.23 in a south westerly gale and very rough sea. It was one hour before high water. The IRB, together with a helicopter, searched the area, South Binners island and Langstone harbour. The helicopter found the sailing dinghy and illuminated her so that the IRB could take off the occupants. The IRB landed the four people at 12.17 a.m. on 15th September.

SOUTH-WEST DISTRICT

Newquay, Cornwall – While returning in the IRB after an exercise during the afternoon of 5th September, 1966, the crew saw two young bathers being swept out to sea around the north arm of Newquay harbour. It was low water. Crew members Michael and Martin Burt immediately jumped overboard and brought the two bathers ashore. The helmsman took the IRB back to her station, arriving at 2.32 p.m.

The Mumbles, Glamorganshire – At 4.10 p.m. on 4th September, 1966, a small fishing boat was dragging her anchor in Swansea Bay and was unable to start her outboard motor. At 4.25 the IRB was launched in a west north westerly wind and a moderate sea. It was one hour after low water. The three men were taken on board and the fishing boat towed back to the Mumbles. The IRB returned to her station at 5.30.

St. Ives, Cornwall – At 4.10 p.m. on 5th September, 1966, a sailing dinghy was in distress off Carbis Bay beach. The IRB was launched at 4.15 in a south westerly wind and a rough sea. It was one and a half hours after low water. On reaching the position the casualty was found to have a broken rudder and was drifting rapidly to leeward. The three occupants were flying a distress signal. The dinghy *Dicky Sam* was taken in tow to Carbis Bay beach, the IRB returning to her station at 4.40.

At 4.15 p.m. on 16th September, 1966, a member of the IRB crew saw a small motor

boat in difficulties at the mouth of the harbour. The IRB was immediately launched in a moderate north by west breeze, gusting to fresh and a rough sea. The tide was flooding. The IRB proceeded and came up with the motor boat *Harry* with four people on board. The *Harry*, which had engine trouble, was taken in tow to St. Ives harbour. The IRB returned to her station at 4.35.

NORTH-WEST DISTRICT

Moelfre, Anglesey - At 11.40 a.m. on 6th September, 1966, a sailing dinghy was reported to have capsized two and a half miles south south east of the slipway. At 11.45 the IRB was launched in a strong south westerly wind and a rough sea. It was four hours after low water. The sole occupant of the dinghy was rescued and the dinghy righted and towed ashore. The IRB returned to her station at 12.47.

At 12.25 p.m. on 4th September, 1966, a rowing boat was in difficulties four and a half miles offshore, and was drifting rapidly seawards. At 12.30 the IRB launched in a south westerly gale and a rough sea. It was high water. The IRB towed the boat and her two occupants back to the beach. She returned to her station at 1.24.

At 3.14 p.m. on 12th September, 1966, a rowing boat was drifting seaward. At 3.20 the IRB was launched in a rough sea and a strong south westerly wind. It was five hours after high water. The rowing boat with her four occupants was towed to safety, and the IRB returned to her station at 4.13.

Pwllheli, Caernarvonshire - At 5.15 p.m. on 10th September, 1966, a sailing boat was reported to have capsized half a mile north east of the station. At 5.17 the IRB was launched in a moderate south south westerly breeze and a choppy sea. It was high water. The IRB reached

the sailing dinghy *Cresta* and picked up one man, the other having swum ashore. The survivor was landed at Pwllheli harbour, and the IRB returned to her station at 5.45.

IRISH DISTRICT

Tramore, Co. Waterford - At 6.45 p.m. on 18th September, 1966, the Coast Life Saving Service reported that two people were cut off by the tide at the Foyle. The IRB was launched at 6.50 in a light northerly breeze and slight swell. The tide was flooding. The IRB proceeded to the scene of the casualty, together with the Coast Life Saving Service and the Fire Brigade equipped with ropes and ladders. When one hundred yards from the cliffs the IRB went in under oars to avoid damage to the engine. Crew member D. Kenneally went overboard to assist the boat between the rocks. The two people were taken on board and the IRB was taken out again under oars until she was again clear of the rocks. The engine was then re-started. The IRB returned to her station at 7 o'clock.

SCOTTISH DISTRICT

Kinghorn, Fifeshire - At 4.55 p.m. on 19th September, 1966, two people were reported stranded on a rock about three quarters of a mile offshore. The IRB was launched five minutes later. It was two hours before high water. The IRB proceeded to the rock and rescued two young people who had been cut off by the tide. She returned to her station at 5.25.

NORTH-EASTERN DISTRICT

Sunderland, Durham - At 6.1 p.m. on 13th September, 1966, a small outboard dinghy with two people aboard broke down about two miles from Sunder-

land. At 6.11 the IRB was launched. It was two hours after high water. The dinghy was towed to Sunderland, and the IRB returned to her station at 8 o'clock.

Redcar, Yorkshire – At 5.10 p.m. on 7th September, 1966, a small speedboat was seen to have broken down half a mile offshore. The IRB was launched at 5.12. The tide was flooding. The IRB took the speedboat *Alexia*, with three people on board, in tow and returned to her station at 5.42.

SOUTH-EASTERN DISTRICT

Whitstable, Kent – At 3.10 p.m. on 14th September, 1966, a small motor boat with two people aboard was being blown out to sea. At 3.14 the IRB was launched in a moderate south-easterly wind. There was a short choppy sea with a slight swell, and it was high water. One occupant of the boat was rescued by a helicopter, and the other remained on board while she was towed ashore by the IRB, which returned to her station at 4.40.

At 3.50 p.m. on 1st September, 1966, a member of the public told the honorary secretary that a small sailing dinghy with two boys on board was being carried out to sea. At 3.55 the IRB was launched in a strong south westerly wind and a choppy sea. It was just after high water. The dinghy with her crew on board was towed into harbour by the IRB. She returned to her station at 4.30.

Walmer, Kent – At 4.45 p.m. on 5th September, 1966, news was received that a catamaran had capsized. At 4.50 the IRB was launched. It was nearly high water. The catamaran was righted and her crewman rescued. The IRB towed the catamaran to the shore and returned to her station, arriving at 5.25. A donation was made to the Institution's funds.

See page 65 for other IRB launches

OCTOBER

IRISH DISTRICT

Arranmore, Co. Donegal – At 9 p.m. on 16th October, 1966, flares were seen on Innishmurray Island, Donegal Bay. Four Ballyshannon men had gone seal shooting earlier in the day and had not returned. The life-boat *W. M. Tilson* was launched at 11 o'clock in a strong southerly wind and a choppy sea. It was high water. She proceeded to Innishmurray and found the four men who had been marooned when their punt foundered on the rocky shore. The men were taken off the island and landed at Mullaghmore. After landing the survivors the life-boat returned to her station at 7.30 p.m. on 17th October.

Killmore, Co. Wexford – At 5.30 p.m. on 10th October, 1966, the Irish Lights office asked the honorary secretary if the life-boat would take a man off the Barrels lightvessel as he was urgently required in Wexford. The life-boat *Cecil Paine* was launched at 5.50 in a light westerly wind and a smooth sea. It was four hours after high water. She proceeded to the Barrels lightvessel, took off the man and returned to the harbour where he was landed. The life-boat arrived back on station at 9 o'clock.

Galway Bay – At 1.30 p.m. on 2nd October, 1966, the local doctor reported that a woman with a heart complaint required to be taken from Inishmaan Island to hospital. The life-boat *Mabel Marion Thompson* slipped her moorings at 2.30 and proceeded to Inishmaan where the patient was embarked. The life-boat then conveyed her to Rossaveel where she was transferred to a waiting ambulance and taken to hospital. The life-boat returned to her station at 6.30.

At 8.30 p.m. on 24th October, 1966, the nurse on Inishmaan Island informed the honorary secretary that an expectant mother on the island needed to be taken to hospital and requested that a boat be sent to fetch her. The life-boat *Mable Marion Thompson* slipped her moorings at

9.45. It was one hour after low water. She embarked the patient at Inishmaan and conveyed her to Rossaveel where she was transferred to an ambulance and taken to hospital. The life-boat then returned to her station, arriving at 2.15 a.m. on 25th October.

At 7.20 p.m. on 15th October, 1966, request was received for the life-boat to convey a patient to hospital on the mainland. At 8.15 the life-boat *Mabel Marion Thompson* left her moorings. It was three hours before low water. The life-boat embarked the patient at Inishere and took him to Galway as it was not possible to land at Rossaveel because of the low spring tide. The life-boat returned to her moorings at 5 o'clock on 16th October.

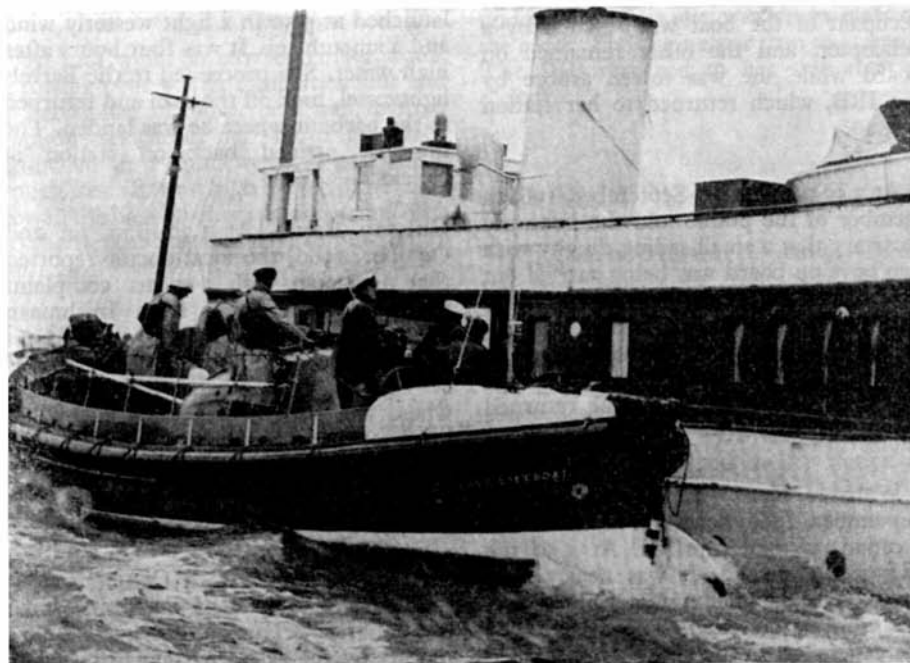
At 3.20 p.m. on 28th October, 1966, the local doctor requested the services of the life-boat for a patient on Inishere Island who needed hospital treatment. The life-boat *Mabel Marion Thompson*

left her moorings at 3.45. The patient was embarked and landed at Rossaveel for transfer to hospital by ambulance. The life-boat returned to her moorings at 10 o'clock.

At 1.30 p.m. on 10th October, 1966, the local doctor informed the honorary secretary that he needed to go to Inishmaan and the Inishere islands to attend patients. At 2.30, when the life-boat *Mabel Marion Thompson* left her moorings, it was thirty minutes after high water. The doctor was taken to Inishmaan, and from there to Inishere Island. The life-boat returned to her moorings at 7.30

SCOTTISH DISTRICT

Anstruther, Fife - At 3.26 a.m. on 28th October, 1966, red flares were reported eight miles south east of Fifeness. At 3.30 the life-boat *The Doctors* was launched. It was three hours



By courtesy of]

[Robin Fletcher

The Yarmouth, I.o.W., life-boat alongside the steam yacht *Medea* on 2nd October, 1966

after high water. At 9 o'clock the life-boat reached the casualty, the motor fishing vessel *Pern*. The motor fishing vessel *Grimond* and the motor vessel *Spray* were standing by. The *Pern* had a fouled propeller. The life-boat towed her back to Anstruther and returned to her station at 3.35 p.m.

Arbroath, Angus - At 10.45 a.m. on 18th October, 1966, concern was felt for the motor fishing vessel *Evening Star* which was still at sea. The weather conditions were deteriorating rapidly. At 2.10 p.m. it was decided to launch the life-boat *The Duke of Montrose* in a strong south easterly wind and a very rough sea. When the *Evening Star* was sighted, the life-boat met her and escorted the fishing vessel across the harbour bar. As the weather was not suitable for rehousing, the life-boat was moored in the harbour from 4.5 until 3.45 p.m. the following day when she was rehoused.

Islay, Inner Hebrides - At 11.15 p.m. on 23rd October, 1966, information was received that a small motor boat last seen two miles east of Port Ellen during the afternoon had not yet returned to her moorings. At 11.35 the life-boat *Francis W. Wotherspoon of Paisley* set out as the tide was flooding. The motor boat, with one man on board, was found ashore at Churn Island. The man was embarked and landed at Port Ellen. The life-boat returned to her station at 6.20 a.m. on 24th October.

At 5.17 a.m. on 10th October, 1966, three red flares were sighted off Port Ellen light. The life-boat *Francis W. Wotherspoon of Paisley* left her moorings at 5.37 in a strong south easterly wind and a rough sea. It was four hours after high water. A search of the area was carried out in conjunction with other local craft. The coaster *Limelight*, of Greenock, with a crew of five on board, was found aground on a reef one and a half miles south west of Port Ellen pier. Heavy seas were breaking over the main deck of the casualty which was slewed round with her port side to the seas.

She was taking in water. The life-boat stood by a short distance from the coaster and was later asked to take the mate ashore to telephone the vessel's owners. On returning to the *Limelight* the life-boat was asked to take the crew as the master had decided to abandon ship. The crew were landed at Port Ellen and the life-boat returned to her station at 11.50.

Troon, Ayrshire - At 3.50 p.m. on 1st October, 1966, the honorary secretary saw a red flare aboard a motor boat off Lady Isle. Ten minutes later the life-boat *James and Barbara Aitken* left her moorings in a rough sea and a fresh west north westerly breeze. It was two hours after high water. The life-boat picked up two men, who had swum to Lady Isle from the sunken motor boat, and returned to her moorings at 5.5. A donation was made to the Institution's funds.

Stronsay, Orkneys - At 12.55 p.m. on 26th October, 1966, a Danish fishing vessel was reported aground on the Broad Shoal, Shapinsay. The life-boat *The John Gellatly Hyndman* left her moorings at 1.25 in a gale force north easterly wind and a moderate sea. It was four hours after high water. She reached the position stated at 3 o'clock and half an hour later got a line aboard the vessel. The fishing vessel *Bodeltornby* refloated, undamaged, at 4.40 and proceeded to Kirkwall under her own steam. The life-boat was recalled but at 6 o'clock was informed that flares had been sighted from Westray pier in line with Read Head, Eday. She searched east of Eday, through the Calf Sound into North Sound. She turned round at Shelwick Sherry and went back into the Calf Sound but found nothing. The very heavy sea in North Sound made the search extremely difficult but the coxswain continued until 9.15 when he was recalled to the station. The life-boat arrived back on station at 10.45.

At 11.30 p.m. on 15th October, 1966, the local doctor reported that one of his patients was suffering from a severe hemorrhage which could prove fatal if

there was any delay in getting her to hospital. The life-boat *John Gellatly Hyndman* embarked the sick woman, together with her husband and a nurse, and slipped her moorings at 11.49. It was five hours after low water. She proceeded to Kirkwall where the party was landed at 2.15 a.m. on 16th October. The life-boat then returned to her station, arriving at 4.40.

At 3.40 p.m. on 15th October, 1966, a patient required urgent hospital treatment. The life-boat *John Gellatly Hyndman* with the patient and a nurse on board proceeded at 4.15. The tide was ebbing. The life-boat reached Kirkwall at 6.30 and landed the patient and nurse. After reembarking the nurse at 8 o'clock, the life-boat left for her station, which was reached at 10.10.

NORTH-EAST DISTRICT

Tynemouth, Northumberland – At 9 p.m. on 20th October, 1966, the honorary secretary intercepted a radio message from the Norwegian liner *Braemar*, of Oslo, requesting that a helicopter take off a sick man. The coastguard, however, was unable to arrange for the assistance of a helicopter. The life-boat *Tynesider* with the second coxswain in command was launched at 9.50 with a doctor on board and a supply of blood as it was thought the patient might require a transfusion. It was one hour after high water. The life-boat came up with the *Braemar* twenty five miles from the Tyne and, despite the swell, the second coxswain took the life-boat alongside, thus enabling the doctor and one of the life-boat's first-aiders to scramble aboard the liner. The *Tynesider* then returned to her station, arriving at 4 o'clock. The *Braemar* headed for North Shields where the patient was taken to North Shields hospital.

Whitby, Yorkshire – At 10.10 p.m. on 6th October, 1966, the police informed the honorary secretary that a motor cruiser had been reported missing from Whitby harbour. On the morning of

7th October the coastguard informed the honorary secretary that H.M.S. *Wasperton* and a Shackleton aircraft were searching for the missing boat. At 7 o'clock the coastguard reported that the aircraft had sighted the motor cruiser forty miles east of Whitby, that H.M.S. *Wasperton* was proceeding to that position and that he would tow the boat to Whitby approaches. The *Wasperton* expected to arrive there at about 3 a.m. on the 8th October. The life-boat *Mary Ann Hepworth* was launched at 3.30. It was two hours after low water. She came up with H.M.S. *Wasperton* two miles north of Whitby. The life-boat took the cabin cruiser in tow, having put the second coxswain aboard, and returned to Whitby. The life-boat returned to her station at 4.40 p.m.

Scarborough, Yorkshire – At 8.10 p.m. on 12th October, 1966, the Scarborough lighthouse keeper informed the honorary secretary that a small yacht was in a dangerous position off the South bay. The life-boat *J. G. Graves of Sheffield* was launched at 9.20 in a strong south easterly wind and a rough sea. The tide was at three-quarter ebb. She found the yacht *Dianne* in very shallow water and, after taking soundings several times, secured a line to the casualty and towed her into deep water. She then stood by the yacht until there was sufficient water to tow her into harbour. After ensuring that the yacht was safely moored the life-boat returned to her station, arriving at 12.40 a.m. on 13th October.

Humber, Yorkshire – At 9.30 a.m. on 19th October, 1966, news was received that a member of the crew of the Dowsing lightvessel required to be taken ashore for medical treatment. As there was no urgency it was decided to wait until weather conditions had improved sufficiently for the man to be taken off the lightvessel without risk. The life-boat *City of Bradford III* was launched at 5.45 in a gale force south westerly wind and a very rough sea. It was four hours after low water. She proceeded to the Dowsing lightvessel and took off the injured man, landing him at Grimsby,

where he was put in an ambulance and taken to hospital. The *City of Bradford III* returned to her station and was ready for service at 8.50 a.m. on 20th October.

SOUTH-EAST DISTRICT

Dover, Kent – At 4.50 p.m. on 15th October, 1966, a man was seen waving a white flag in a small boat about three quarters of a mile off the coast midway between Dover and Folkestone. The life-boat *Southern Africa* left her moorings at 5.23. It was half an hour before low water. She found the boat, whose engine had failed, and towed her into Folkestone harbour. The life-boat returned to her station at 7.30.

Clacton-on-Sea, Essex – At 1.50 p.m. on 25th October, 1966, a rowing boat, with two young men aboard, was reported overdue from a fishing trip. The IRB was launched shortly afterwards. It was five hours after high water. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, launched at 2 o'clock to assist in the search. She found the casualty three-quarters of a mile to the north of the old Gunfleet light, took the two men aboard the life-boat, and towed the rowing boat to Clacton pier. Both the IRB and the life-boat arrived back on station at 4 o'clock.

Walton and Frinton, Essex – At 11.45 a.m. on 6th October, 1966, the local motor cruiser *Sea Wolf* reported by R/T that she had lost her rudder and might need assistance. The life-boat *Edian Courtauld* left her moorings at 12.54 p.m. It was two hours and a half after low water. She found the motor boat three quarters of a mile to the south east of Walton coastguard lookout and took her in tow. The life-boat moored the casualty in the river and returned to her station at 3.41.

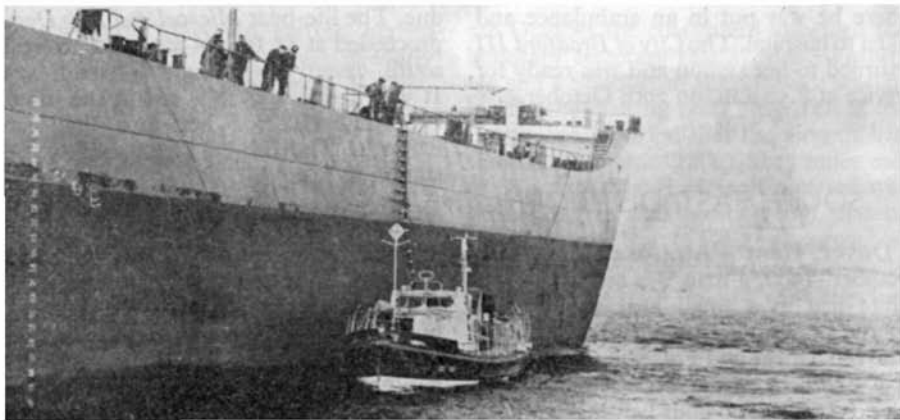
Ramsgate, Kent – At 11.4 p.m. on 13th October, 1966, the motor boat *Millie*, which had left the harbour at 4.45 with two people, was reported over-

due. The life-boat *Michael and Lily Davis* proceeded at 11.19 in a moderate to fresh south easterly wind and a rough sea. It was high water. She found the motor boat and escorted her into Ramsgate harbour. The life-boat returned to her station at 11.45.

Lowestoft, Suffolk – At 12.56 p.m. on 15th October, 1966, a longshore boat was seen firing red flares half a mile east of Lowestoft harbour entrance. The life-boat *Frederick Edward Crick* was launched four minutes later in a fresh southerly wind and a choppy sea. The tide was at half ebb. She proceeded to the position and discovered that a net had fouled the motor fishing vessel *Seafarer's* propeller. The life-boat secured a line to the casualty and towed her to Lowestoft harbour. When the *Seafarer* was safely moored the life-boat returned to her station, arriving at 1.40.

At 1.50 p.m. on 20th October, 1966, a longshore boat was seen burning a red flare off Pakefield beach, two miles north of Lowestoft harbour entrance. The life-boat *Frederick Edward Crick* slipped her moorings ten minutes later in a fresh southerly wind and a moderate sea. She proceeded to the position stated and found the motor fishing vessel *Seafarer* whose propeller had been fouled by some of her own gear. The life-boat secured a line to the *Seafarer* and towed her back to harbour. The *Frederick Edward Crick* returned to her station at 3.15.

At 12.30 a.m. on 6th October, 1966, the Dutch coaster *Spray*, of Joure, was reported aground on Newcombe sands, about four hundred yards from Lowestoft harbour entrance, and was signalling by light for life-boat assistance. The life-boat *Frederick Edward Crick* was launched ten minutes later in a fresh easterly wind and a choppy sea. It was one hour after high water. She proceeded to the casualty and found her to be hard aground. After about half an hour the *Spray* refloated under her own power and was escorted into Lowestoft harbour by the life-boat, which then returned to her station, arriving at 1.45.



By courtesy of]

[Sunday Telegraph

The Penlee life-boat alongside the *Ems Ore* in Mounts Bay, Penzance, when in early October, 1966, the vessel put out an SOS following 'a night of violence by some members of her crew'.

Margate, Kent – At 7.3 a.m. on 1st October, 1966, a yacht was reported aground on the Ridge sandbank half a mile south west of the North Tongue buoy. Although no distress signals had been made a passing ship reported that the yacht had a heavy list. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 7.26. It was five hours after high water. She proceeded to the position given and sighted the yacht *Tula* aground on the sandbank. The life-boat stood by until 10.38 when the casualty, which had four men and a woman on board, refoated without any apparent damage. She then escorted the yacht until clear of the sandbank and returned to her station at 3.30. The *Tula* continued her passage to Hamble. A helicopter also proceeded to this casualty. The owner of the yacht made a donation to the Institution's funds.

At 2.52 p.m. on 12th October, 1966, a fishing vessel had broken down about one mile off the coastguard lookout hut at Foreness point and one of the five occupants was waving an oar with a white shirt attached. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 3.5. It was four hours after high water. She came up with the motor fishing vessel *The Spray* at

3.30 and towed her to Broadstairs, arriving at 3.56. The life-boat returned to her station at 5.15.

At 9.19 p.m. on 22nd October, 1966, flashing signals, presumed to be SOS, appeared to be coming from a small boat near the Long Nose buoy. The life-boat *North Foreland* (*Civil Service No. 11*) was launched at 9.41. It was three hours after high water. She proceeded towards the position given, and found a small dinghy in a half submerged condition. The two men aboard her were rescued and given first aid as they were suffering from exposure. After removing the outboard motor the boat was taken aboard the life-boat, which landed both men and their boat at Margate harbour at 11 o'clock.

At 12.58 p.m. on 16th October, 1966, a small catamaran with an elderly man on board was seen in difficulties half a mile north west of the coastguard look-out. The man appeared to be exhausted. The life-boat *Elizabeth Elson*, on temporary duty at the station, was launched at 1.15 in a moderate south south easterly wind and a choppy sea. It was five hours after low water. The life-boat towed the catamaran to the beach at Botany bay. Just after reaching the catamaran, the coastguard informed the coxswain by

R/T that three women and a man in a small rowing boat were not making progress against the tide. They were about one and a half miles north west of Foreness Point. After leaving Botany bay the life-boat proceeded to the position indicated, and found that the boat had been taken in tow by the motor boat *Vagabond*. While on the way back to the station at 3.50 the coxswain was informed by the motor boat *Veronica* that a speedboat had capsized about one mile to the north and that although one man had been rescued, another was still missing. The life-boat proceeded to this position. The rescued man was transferred from the motor boat *Fan Tu* to the life-boat and given first aid. A search of the area was made for the missing man and then the assistance of a helicopter from Manston was requested. The motor boat *Lysander* also joined the search. When the helicopter arrived the life-boat proceeded to Margate jetty to land the survivor. When the man had been landed the life-boat together with the IRB resumed the search for the missing man. While the life-boat was searching the Deal coastguard advised her that a boat had capsized one mile north of Foreness Point, and four people were in the water. She proceeded to this position and found that three people had been picked up by the motor boat *Verity* which took them to Margate harbour. Their outboard speed boat was towed to harbour by the trawler *Teale*. The supposed fourth person turned out to be a yellow plastic bucket. While the life-boat was searching for the missing man from the *Veronica*, she sighted the motor boat *Sea Witch*, whose engine had broken down about two hundred yards from the Long Nose bouy. There were three men on board the casualty. The life-boat towed her to Palm bay and when they were safely ashore resumed the search in conjunction with the IRB and the helicopter, but without success. At 4.20 the search was called off and the life-boat and the IRB returned, arriving at 4.45.

At 6.10 p.m. on 29th October, 1966, red flares were reported two miles north east of Tankerton. There was a moderate wind from the north east with a slight sea

and rain squalls. The life-boat *North Foreland* (Civil Service No. 11) launched at 6.45. She carried out a search of the area using parachute flares and located the yacht *Monhegan* aground on a sand-bank about three-quarters of a mile from Whitstable harbour. There were two people on board the yacht, the third member of the crew having swum ashore where, it was later learned, he had arrived safely. The yacht was taken in tow by the life-boat to Whitstable. The life-boat returned to her station, arriving at 1.30 a.m. on 30th October.

SOUTHERN DISTRICT

Eastbourne, Sussex - At 3.53 p.m. on 31st October, 1966, news was received that one of the local angling club's rowing boats was missing. She had last been seen drifting west, off Beachy Head, with two men on board. The life-boat *Beryl Tollemache* was launched at 4.5. It was two hours and a half before low water. She found the boat at 4.25 and took her in tow to her station, arriving at 4.45.

Yarmouth, Isle of Wight - At 4.30 a.m. on 2nd October, 1966, red flares had been sighted in the vicinity of the Hurst Narrows. The life-boat *Charles Cooper Henderson*, on temporary duty at the station, slipped her moorings at 5.10 in a strong southerly wind and a moderate sea. The tide was ebbing. She found the steam yacht *Medea*, of Southampton, lying at anchor in the main shipping channel near the Warden ledge buoy. There had been an explosion in the yacht's engine room, followed by a fire. As there was a danger of the fuel tanks exploding, the passengers and some of the crew were instructed to abandon ship. Thirteen people were taken off by the life-boat and landed at Yarmouth where a doctor and ambulance were waiting to take the *Medea's* second engineer, who had been injured and was suffering from burns, to hospital. The life-boat returned to the yacht. The yacht's anchor cable was cut, and she was towed to Yarmouth Roads and made fast to a mooring buoy. The life-boat returned to her station at 10.20.

St. Helier, Jersey – At 5.36 p.m. on 19th October, 1966, Jersey radio reported that the French trawler *Jouet des Vagues*, of St. Malo, required assistance as she was in difficulties in heavy seas, about nine miles west of La Corbiere lighthouse. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, proceeded at 6.53 in a gale force south westerly wind and a rough sea. It was three hours after low water. She found the casualty, whose engine had failed, rolling heavily, but she did not appear to be in any immediate danger. A line which was fired from the life-boat across the trawler carried on across the m.v. *Eilenburg* which was standing by. The trawler refused to accept the towline from *Eilenburg* as her sister ship was steaming to the scene. The life-boat stood by until she arrived and the tow had been established. The trawler was then towed to St. Malo and the life-boat returned to her station, arriving at 2.25 a.m. on 20th October.

Swanage, Dorset – At 2.30 p.m. on 16th October, 1966, a party of 10 skin divers were being swept over Peveril ledge and were in need of assistance. The life-boat *R.L.P.* was launched at 2.40 in a fresh west south westerly wind and a rough sea. It was three hours before low water. She proceeded to Dunstan Head and rescued eight of the skin divers who were clinging to a rubber dinghy. There were 10 skin divers in the party, seven of whom were in a clinker dinghy and three in the rubber dinghy. A speedboat had managed to take off two from the rubber dinghy before they were swept into the rough water in Dunstan bay. Once in the rough water the clinker dinghy had been swamped and sunk but the eight remaining divers hung on to the rubber dinghy which was swept to Dunstan Head. The rubber dinghy was recovered and the *R.L.P.* returned to Swanage where the survivors were landed. The life-boat was back on station at 3.37.

At 10.27 p.m. on 22nd October, 1966, news was received that the cabin cruiser *Alcidan* was overdue on a passage from Weymouth and that the Norwegian tanker *Maakfjell* had taken three men off a

yacht they had taken in tow. They were eleven and a half miles off Anvil point. The life-boat *R.L.P.* was launched at 10.59 in a moderate to fresh northerly wind and a corresponding sea. She met the *Maakfjell* south of Anvil point, took off the three survivors and took over the tow of the yacht *Sea Venture III*. An R/T message was received from the motor yacht *Espardarte* requesting assistance. The life-boat found the *Espardarte* and, with the *Sea Venture III* in tow, escorted her to an anchorage in Swanage bay. When both boats were safely moored, the survivors from the *Sea Venture III* were landed. The *R.L.P.* left at 2.10 a.m. on 22nd October and proceeded to Studland bay to start her search for the *Alcidan*. She searched the coast southwards and to the west as far as Kimmeridge Ledges without success, and then returned to the slipway at 6.35 to wait for daylight. The crew re-assembled at 8 o'clock and stood by while the honorary secretary telephoned the owner to inquire whether the *Alcidan* had arrived at Wareham. The owner telephoned at 9 o'clock to say that she had arrived safely having been aground off Giggers island at the mouth of the river Frome throughout the night. This was confirmed by the coastguard, and the life-boat was rehoused at 9.48.

SOUTH WEST DISTRICT

Life-boat 70-001, Bristol Channel – At 8.40 p.m. on 12th October, 1966, the staff-coxswain of the 70-foot life-boat was told that there was a sick man on the South Lundy lighthouse and asked if he could take a doctor to Lundy island. It was thought that a helicopter from the R.A.F. station at Chivenor would probably take the doctor but the life-boat should stand by to assist. The life-boat established contact with Chivenor and arranged to stand by in case it was necessary to transfer the patient to her. The life-boat *Charles H. Barrett (Civil Service No. 35)* weighed anchor at 9.15 in a gale force south east by easterly wind and a rough sea. She was in visual contact with the helicopter until it landed on

Lundy island and then stood by off Rat island. The helicopter crew then reported that they were conveying the patient to the mainland. The life-boat proceeded to a position until the helicopter reported that she was landing the patient and then returned to her anchorage in Clovelly Roads, arriving at 1.40 a.m. on 13th October.

Tenby, Pembrokeshire - At 7.48 p.m. on 11th October, 1966, a young army officer was reported to have fallen over the cliff at Old Castle Head and a team of men with ropes had been sent to try to reach him from the top of the cliff. The life-boat *Henry Comber Brown* was launched at 8.20 in a moderate south south westerly wind and a choppy sea. It was almost three hours after high water. She proceeded, towing a punt, to the position indicated. The punt was sent in manned by members of the life-boat crew but the sea was too rough to rescue the officer by this method. The crew of the punt reported that the coastguard party had reached the man and were taking him up the cliff. The life-boat fired all her parachute flares and also used her searchlight to assist the rescue party by illuminating the scene. When the party reached the top of the cliff the life-boat was recalled, arriving back on station at 11.32.

Angle, Pembrokeshire - At 5.35 p.m. on 1st October, 1966, the coastguard informed the honorary secretary that a catamaran was almost on the rocks at Deadman's Cove. The life-boat *White Star*, on temporary duty at the station, was launched at 6 o'clock in a strong southerly wind and a rough sea. It was two hours before high water. She proceeded to Deadman's Cove, and on her arrival sighted the catamaran *Swordfish*, with one man aboard, in an almost inaccessible position. The coxswain navigated the life-boat through a passage in the rocks, many of which were submerged, and secured a line to the casualty. The *White Star* brought the catamaran out through the passage and towed her back to Angle. The life-boat arrived back on station at 10.30.

Fishguard, Pembrokeshire - At 1.59 p.m. on 17th October, 1966, it was reported that the master of the motor vessel *Contessa*, of Rotterdam, needed medical attention. At 2.20 the life-boat *Howard Marryat* was launched with a doctor on board. It was low water. The *Contessa* was located seventeen miles north west of Strumble Head. Meanwhile an R.N.A.S. helicopter had flown out a doctor and had taken off the master. The life-boat escorted the vessel to a safe anchorage and then returned to her station, reaching it at 6.15.

Penlee, Cornwall - At 7 a.m. on 1st October, 1966, the captain of the motor vessel *Ems Ore*, of Monrovia, asked for police and medical help. At 9.45 the life-boat *Solomon Browne* launched in a fresh north westerly breeze and slight sea. The tide was ebbing. A doctor and police officers were embarked at Newlyn. The life-boat proceeded to the vessel which was four miles south of Penzance. The doctor and police went aboard the *Ems Ore* which then proceeded into the Bay and dropped anchor. At 12.30 p.m. the life-boat with the doctor on board left the vessel and returned to Newlyn which was reached at 12.45. Due to low water at the life-boat slipway the life-boat was left at Newlyn until she could be rehoused at 4 o'clock.

St. Mary's, Scilly Islands - At noon on 31st October, 1966, a seaman aboard the freighter *Akbar Jayanti*, of Bombay, required medical attention, as a cockroach had crawled into his ear, causing severe earache. The life-boat *Guy and Clare Hunter* was launched at 2.30 p.m. with the honorary medical adviser on board. She met the freighter at the Spanish Ledge buoy and put the doctor aboard. He removed the cockroach from the seaman's left ear and treated one other seaman. The doctor was then taken off by the life-boat which returned to her station, arriving at 4.30.

NORTH-WEST DISTRICT

Lytham-St. Anne's, Lancashire, and New Brighton, Cheshire - At seven

minutes past midnight on 15th October, 1966, the coastguard informed the coxswain of the Lytham-St. Anne's life-boat that a fishing boat which left Crossens at 10 o'clock the previous morning had not returned. The life-boat *Edward Z. Dresden*, on temporary duty at the station, slipped her moorings at 12.50 a.m. It was half an hour after high water. She proceeded down river and searched southwards along the coast to Formby. At 9.47 the Preston pilot boat sighted a vessel answering the description of the missing boat, near the C.2. buoy in the Mersey river. The New Brighton life-boat *Norman B. Corlett* left her moorings at 10.15 and proceeded to the casualty. The Lytham-St. Anne's life-boat returned to her station at 10.30 and her crew stood by in case they were needed. The New Brighton life-boat was directed to meet the pilot cutter *Puffin* and take over the tow. She met the *Puffin*, took the motor fishing vessel *Diana*, which had apparently been abandoned, in tow, and proceeded towards New Brighton. When they neared the R.10 buoy, however, the *Diana* sank. The life-boat returned to her station at noon. The crew of the Lytham-St. Anne's life-boat had stood down when the New Brighton life-boat took over the tow.

Rhyl, Flintshire - At 12.20 p.m. on 1st October, 1966, a small boat appeared to be in difficulties off the boathouse. The life-boat *Anthony Robert Marshall* was launched at 12.50 in a fresh north westerly wind, gusting to gale force, and a rough sea. It was high water. She proceeded to the position, but in the meantime the motor fishing boat *Susan* had taken the cabin cruiser *Eryl* in tow and was making for the harbour. After a while the tow parted in the heavy seas and the life-boat, which was escorting the vessels, made fast another line to the *Eryl*. She then took off one of the crew. The tow again parted, so the life-boat took the remaining man off the *Eryl*. While she was doing this the heavy breakers brought the two boats together and the life-boat sustained some damage. The *Eryl*, which was half swamped, was washed ashore where the life-boat's shore

helpers managed to salvage the outboard motor and secure the cabin cruiser on the beach. The life-boat then stood out to sea and escorted the motor fishing boats *Sultan*, *Baragutt*, *Welsh Lady* and *Susan* into harbour before returning to her station at 3.30.

New Quay, Cardiganshire - At 9.30 a.m. on 1st October, 1966, four local fishing boats were still at sea between New Quay and Aberystwyth, when a storm was reported. The life-boat *St. Albans* was launched at 9.42 in a gale force wind and a very rough sea. It was high water. A report was then received that the yacht *Tic Tac* was in trouble off Aberarth but later information indicated that the drifting yacht was unmanned. The life-boat sighted the fishing vessel *Sea Breeze*, which was making slow progress towards New Quay, and then proceeded to search for the other three fishing vessels. At 10.31 she found the large lobster boat *Tor Bay Lass* with both the yacht and the fishing vessel *Kingfisher* in tow. The life-boat closed with the *Tor Bay Lass* and was asked to look for the fishing vessel *Mary Arden*. She was found a short time later, and the life-boat escorted all the boats into harbour before returning to her station at noon.

Porthdinllaen, Caernarvonshire - At 8.10 a.m. on 29th October, 1966, a yacht was in difficulties, its engine broken down, in a strong flood tide and little wind in Bardsley Sound. At 8.25 the life-boat *Charles Henry Ashley* was launched. The yacht *Quicksilver* with a crew of two was towed by the life-boat towards Pwllheli. Off Abersoch the tow was transferred to a local boat from Pwllheli, and the life-boat returned to her station at 4 o'clock.

Fleetwood, Lancashire - At 2.35 a.m. on 15th October, 1966, red flares were seen off Vyn light. The life-boat *Ann Letitia Russell* was launched at 2.50 in a moderate north north easterly wind. It was two hours after high water. She found a fishing boat fast on North Wharf, but could not get close enough to identify her because of the shallow water. The IRB

was launched at 3.20 and proceeded to the casualty which was found to be the motor fishing vessel *Bingo*, of Fleetwood. She had been attempting to salvage the fishing vessel 163 when she had a fuel blockage and was driven ashore. One of the men on board the *Bingo* asked to be landed, and the IRB transferred him to the life-boat. He reported having seen rockets to the southward when on board the *Bingo*, and the life-boat carried out a search towards Cleveleys. The IRB returned to her station at 4.30. When the coastguard told the coxswain that the rockets had been fired to answer white rockets, the life-boat returned to her station, arriving at 6.30. The life-boat returned to the *Bingo* at 9 o'clock and, when the tide had flowed sufficiently, towed her to Jubilee quay. The *Ann Letitia Russell* arrived back on station at 11.30. and was rehoused on the next tide.

At 2 p.m. on 21st October, 1966, two fishing vessels were being carried on to Barnard wharf. The motor fishing vessel *Irene* had fouled her propeller and the motor fishing vessel *Goodwill* had broken down while towing her. Only the *Irene* had an anchor and this would not hold both vessels. The other vessels in the vicinity could not approach the *Irene* and *Goodwill* because of the shallow water. The life-boat *Ann Letitia Russell* was launched at 2.15 in a fresh westerly wind and a choppy sea. It was three hours before high water. While the life-boat stood by, the *Irene* cleared her propeller and took the *Goodwill* in tow. The life-boat returned to her station at 3.10.

The following life-boats were also called out in October.

- Barra Island, Outer Hebrides** - 2nd.
- Bembridge, Isle of Wight** - 18th.
- Blackpool, Lancashire** - 31st.
- Cullercoats, Northumberland** - 8th (two launches).
- Donaghadee, Co. Down** - 26th.
- Dunbar, East Lothian** - 28th.
- Dun Laoghaire, Co. Dublin** - 11th.

- Dunmore East, Co. Waterford** - 31st.
- Fishguard, Pembrokeshire** - 8th.
- Fowey, Cornwall** - 1st.
- Hoylake, Cheshire** - 26th.
- Llandudno, Caernarvonshire** - 1st.
- Margate, Kent** - 25th.
- Newbiggin, Northumberland** - 9th.
- Newhaven, Sussex** - 20th.
- Plymouth, Devon** - 22nd.
- Ramsgate, Kent** - 2nd.
- Rhyl, Flintshire** - 3rd.
- St. Mary's, Scilly Islands** - 6th.
- Scarborough, Yorkshire** - 2nd.
- Sheringham, Norfolk** - 12th.
- Shoreham Harbour, Sussex** - 15th.
- Skegness, Lincolnshire** - 29th.
- Swanage, Dorset** - 18th.
- Thurso, Caithness-shire** - 9th and 21st.
- Walmer, Kent** - 5th.
- Yarmouth, Isle of Wight** - 16th and 22nd.
- Life-boat 70-002** - 26th.

IRB LAUNCHES

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

NORTH-WEST DISTRICT

West Kirby, Cheshire - At 6 p.m. on 12th October, 1966, a dinghy with a boy on board was reported in difficulties one mile north of Hilbre Island. The IRB was taken by land rover and was launched at 6.20 near the Welshman Gut buoy. There was a moderate south south easterly breeze and smooth sea. The tide was flooding. The dinghy, with the boy on board, was found half filled with water, equipped with only one oar and had neither a baler nor an anchor. The boy was embarked and the IRB returned to her station at 7 o'clock.

SCOTTISH DISTRICT

Largs, Ayrshire - At 6.20 p.m. on 3rd October, 1966, a motor boat was in

difficulties off Millport. The IRB was launched at 6.30 in a fresh north easterly breeze gusting to strong and a rough sea. It was low water. The motor boat with three people on board was in the main channel between Wee Cumbrae and Garroch Head. The IRB took the motor boat, which had engine trouble, in tow and returned to her station which was reached at 8.30.

SOUTH-EAST DISTRICT

Walmer, Kent – At 3.30 p.m. on 16th October, 1966, the IRB crew, who were at the boathouse, saw a sailing dinghy capsized one mile off shore. The IRB was immediately launched in a south easterly breeze and a choppy sea. The tide was ebbing. On the way to the casualty the dinghy was seen to right herself partly and sail away with one of her crew of two clinging on. The other was left in the water. The IRB picked up this man, who was exhausted, and then proceeded after the dinghy which she assisted in getting on an even keel. After baling her out the IRB escorted the dinghy to the shore and returned to her station at 4.20.

Southwold, Suffolk – At 3.3 p.m. on 15th October, 1966, a small dinghy was seen to have capsized off Southwold and two men were clinging to her. The IRB was launched at 3.10 in a fresh south easterly breeze and a rough sea. The tide was ebbing. The two men, one of whom was very exhausted, were taken on board the IRB and she returned to her station at 3.30.

Clacton-on-sea, Essex – At 11.55 a.m. on 27th October, 1966, four school-boys in an eight foot pram dinghy were being swept out to sea. The IRB was launched at noon. The tide was ebbing. The IRB came up with the dinghy one mile south of Holland Haven and took her and the four boys to Clacton pier. The IRB returned to her station at 12.50 p.m.

SOUTHERN DISTRICT

Mudford, Hampshire – At 4.15 p.m. on 1st October, 1966, a waterlogged dinghy was seen one mile offshore from Friar's cliff. The IRB was launched at 4.17 in a gentle south westerly breeze and a slight chop. The tide was ebbing. The dinghy with a crew of two, who were unable to bale her out, was taken in tow to the beach. The IRB returned to her station at 5 o'clock.

See page 65 for other IRB launches

NOVEMBER

SOUTH-EAST DISTRICT

Great Yarmouth and Gorleston, Norfolk – At 2.32 p.m. on 15th November, 1966, a distress signal was reported from a small boat which was about half a mile north north east of Gorleston pier. The life-boat *Louise Stephens* was launched at 2.39 and soon came up with the small cruiser *Oak Apple* whose engine had failed. The life-boat towed the boat, with her crew of three, to Gorleston, arriving at 3.23.

Walton and Frinton, Essex – At 1.10 p.m. on 9th November, 1966, distress signals were reported on Sunk Head tower. At 1.45 the maroons were fired, and at 2.3 the life-boat *Edian Courtauld* was launched in a fresh northerly breeze and a choppy sea. It was one hour before low water. At 3.29 the life-boat reached the tower and brought ashore two men who had run out of food and water. The life-boat returned to her station at 5.12.

Walton and Frinton, Essex On 17th November, 1966, the life-boat *Edian Courtauld* put out to the assistance of the s.s. *Ypapanti*. A full account of the service appears on page 29.

Lowestoft, Suffolk – At 11.15 p.m. on 10th November, 1966, news was received that the Polish motor vessel *Elblag*, of Szczecin, which was twenty miles south of Lowestoft, had a sick man on board. The life-boat *Elizabeth Elson*,

on temporary duty at the station, was launched at one minute after midnight with the honorary medical adviser on board. It was low water. She met the vessel three miles east of Lowestoft and took the patient off. The life-boat landed him at Lowestoft. The *Elizabeth Elson* arrived back on station at 2.15 a.m. on 11th November.

At 1.20 p.m. on 1st November, 1966, information was received that the recently built life-boat, provisionally designated R.N.L.B. 44-002, which was on trials from the shipyard, had trouble with one of the engines which was being tested. Her position was about one mile east of Lowestoft harbour entrance. The life-boat *Elizabeth Elson*, on temporary duty at the station, slipped her moorings at 1.30 in a strong northerly wind and a rough sea. The tide was ebbing. She found R.N.L.B. 44-002 in the position stated and towed her to Lowestoft harbour. The *Elizabeth Elson* arrived back on station at 2.15.

SOUTHERN DISTRICT

Plymouth, South Devon At 1.8 p.m. on 10th November, 1966, news was received that a fishing boat was on fire near the wreck in Whitesand Bay and two or three people appeared to be in a dinghy. The life-boat *Lloyd's*, on temporary duty at the station, slipped her moorings at 1.10 in a light northerly wind and a calm sea. It was two hours before high water. A fishing boat in the vicinity picked up two survivors and landed them at Plymouth, where one of them, who was suffering from shock, was conveyed to hospital. When the life-boat arrived on the scene she took the owner of the burning cabin cruiser *Les Imp* from another fishing boat which was standing by, recovered a dinghy belonging to the casualty and took another in tow. She stood by until the cabin cruiser sank, and then returned to her station at 5.10.

Newhaven, Sussex - At 5.47 p.m. on 24th November, 1966, a report came from Roedean School that cries for help had been heard from just off the cliffs. The life-boat *Kathleen Mary* was launched

at 5.55. It was three hours after low water. She proceeded in thick fog towards the position indicated and made contact with the Dutch vessel *Rynstroom* which was just leaving Shoreham harbour. The vessel carried out a radar search and quickly located a small angling boat. She then guided the life-boat to her, communicating by very high frequency radio. The boat was taken in tow by the life-boat which brought her back to Newhaven, arriving at 8.30.

Swanage, Dorset - At 11.7 p.m. on 5th November, 1966, it was reported that the yacht *Blinkbonny* was overdue on passage from Weymouth to Poole and had last been seen at 7.30 p.m. one mile and a half off Anvil Point. There was a strong north easterly wind with a rough sea. It was two hours before high water. The life-boat *R.L.P.* was launched at 11.29 and at 11.41 found the yacht one mile south east of Peveril Ledge. She was making no headway against the strong wind and heavy seas. A line was made fast and the life-boat towed the *Blinkbonny* to Poole quay, arriving at 2.30 a.m. on 6th November. As the weather and sea conditions were not suitable for rehousing the life-boat the crew returned by road. The life-boat was collected when the weather moderated and rehousing at 10.25 in the morning. The owner of the yacht and the crew made a donation to the Institution's funds.

SOUTH-WEST DISTRICT

Penlee, Cornwall - At 6.20 p.m. on 19th November, 1966, the honorary secretary was informed that the life-boat would be needed to bring a sick man ashore from the m.v. *Beaver Ash*. The life-boat *Solomon Browne* was launched at 7 o'clock. It was three hours after low water. The life-boat embarked a doctor and ambulance men at Newlyn and then met the *Beaver Ash* four miles south of Penzance at 7.45. The patient was transferred to the life-boat and landed at Newlyn at 8.35. The life-boat remained in Newlyn harbour until the weather moderated, when she was rehousing at 10.30 a.m. on 20th November.

NORTH-WEST DISTRICT

Beaumaris, Anglesey – At 5 p.m. on 12th November, 1966, it was reported that a distress signal had been flashed from a boat, about one and a half miles north west of Puffin Island. The life-boat *Field Marshall and Mrs. Smuts* was launched at 5.17. It was two hours after low water. She proceeded to the position indicated, and, by using both parachute flares and searchlight, located the motor boat *Seruta*, of Caernarvon, whose engine had broken down. The life-boat towed the *Seruta* to Beaumaris, arriving back on station at 7 o'clock.

IRISH DISTRICT

Rosslare Harbour, Wexford – At 1.45 p.m. on 7th November, 1966, the Tuskar Rock lighthouse keeper informed the honorary secretary that a submerged cabin cruiser had been reported in the vicinity of the rock. The life-boat *Douglas Hyde* slipped her moorings at 2.45. The tide was ebbing. She proceeded to the position given and found the top of a cabin cruiser's cabin floating one and a half miles north west of the lighthouse. She picked up this piece of wreckage and informed the Tuskar Rock lighthouse of the nature of the find. The life-boat returned to her moorings at 4.45 and brought the wreckage ashore.

Galway Bay – At 5.40 p.m. on 2nd November, 1966, the local doctor requested the services of the life-boat to attend a woman on Inishere Island who was seriously ill. At 6.30 the life-boat *Mabel Marion Thompson* with the doctor on board, left her moorings and proceeded to Inishere Island. It was thirty minutes before high water. The life-boat returned from Inishere with the doctor, reaching her moorings at 11.30.

Baltimore, Co. Cork – At 4 p.m. on 9th November, 1966, news was received that a member of the crew of the Spanish trawler *Madre-de-Cristo* had been badly injured, and it was requested that the life-boat meet the trawler at about 7 o'clock off Baltimore, with a doctor and

a priest on board. The life-boat *Sarah Tilson* was launched at 5.45 in a gentle north easterly wind and a moderate sea. The tide was ebbing. She met the trawler about ten miles off Baltimore and put the priest and the doctor aboard at 7.15. Later the patient, together with the priest and doctor, was transferred to the life-boat which returned to her station, arriving at 8.40. The man, who had broken both legs, was taken to hospital.

SCOTTISH DISTRICT

Life-boat 70-002, Ullapool, Ross and Cromarty – At 6.2 p.m. on 25th November, 1966, the police told the assistant district inspector, who was in command of the life-boat 70-002, that flashing lights had been sighted in the vicinity of Martin Isle. At 6.15 the life-boat *Grace Paterson Ritchie* proceeded in a fresh west south westerly breeze and a choppy sea. It was two hours after high water. After a search using her searchlight the life-boat located the cabin cruiser *Mercure*, with engine failure, at anchor in Loch Kanaird. A member of the life-boat's crew was put aboard the *Mercure* and, with her crew of three on board, she was towed back to Ullapool. The life-boat returned to her moorings at 8.30.

Arbroath, Angus – At 7 p.m. on 24th November, 1966, it was reported that a Polish trawler was aground on Bell rock. At 7.13 the life-boat, *The Duke of Montrose* was launched. It was one hour after low water. The life-boat came alongside the casualty at 8.38 but the captain declined assistance. The life-boat stood by until the trawler refloated herself. She returned to her station at 10.23.

Stronsay, Orkney – At 1.10 p.m. on 27th November, 1966, the doctor on Sanday asked the honorary secretary for the services of the life-boat to convey a woman suffering from acute appendicitis to hospital at Kirkwall. At 1.35 the life-boat *The John Gellatly Hyndman* left her moorings in a west north westerly gale and a rough sea. It was three hours after

high water. The life-boat reached Sanday, embarked the patient and a nurse, and left for Kirkwall at 2.25. After the patient was transferred to an ambulance at Kirkwall, the nurse was taken back to Sanday. The life-boat arrived back at her moorings at 9.10.

Longhope, Orkney - At 1.45 p.m. on 1st November, 1966 the honorary secretary received from the local doctor an urgent request for the services of the life-boat to convey a very seriously ill patient to Balfour hospital, Kirkwall. The patient was embarked and at 2.2 the life-boat *T.G.B.* was launched in a north easterly gale and a rough sea. It was two hours before low water. At 3.7 the patient was transferred from the life-boat to an ambulance at St. Margaret's Hope. The life-boat arrived back at her station at 4.37.

Islay, Inner Hebrides - At 10.19 a.m. on 11th November, 1966, news was given that the barge *Isle of Gigha* had capsized three miles south of Chuirn Island. Two men were missing. There was a strong southerly wind with a rough sea. It was one hour after low water. The life-boat *Francis W. Wotherspoon of Paisley* proceeded at 10.36. When she arrived at the position given she found the motor vessel *Lochiel*, which had seen the barge capsize, searching the area. The *Lochiel* had immediately lowered her ship's boat and rescued two men but two others were missing. At 2 o'clock H.M.S. *Murray* arrived in the area and a party of five, which included divers, were transferred to the life-boat. The divers searched the *Isle of Gigha* but could not find anyone trapped. Soon after the diving operation was finished the life-boat was visited by the inspector of life-boats who arrived in the area by helicopter. The life-boat continued the search in conjunction with other vessels but without success. The search was abandoned when it became dark and the life-boat was recalled, arriving at 7.15.

Montrose, Angus - At 3.40 p.m. on 1st November, 1966, it was reported that the trawler *Armada* had towed the

trawler *Arnisdale* nine miles northwards from Red Head to Scurdyness in an increasing north to north easterly wind, taking over eight hours for the passage. Their first attempt to enter the river South-Esk had failed and it was requested that the life-boat stand by while a second attempt was made. The life-boat *The Good Hope* was launched at 5 o'clock in a strong northerly wind and a rough sea. It was just after high water. She stood by alongside while the motor fishing vessel *Angus Rose*, with a pilot aboard, assisted the tow over the bar against the ebb tide and treacherous seas. When the trawlers were safe in calmer water, the life-boat returned to her station, arriving at 5.50.

NORTH-WEST DISTRICT

Amble, Northumberland - At 7.35 a.m. on 1st November, 1966, the cobbles *Provider* and *Elizabeth Isobel* were still at sea with conditions at the harbour bar worsening in the ebb tide. The life-boat *Millie Walton* slipped her moorings at 7.45. She found the cobbles about one mile south east of the Coquet lighthouse and escorted them to Blyth as the harbour bar at Amble was too dangerous for cobbles to enter. The life-boat returned to her station at 2.35.

Bridlington, Yorkshire - At 8.35 p.m. on 17th November, 1966, a message was received that a man aboard the Grimsby trawler *Tiberian* required certain medicine prescribed for him by a doctor who was in the harbour office. The life-boat *Tillie Morrison, Sheffield II* was launched at 9.20 in a strong, gusting to gale force, north by easterly wind and a rough sea. It was three hours after high water. She met the trawler at Smithic Bank and handed over the medicine. The life-boat arrived back on station at 10.20.

At 4.42 p.m. on 3rd November, 1966 information was received that the trawler *St. Leger*, of Hull, was making for Bridlington Bay as one of her crew had a severely lacerated arm and needed hospital treatment. The life-boat *Tillie*

Morrison, Sheffield II was launched at 5.30 with a doctor on board. There was a light north north westerly wind and a moderate sea. It was two hours before high water. She came up with the trawler five miles north east of Flamborough Head and the doctor was put aboard together with the second coxswain as first aid man. While the doctor treated the patient the life-boat escorted the trawler into the bay. The injured seaman was then transferred to the life-boat which landed him at Bridlington. The life-boat arrived back on station at 9.25.

At 1.50 p.m. on 18th November, 1966, it was reported that the trawler *Judean* had requested assistance in landing a sick man who needed hospital treatment. At 3.30 the coastguard advised the honorary secretary that the *Judean* was five miles north of North Smethic buoy. The life-boat *Tillie Morrison, Sheffield II*, was launched at 3.47 in a strong north north easterly wind and a rough sea. It was two hours after low water. She came up with the trawler by the North Smethic buoy and the injured man was taken off. The life-boat landed him on South Beach. The life-boat arrived back on station at 4.45.

Runswick, Yorkshire – At 12.12 p.m. on 7th November, 1966, concern was felt for the fishing coble *Embrace*, of Staithes, as it was one hour after high water and a heavy inshore swell was making the harbour mouth a hazard. The crew of the coble reported that they would try to make the harbour, and so the life-boat *The Elliott Gill* was launched at 12.45 in a moderate easterly wind and a corresponding sea. She stood by until the coble reached the harbour and then escorted her through the harbour mouth. The life-boat returned to her station at 2 o'clock.

Teesmouth, Yorkshire – At 6 a.m. on 30th November, 1966, information was received that the motor vessel *Gathland* had an injured man aboard who required medical assistance, and that a doctor had agreed to go to him. The last known position of the vessel was forty-six miles north east of Whitby but the

harbour office was unable to establish radio contact. With the doctor on board, the life-boat *Sarah Jane and James Season* launched at 7.10 in a gale force north westerly wind and a very rough sea. She proceeded towards the last known position of the *Gothland* and at 9.15 made radio contact. The life-boat came alongside the vessel at 10.5 and put the doctor aboard. After examining the patient he decided to remain on board and the *Gothland* set course for the Tees, accompanied by the life-boat. They arrived at Tees dock at 1.15. and the patient was taken to hospital. As the gale force wind made it impossible to rehouse the life-boat, she was tied up in the Tees dock and rehousing the next day.

Whitby, Yorkshire – At 11 a.m. on 21st November, 1966, the coxswain decided that conditions were such that the life-boat should be launched to stand by three motor fishing vessels returning from fishing in deteriorating weather. At 11.10 the life-boat *Mary Ann Hepworth* was launched in a northerly gale and a rough sea. It was high water. The life-boat stood by until the three vessels were safely in harbour, and returned to her station at 12.10.

Scarborough and Teesmouth, Yorkshire – On 16th November, 1966 the Scarborough life-boat *J. G. Graves of Sheffield* and the Teesmouth life-boat *Sarah Jane and James Season* were launched to stand by the oil rig *Neptune I*. A full account of this service appears on page 20.

The following life-boats were also called out in November

Aldeburgh, Suffolk – 18th.
Amble, Northumberland – 21st
Angle, Pembrokeshire – 7th.
Blyth, Northumberland – 26th.
Clacton-on-Sea, Essex – 14th.
Clogher Head, Co. Louth – 6th.
Donaghadee, Co. Down – 22nd and 30th.
Fowey, Cornwall – 19th.
Hartlepool, Co. Durham – 8th.
Humber, Yorkshire – 29th.

Ilfracombe, Devon - 19th.
Newhaven, Sussex - 12th.
Ramsey, Isle of Man - 5th.
St. Mary's, Scilly Islands - 1st.
Salcombe, Devon - 3rd and 5th.
Scarborough, Yorkshire - 14th.
Seaham, Co. Durham - 22nd.
Selsey, Sussex - 6th.
Sennen Cove, Cornwall - 1st.
Shoreham Harbour, Sussex - 2nd.
Southend-on-Sea, Essex - 12th and
 27th.
Stromness, Orkneys - 23rd.
Sunderland, Co. Durham - 10th.
Swanage, Dorset - 8th.
Teesmouth, Yorkshire - 8th.
Tenby, Pembrokeshire - 17th.
Thurso, Caithnessshire - 27th.
Tynemouth, Northumberland -
 23rd.
Whitby, Yorkshire - 14th.
Workington, Cumberland - 11th.

IRB LAUNCHES

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

Pwllheli, Caernarvonshire - At 1.58 p.m. on 7th November, 1966, the coastguard informed the honorary secretary that a motor launch was drifting approximately half a mile off the West End Parade, Pwllheli. The occupants were calling and signalling for assistance. The IRB was launched two minutes later in light easterly airs and a calm sea.

The tide was flooding. The IRB proceeded and came up with the motor launch *Marie Ann* with five persons on board. The launch, which had lost her propeller and was not carrying oars or an anchor, was taken in tow and the IRB returned to her station which was reached at 3 o'clock.

NORTH-EAST DISTRICT

Great Yarmouth and Gorleston, Norfolk - At 1.38 p.m. on 30th November, 1966, the coastguard informed the IRB crew that a small dinghy powered by an outboard engine was in difficulties near the Wellington pier. The IRB was launched at 1.42 in a fresh west by north wind gusting to gale force and slight sea. The tide was ebbing. The dinghy had drifted about a mile to the north and east after her propeller had been fouled by an angler's nylon line. On clearing the propeller the engine was restarted but ran out of fuel. The IRB took the dinghy, with three people on board, in tow.

See page 65 for other IRB launches

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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 46, 59, and 65, the following launches on service were made during the months of September to November, 1966, inclusive:

Abersoch, Caernarvonshire - September 3rd and 17th.
Aberystwyth, Cardiganshire - October 5th.
Atlantic College, Glamorganshire - September 25th and November 28th (twice).
Bangor, Co. Down - September 4th and 28th.
Barrow, Lancashire - September 28th.
Blackpool, Lancashire - September 4th and October 12th.
Borth, Cardiganshire - October 3rd.
Bridlington, Yorkshire - October 1st.
Brighton, Sussex - September 6th (twice).
Broughty Ferry, Angus - September 14th, 15th and October 1st.
Bude, Cornwall - September 16th and 23rd.

Burnham-on-Crouch, Essex – September 4th and 29th.
Clacton-on-sea, Essex – October 10th and 25th.
Conway, Caernarvonshire – September 16th, 20th, 21st and October 17th.
Eastbourne, Sussex – September 6th and 14th.
Eastney, Hampshire – September 18th, 25th, October 9th (twice), 22nd, November 13th (twice) and 27th.
Filey, Yorkshire – September 23rd.
Fleetwood, Lancashire – October 15th.
Flint, Flintshire – September 13th and October 13th.
Great Yarmouth and Gorleston, Norfolk – September 6th (twice), 15th, 25th and 27th.
Happisburgh, Norfolk – September 2nd.
Harwich, Essex – September 13th and 30th.
Hastings, Sussex – September 19th, 29th and October 20th.
Helensburgh, Dunbartonshire – September 4th, 24th and 26th.
Kinghorn, Fife – October 9th.
Largs, Ayrshire – September 4th, 14th, 23rd, and November 19th.
Littlestone-on-Sea, Kent – September 10th and October 1st.
Llandudno, Caernarvonshire – September 12th.
Lymington, Hampshire – September 12th.
Margate, Kent – September 4th, 11th, 13th, 30th, October 9th, 16th (twice) and 18th.
Moelfre, Anglesey – September 10th, 13th and 19th.
Mudford, Hampshire – September 6th, 12th and October 9th.
Newquay, Cornwall – September 3rd, 8th, 20th, 30th and October 20th.
North Sunderland, Northumberland – September 13th.
Poole, Dorset – September 2nd and 5th.
Port Talbot, Glamorganshire – October 2nd.
Pwllheli, Caernarvonshire – September 17th, 24th and October 5th.
Redcar, Yorkshire – September 28th, October 7th and 9th.
Rye Harbour, Sussex – September, 10th.
St. Ives, Cornwall – September 19th.
Skegness, Lincolnshire – September 6th (twice).
Southend-on-Sea, Essex – September 6th, October 1st, 15th, 31st and November 27th.
Sunderland, Durham – September 3rd and 8th.
Torbay, Devon – October 16th.
Tynemouth, Northumberland – September 3rd and November 23rd
Walmer, Kent – September 4th.
Wells, Norfolk – September 15th.
Weston-super-Mare, Somerset – September 18th (twice).
Whitby, Yorkshire – September 8th.
Whitstable, Kent – September 7th, 19th, October 9th, 21st, 25th, November 3rd and 14th.

July

NORTH-EAST DISTRICT

Bridlington, Yorkshire – At 10.30 a.m. on 17th July, 1966, the IRB was launched on exercise to test R/T equipment. There was a fresh north north westerly breeze and a choppy sea. The tide was ebbing. At 11.45 the IRB came up with a rowing boat with six people on board which was in difficulties. In view of the prevailing weather conditions the IRB took the boat in tow to the harbour, arriving at 12.10. p.m. On reaching the harbour the coastguard informed the IRB crew that the pleasure boat *Bridlington*

Queen had sunk off the South pier. As the boat was in calm water and a number of craft were already giving assistance the IRB returned to her station at 12.25.

SOUTH-EAST DISTRICT

West Mersea, Essex – At 4.34 p.m. on 24th July, 1966, a sailing dinghy capsized off West Mersea beach. The IRB was launched almost immediately in a strong south westerly wind and a moderate sea. It was high water. She proceeded to the dinghy and picked up her crew of two. The dinghy was taken in tow to West Mersea and the IRB returned to her station, arriving at 5.10.

Award for Scottish Skipper

(continued from page 33)

A north-westerly gale was blowing, which was gusting to force 9. The sea was rough, and it was an hour before high water.

As the *Moira* cleared harbour a further distress flare was sighted, and Mr. Speed was able to take a bearing on it. Once he was clear of Davaar Island he set course for the estimated position of the casualty.

As the *Moira* approached a very faint light was seen. Mr. Speed steered for this and the *Quesada* was then seen in the illumination of the *Moira's* masthead floodlight.

The *Quesada* was lying stern to wind on her starboard side with only the port bow, the stemhead and a little of the superstructure showing above the water. All that could be seen aft was the transom of her dinghy, occasionally breaking surface, the bow being held by the painter below water.

A number of survivors were clinging to the rails and one man was lashed to the anchor davit forward.

Mr. Speed positioned the *Moira* to port and to leeward of the *Quesada* so that he could lay his vessel athwart the submerged section. From this position his crew succeeded in rescuing nine of the survivors before the *Moira* drifted clear.

It was exhausting work because of the high freeboard of the fishing boat, but the crew continued their efforts and two further approaches were made before a tenth survivor, who was the man lashed to the davit, was rescued.

ANXIETY

During the night relatives of people aboard the *Quesada* had expressed some anxiety, and the honorary secretary of the Campbeltown life-boat station, Mr. A. P. MacGrory, had a discussion with the coastguard shortly after midnight. He telephoned the station mechanic at 12.30 and told him to fire the maroons from the life-boat store.

When the Mayday message was received the Campbeltown life-boat *City of Glasgow II*, which is one of the 52-foot Barnett type, was launched. She reached the scene of the casualty some 10 minutes later than the *Moira*. Seeing the *Moira* alongside the wreck she remained close to leeward, using her searchlight and parachute flares to look for survivors in the water. She found nothing but wreckage.

The *Moira* joined the life-boat in the search. At about 2 a.m. it was decided that the *Moira* should take the survivors back to harbour, leaving the life-boat to continue the search. The *Moira* reached Campbeltown at 2.50, where the ten survivors were landed.

The *Moira* put to sea again at 3.30 to continue the search and did not finally return to harbour until 3 o'clock that afternoon.

The Campbeltown life-boat continued to search, and Mr. McGrory asked for a Shackleton aircraft to be available at first light. This was arranged, and the life-boat was joined by half-a-dozen Campbeltown fishing vessels in her search.

No survivors were found, and the search was called off at 2.44.

FOUND ONLY WRECKAGE

The Girvan life-boat *St. Andrew* (Civil Service No. 10), was also launched at 3.30 in the afternoon to search between Ailsa Craig and Arran. She found only wreckage and finally returned to her station at 9.32 p.m.

Certificates recording their part in the service were issued to Mr. James Meenan and the five members of the *Moirra's* crew, namely Archibald Galbraith, Duncan McArthur, Campbell Stewart, Hector Norman Thompson, and Sweeney Alexander Copping.

The Board of Trade ordered an inquiry into the loss of the *Quesada*, which was held between 30th August and 11th November at Campbeltown by Sheriff D. J. McDiarmid.

Nineteen questions were answered by the Court, whose findings were announced on 11th November.

Three of the questions concerned the part played by the Campbeltown life-boat station. One of the answers read: 'Campbeltown life-boat was under way in approximately 12 minutes. *Moirra* rescued 10 men from the *Quesada*. Campbeltown life-boat continued the search until following afternoon. The actions of all concerned are worthy of commendation – particularly those on the Campbeltown fishing boat *Moirra*.'

The other two questions, namely whether the search and rescue operation was carried out adequately and whether all proper steps were taken to initiate a search for the missing persons, were both answered 'Yes'.

Dr. BROADBENT HONOURED

A RETIRED DOCTOR, Dr. Harrison Broadbent, of Middleton-by-Freshwater, Isle of Wight, who received a letter of appreciation from the Institution for the part he played in the gallant IRB rescue attempt at Scratchell's Bay on 10th April, 1966, was nominated by the R.N.L.I. to attend the 'Men of the Year' luncheon at the Savoy Hotel, London. The selection of names is made by the British Council for Rehabilitation of the Disabled.

A full account of the rescue bid was described in the September issue of THE LIFE-BOAT, page 136.

Resuscitation Award

A SOUND knowledge of the mouth to mouth resuscitation technique has earned Motor Mechanic Frederick G. Webber, of the Fowey life-boat, the Royal Humane Society resuscitation certificate.

On 24th July a self drive motor boat was swamped some miles off Fowey, Cornwall, and the four passengers were thrown into the water. They were rescued by another boat and brought to Fowey. One of the survivors, Mrs. Frances A. Hogan, was in poor shape and unconscious. Motor Mechanic Webber helped to treat her and got the mouth to mouth resuscitation apparatus from the life-boat and some blankets. The apparatus was used for about 30 minutes and the woman revived.

Professor Edgar A. Pask

The late Professor Edgar A. Pask, O.B.E., M.D., M.A., M.B., B.Chir., D.A., F.F.A.R.C.S., who was a member of the Committee of Management of the Institution, was honoured at an informal ceremony in November in the presence of the Duke and Duchess of Northumberland.

The occasion was the presentation to Mrs. Pask of the vellum awarded in conjunction with a medal for services rendered by Professor Pask whose great work in the field of life saving was described in the September issue of THE LIFE-BOAT, page 160.

Letter of Appreciation

EX-COXSWAIN EDOUARD BOISARD, of the *Barfleur*, France, life-boat, has received a letter of appreciation from the Institution in recognition of his services to English yachts and other vessels over many years. The letter also congratulated Coxswain Boisard on the fact that he and his father between them had completed no less than a hundred years of service with the *Barfleur* life-boat.

Coxswain Boisard was in command of the *Barfleur* life-boat from 1940 to 1944, and from 1955 to 1963. The station was closed from 1944 to 1955 because of war damage.

OAKLEY TRIBUTE

Mr. R. A. Oakley, M.B.E., M.R.I.N.A., the life-boat designer, who last year retired from full-time service with the Institution, received a letter in November, 1966, from Coxswain W. Sheader, of the Scarborough lifeboat *J. G. Graves of Sheffield*, telling him how well their 37-foot Oakley behaved on the night of 16th November when they were called to the oil rig *Neptune I* in atrocious weather conditions (see page 20).

Coxswain Sheader says: "You will no doubt wonder who this letter is from but I thought I'd just like to let you know how we all feel about the behaviour of the boat . . . The weather—well, I think it was as crude as we will get it. We had the wind recorded at 102 m.p.h., N.N.W., and you will know what the conditions were like. We were out 12 hours and the boat never flinched . . . She just took everything that came . . .".

The *J. G. Graves of Sheffield*, incidentally, was the first 37-foot Oakley self righting boat. She was built in 1958.

Due to pressure on space a number of regular features are held over from this issue. 'Focus on . . .' will now appear in the June number and will describe the Ilfracombe life-boat station and its history. Some news paragraphs are also held over.

CLASSIFICATION OF SERVICES BY LIFE-BOATS

CLASS	1965		1966		% of total services					
	No.	% of total	No.	% of total	0	10	20	30	40	50
Fishing boats - all types	196	18.9	175	16.6						
Motor vessels, steamers, barges, motor boats, etc.	105	10.1	125	11.9						
Sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts	238	22.9	243	23						
Aircraft	17	1.6	16	1.5						
Small boats, canoes, rubber dinghies, etc.	140	13.5	163	15.5						
Landing sick people, and taking out doctors, help to bathers, people on cliffs, rocks, or cut off by tide	165	15.9	203	19.3						
Miscellaneous; rockets and flares, lightvessel reliefs, etc.	177	17.1	129	12.2						
Totals:	1,038	100	1,054	100						

CLASSIFICATION OF LIVES SAVED BY LIFE-BOATS

CLASS	1965		1966		% of total lives saved					
	No.	% of total	No.	% of total	0	10	20	30	40	50
Fishing boats - all types	157	27.9	88	17.3						
Motor vessels, steamers, barges, motor boats, etc.	105	18.7	61	12.6						
Sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts	187	33.3	208	42.9						
Aircraft	—	—	—	—	NIL					
Small boats, canoes, rubber dinghies, etc.	95	16.9	100	20.6						
Landing sick people, and taking out doctors, help to bathers, people on cliffs, rocks, or cut off by tide	15	2.7	32	6.6						
Miscellaneous; rockets and flares, lightvessel reliefs, etc.	3	.5	—	—						
Totals:	562	100	489	100						

CLASSIFICATION OF SERVICES BY INSHORE RESCUE BOATS

CLASS	1965		1966		% of total services					
	No.	% of total	No.	% of total	0	10	20	30	40	50
Fishing boats - all types	11	2.4	32	4.4						
Motor vessels, motor boats, etc.	9	1.7	38	5.2						
Sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts	159	34.3	200	27.4						
Aircraft	1	.2	2	.3						
Small boats, canoes, rubber dinghies, etc.	153	33.2	223	30.6						
Landing sick people, help to bathers, people on cliffs, rocks, or cut off by tide	84	18.2	162	22.2						
Miscellaneous; rockets and flares, etc.	46	10	72	9.9						
Totals	463	100	729	100						

CLASSIFICATION OF LIVES SAVED BY INSHORE RESCUE BOATS

CLASS	1965		1966		% of total lives saved					
	No.	% of total	No.	% of total	0	10	20	30	40	50
Fishing boats — all types	11	5.1	11	3.4						
Motor vessels, motor boats, etc.	2	.9	28	8.5						
Sailing yachts, sailing dinghies, sailing boats, motor cruisers and motor yachts	87	40.5	105	32						
Aircraft	—	—	—	—	NIL					
Small boats, canoes, rubber dinghies, etc.	93	43.3	130	39.6						
Landing sick people, help to bathers, people on cliffs, rocks, or cut off by tide	22	10.2	54	16.5						
Miscellaneous; rockets and flares, etc.	—	—	—	—	NIL					
Totals:	215	100	328	100						

Note: In 1965 there were 48 inshore rescue boats in service and in 1966, 72.

RECORD OF RESCUES IN 1966

1966 month	Number of times life-boats called out on service	Lives saved by life-boats	Craft saved by life-boats	Number of times IRB's called out on service	Lives saved by IRB's	Craft saved by IRB's	Lives saved by shore-boats in cases recognized by the Institution
			1966	1966	1966	1966	1966
January ..	70	16	2	6	—	—	3
February ..	44	21	3	4	1	1	5
March ..	50	29	11	15	16	6	10
April ..	69	25	9	30	16	5	26
May ..	105	50	25	94	30	8	57
June ..	85	55	18	118	51	10	53
July ..	139	57	14	143	63	25	59
August ..	182	83	29	162	78	24	53
September ..	107	72	19	98	49	13	32
October ..	80	35	8	39	13	5	7
November ..	65	18	2	12	8	2	4
December ..	58	28	4	8	3	1	2
	1,054	489	144	729	328	100	311

SUMMARY OF SERVICES IN 1966

Number of times life-boats called out on service	1,054
Number of times inshore rescue boats called out on service	729
	<u>1,783</u>
Number of lives saved by life-boats	489
Number of lives saved by inshore rescue boats	328
Number of lives saved in shore-boat cases recognized by the Institution ..	311
	<u>1,128</u>

Ex-Motor Mechanic Thomas Sliney

EX-MOTOR MECHANIC THOMAS SLINEY, who for nearly 20 years served in that capacity with the Ballycotton, Co. Cork, life-boat, died on 23rd October, 1966. He was awarded the silver medal in 1936 and the bronze medal in 1943 while on service with the Institution.

Mr. Sliney was first appointed to the crew in 1930 and retired in 1949.

NEW WAYS OF RAISING MONEY

One of the objects of selling life-boat souvenirs is to remind people of the service and to draw attention to its work. Recently Mr. Barrie T. Kendall, C. Eng., M.R.I.N.A., Mem. S.N.A.M.E., M.N.E.C. Inst., A.M.I.Mar E., of Walton-on-Thames, Surrey, wrote that, as a small boy in the mid 1930s, his parents 'produced for my immense joy a never ending succession of 8-inch papier-maché floating models of the Watson life-boat complete with a yellow funnel made of wood dowel.' These models influenced him in various directions, and his parents constantly reminded him of 'the largest piece of silver in your pocket whenever you see an R.N.L.I. collecting box'. Now Mr. Kendall has a small son, and he wanted to know if similar papier-maché life-boats were still made. A toy life-boat, although now in a different form, is still available from the Institution and costs 4s. 6d.

* * *

The newly-formed youth committee of the Birmingham branch last year arranged a motor car treasure hunt. Each driver gave his services and petrol free, and each passenger was charged 5s. in aid of the funds. Three separate starting places in or around the city were offered, each giving a different route during which the passengers had to answer a printed questionnaire on the various 'treasure' en route. The journeys terminated on Bromyard Downs where a picnic tea was arranged. Having placed his car at a vantage point, the chairman used the boot as a souvenir counter, and a brisk sale followed. After payment of the prize – a gift cheque – to the winner of the hunt a profit of £7 was made in addition to the proceeds obtained through the sale of souvenirs.

* * *

The following letter from a small boy, Martin Rendle, of R.A.F. Officers' Quarters, R.A.F. Valley, Anglesey, was last year received by the Holyhead branch: 'My friend, Douglas Scott, and I have raised this money for you. We have raised 11s. by way of a show which consisted of magic tricks, action man and his equipment. We are sure this postal order will be used to the full'.

* * *

The Rhyl branch has been running money-raising coach trips. These have included a trip to see the illuminations at Blackpool, a visit to Manchester Airport, and journeys to Holland and Austria. In the case of the overseas trips films had been made which had been shown locally in aid of the Institution.

* * *

The crew of the B.P. oil-drilling rig Sea Quest, which is stationed in the North Sea, have made a donation of ten guineas to the Institution. It followed assistance

given to Raymond Baxter of the B.B.C., by the R.N.L.I. in connection with the programme 'An Oil Well'.

* * *

Life-boat Flag Day at Stoke-on-Trent, Staffordshire, is always organized by the Stoke Boat Club. At last year's event members of the club came straight from work and some of them made a round of clubs and public houses during the evening with collecting boxes. The club has a silver beer mug which is presented to the champion collector.

* * *

Bordesley Green Junior School, Birmingham, after their harvest festival service last year, auctioned the harvest gifts and raised £28 for the Institution. Each form took part in the service by either acting, singing or reciting. Josephine Harvett, aged 9, of the senior form, had her poem, 'Autumn', acted and recited by her schoolmates, the latter two verses being of life-boat interest:

*When Thunder crashes overhead,
When you and I are safe in bed,
The Life-boat men, a gallant band,
With steady eye and ready hand,
Alerted by the rocket's flare,
Set out to sea when we'd not dare.*

*Chorus: Oh from Stronsay to Galway Bay
And down to Coverack,
From Cullercoat's they sail their boats,
But some will never come back.*

*Through swirling mist and rising wave
They toil some drowning soul to save
These fishermen, unsung, unpaid
Unflinching bold and unafraid
Daring knights of the open sea
They risk their lives for such as we.*

THE R.N.L.I. GOES TO MIAMI

EARLY last year Mr. Hugh Matheson, jr., of the Jamaica Inn, Miami, Florida, U.S.A., made a request for English life-boat service photographs to hang in a room there. His request was fulfilled.

In October came news that, with the pictures he had received, Mr. Matheson had been able to establish a room now known as the 'Royal National Life-boat Room'. Also on display is a life-boat appeal poster and a map of the life-boat operational districts of Great Britain and Ireland.

A life-boat collecting box was also forwarded to Mr. Matheson, and he tells us: 'There is now a receptacle for contributions towards your worthy efforts and we wish to assure you that these, whatever they may be, will be forwarded to you once yearly to help in your worthy cause'.