

# THE LIFE-BOAT

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## CONTENTS

PORTRAIT OF A COXSWAIN .. .. .	78
NOTES OF THE QUARTER .. .. .	79
ANNUAL GENERAL MEETING .. .. .	82
AWARDS TO HONORARY WORKERS .. .. .	90
NEW WAYS OF RAISING MONEY .. .. .	91
FINANCIAL REPORT .. .. .	94
FOCUS ON ILFRACOMBE .. .. .	106
THE LIFE-BOATS OF FRANCE .. .. .	109
LIFE-BOAT SERVICES ROUND THE COASTS .. .. .	115
CHRISTMAS CARDS AND CALENDARS .. .. .	139
OTHER IRB LAUNCHES .. .. .	140
LIGHTVESSEL SERVICE .. .. .	142
RESCUE IN SNOW SQUALLS .. .. .	143
WEST COUNTRY DOCTOR HONOURED .. .. .	144
AWARD TO ABERDEEN DOCTOR .. .. .	145
LIFE-BOAT SOCIETIES .. .. .	146

### *Index to Advertisers*

Brookes & Gatehouse .. .. .	114
C.W.C. Equipment Ltd. .. .. .	112
Clark, Chapman & Company Ltd. .. .. .	112
Classified advertisements .. .. .	110
Coastal Radio Ltd. .. .. .	133
Cogswell & Harrison Ltd. .. .. .	116
Dagenite Batteries .. .. .	114
Dodson-Bull Carpet Co. .. .. .	130
Gallaher Ltd. .. .. .	Back cover
Gardner Engines (Sales) Ltd. .. .. .	Inside back cover
Hattersley (Ormskirk) Ltd. .. .. .	111
Kaye & Ward Ltd. .. .. .	133
Parsons Engineering Co., Ltd. .. .. .	113
J. D. Potter Ltd. .. .. .	130
The Pyrene Company Ltd. .. .. .	114
R.F.D. Co., Ltd. .. .. .	Inside front cover
University Marine Ltd. .. .. .	137

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## PORTRAIT OF A COXSWAIN



*By courtesy of]*

*[East Essex Gazette*

**COXSWAIN FRANK A. BLOOM**, of the Walton and Frinton life-boat *Edian Courtauld*. He was appointed bowman in January, 1947, second coxswain in January, 1952, and coxswain in September, 1964. His most recent award was a bronze medal for his part in rescuing 11 men from the steamship *Ypapanti* when she ran aground on Long Sand Head on 17th November, 1966.

# NOTES OF THE QUARTER

In her presidential address at the Institution's annual general meeting on 21st March, Princess Marina, Duchess of Kent, called attention to the remarkable changes which have taken place during her presidency.

It was, in fact, 25 years ago that Princess Marina succeeded her late husband as the Institution's President. As she pointed out, the first life-boat she named, which was stationed at Bridlington, was one of the old 35-foot 6-inch self-righting class, a type of life-boat which is no longer in the service. The last life-boat she named was the 70-foot steel life-boat now doing duty in the Bristol Channel. On the occasion of the anniversary the Committee of Management decided to present the Institution's gold medal to Her Royal Highness.

Princess Marina paid an informal visit to Life-Boat House on 11th April. On the 11th July a reception is being held at St. James' Palace which will be attended by life-boat workers from all parts of the country. On 26th July Princess Marina is naming the new life-boat at Dover. This is one of the 44-foot steel type and is the gift of the Ancient Order of Foresters.

## INTERNATIONAL LIFE-BOAT CONFERENCE

Three of the Institution's newest life-boats and a fast experimental rescue craft were shown to delegates from life-boat societies in all parts of the world at the International Conference which was held in Dinard and St. Malo from 5/9th June. The boats were the first of the 70-foot steel life-boats, the 48-foot 6-inch Oakley life-boat, which will later be stationed at Trevoze Head, the 44-foot steel life-boat, whose station is Gorleston, and a 18-foot Hatch boat.

The Institution's delegation was led by the Chairman, Captain the Hon. V. M. Wyndham-Quin.

## GERMAN LIFE-BOAT DISASTER

It is with deep regret that we have to announce a disaster in which the whole crew of four of the German rescue cruiser *Adolph Bermphohl* lost their lives on 23rd February.

The rescue cruiser put out to the help of a Dutch fishing boat, which had three men on board, in extremely severe conditions with winds approaching hurricane force. By the use of the daughter boat, which is carried on board, the three men were taken off the casualty north east of Heligoland. The rescue cruiser and the daughter boat both attempted to return to their Heligoland station, and it is believed that when an attempt was made to take the rescued people, who must have been suffering from cold and exhaustion, aboard the rescue cruiser a heavy swell struck the *Adolph Bermphohl*. The three Dutch fishermen also lost their lives.

## ANOTHER EXPERIMENTAL CRAFT

The second of two experimental fast rescue craft has now been completed. It has been designed to serve a function similar to that intended for the Hatch boat,

which was described in the last number of THE LIFE-BOAT. Both boats could act as independent rescue craft and could also be used to take crews from the shore to life-boats which lie afloat.

The designer of the second boat, Mr. J. A. McLachlan, M.R.I.N.A., who is a member of a Glasgow firm, Messrs. G. L. Watson & Co., was formerly a member of the Institution's staff. Rigorous evaluation and comparison trials of the Hatch boat and McLachlan boat are being carried out and will continue for a considerable time before a final design is decided upon. These are being conducted in the main off Cowes, where the Institution has now established a centre for the maintenance, testing and development of various types of inshore rescue craft. Mr. P. A. Rakestrow is in charge of the centre. A description of the McLachlan boat appears on page 81.

### CHANGES IN THE LONDON DISTRICT

With the object of increasing revenue from the Greater London area the Institution has decided to divide the London district into separate parts. Miss



**Princess Marina, Duchess of Kent, visited the R.N.L.I. headquarters in London on 11th April, 1967, and was escorted round the various departments by the Chairman of the Institution, Capt. the Hon. V. M. Wyndham-Quin, R. N., and the Secretary, Mr. Stirling Whorlow, O.B.E.**



by courtesy of]

[Roger M. Smith

In addition to the fast Hatch experimental boat, the R.N.L.I. is experimenting with another rescue craft - a craft designed by Mr. J. A. McLachlan, M.R.I.N.A., who served on the staff of the Institution as chief draughtsman from 1948 to 1958. An interesting feature of the boat is the positioning of the steering and engine remote controls in a semi-enclosed streamlined structure amidships. This allows the helmsman unrestricted movement, weather protection, and all round visibility, necessary when carrying out rescue operations in heavy weather. To obtain the maximum strength with the minimum of weight, the hull is moulded using three skins of mahogany to the builders' standard practice for high speed craft. The hull is subdivided into a number of watertight compartments, filled with polyurethane foam, comprising fore peak, aft wing peak side decks and beneath cockpit deck, giving an ample excess of positive buoyancy. Three water stability ballast tanks are fitted - forward, centre and aft.

Rhona Muirhead, who has been district organizing secretary for London for the past 14 years, will be responsible for the area south of the Thames, and Mr. J. R. F. Sims, who has been a member of the Institution's technical staff for the past 22 years, has been appointed organizing secretary for the area north of the Thames.

Mr. H. J. Berry will be responsible for both the City of London and the City of Westminster.

Commander E. W. Middleton, V.R.D., R.N.V.R., who formerly held the posts of District Inspector of life-boats, Assistant Chief Inspector, and Superintendent of Depot and who retired from the service of the Institution in December 1964, has returned for a short period to co-ordinate the work of money-raising throughout the Greater London area.

### TRANSPORT PROBLEMS

Transport problems and the density of traffic in the London area have made the task of servicing it from one central point excessively difficult, and although there are a large number of London branches whose support of the service has been and continues to be magnificent, there are still parts of London from which the revenue obtained is less than might be expected.

With the cost of the life-boat service rising steadily the Committee of Management feel that a concentrated attempt must be made to solicit more support from these areas.

# CHAIRMAN PRAISES ALL FOR THEIR EFFORTS

**C**APTAIN the Hon. V. M. Wyndham-Quin, R.N., Chairman of the Committee of Management, told the annual meeting of the Institution at Central Hall, Westminster, on 21st March, 1967, that, in spite of efforts all round, receipts did not meet expenditure and they ended the year 'in the red' to the extent of £124,000.

Captain Wyndham-Quin said: 'This is a considerable sum. We have been able to make good the deficiency out of our reserves, but clearly this is not something we can accept.'

## BOAT BUILDING PROGRAMME

He continued: 'This year our expenditure will once again be extremely high, for we are engaged in a large boat building programme. More money will, therefore, be needed. Many of our branches are, I know, doing everything that can be expected of them to raise funds. The last thing I would say to any one of them is: "You ought to be doing more". Nevertheless, there are up and down the country people who admire the life-boat service and who have said to themselves at one time or another: "I must do something about it." They have meant that they would like to become regular contributors or to work for the service but for one reason or another have not got round to doing so.

*'I would like to take this opportunity to appeal from this platform to these very*



*By courtesy of*  
*[Keystone Press Agency Ltd.]*

**Coxswain R. M. Evans, of Moelfre, and Lt.-Comdr. H. H. Harvey, V.R.D., R.N.R., inspector of life-boats for the north west, pictured in London just before they received their medals from Princess Marina, Duchess of Kent, for their part in the rescue of men from the motor vessel *Nafsiporos*. Coxswain Evans received a bar to his gold medal, and Lt.-Comdr. Harvey a gold medal.**



By courtesy of  
[The Press Association Ltd.]

**Princess Marina,  
Duchess of Kent,  
presenting Captain J. D.  
Jeavons, a member of  
the crew of the  
Moelfre life-boat, with  
the bronze medal for his  
part in the *Nafsiporos*  
episode on 2nd  
December, 1966 (see  
**THE LIFE-BOAT** for  
March, 1967, page 7).**

*people. I know they are not in this hall today, but they can be reached, and if they come forward I am confident that we can raise all the funds needed to achieve everything we set out to do.'*

Earlier in his speech Capt. Wyndham-Quin had recalled that this year marked the 25th anniversary of the day on which H.R.H. Princess Marina had consented to become President.

'All of us connected with the life-boat service,' he said, 'in no matter what capacity, are aware of the deep debt we owe her for her close personal interest and the inspiration she has at all times given us. During her term of office Her Royal Highness has travelled all over the country to name new life-boats, visit life-boat stations and to grace with her presence innumerable meetings. I have a full list of Her Royal Highness's life-boat activities and it is a most impressive document. I therefore wish to extend to you, on behalf of the whole life-boat service, the warmest welcome today, and offer the most grateful thanks for all you have done for us.'

### **MANY MEDALS**

Captain Wyndham-Quin continued: 'I now come to the past year's work. It was a year of great achievement and with one possible exception (*the deficit*) a year of great success. One measure of this is the remarkable number of medals for gallantry awarded. . . . What you will hear will show that in spite of all the improvements we have made in our life-boats and their equipment the dangers are always there and in recognizing the efforts of those brave men who have won medals we should, I think, at the same time pay tribute to all the members of our life-boat crews and our inshore rescue boat crews for what they have done in the past year.

'I am very happy to be able to report that not a single man was lost on service. When one considers that there was an all-time record figure for launches on service, that life-boats and our new inshore rescue boats saved the lives of no

fewer than 817 people and that many of the rescues were carried out in the most arduous conditions, I think you will agree that this is a splendid record.

‘I have, however, the sad duty of reporting the deaths of two men who have given great service to the Life-Boat Institution. One was my colleague on the Committee of Management, the late Professor Pask, who not only gave us the benefit of his outstanding professional knowledge and skill but carried out experiments regardless of his own safety in order to find ways in which others might survive. During the past year the death also occurred of Colonel A. D. Burnett Brown, a former secretary of the Institution, a man of distinction as an administrator, and one on whose wise advice over the years the Committee of Management were constantly able to count.

### **TECHNICAL PROGRESS**

‘In technical developments the past year’s story has also been one of success. The first of our own 44-foot steel life-boats was completed. This boat is based on an American design, and many will have seen her when she was on display at the International Boat Show at Earls Court and when she went round the coast. The station selected for this life-boat is Dun Laoghaire, County Dublin, and she will bear the proud name *John F. Kennedy*. This life-boat is one of six which we have had built at Lowestoft, and all the other five will shortly be going to their stations.

‘Another interesting development in the year has been the Hatch boat. This is a fast boat with a speed of up to 26 knots. She can be used as a boarding boat – that is to say to take out life-boat crews to their main boats which lie afloat – and she can also be used for rescue purposes. So far, we have only built the prototype, but the trials have been highly successful. This interesting new boat was designed by one of our own technical staff, Mr. George Hatch, a senior draughtsman.

### **NEW LIFE-JACKET**

‘After four years of research and experiment we have now produced a new type of life-jacket and protective clothing. People everywhere are familiar with the old oilskin life-jacket with which life-boat crews are traditionally associated. To some our new designs will at first seem strange, but there is no doubt that they are very much more efficient and in line with the modernization and improvements which have been such a striking feature of the life-boat service in recent years. If a man should fall into the water face down and unconscious the new type of life-jacket will immediately bring him face up with his head out of the water. That is a considerable advance. This was not true of the old type. Another important advantage is that the new life-jacket is much less cumbersome than the old, and crews will find it a great deal easier to carry out their work.

‘These are only a few of the advances we have made in the past year and inevitably they have all cost money. This brings me to the point to which I made a brief reference a few minutes ago. Our voluntary workers who raise our funds did a truly magnificent job in the past year. Receipts went up con-



siderably, and in a time of financial stringency that was a great achievement. I would, therefore, like to pay tribute to these voluntary workers and to the generous individuals who made large gifts. I am delighted, too, to know that we have in this hall today representatives of those organizations which have provided funds for life-boats and of those who left money for them in their wills.'

### **MANY MEMORIES**

Princess Marina, in her presidential address, said: 'I must first thank you with all my heart, Captain Wyndham-Quin, for the very generous words with which you have just welcomed me. It seems hardly possible that a quarter of a century has elapsed since I first became connected, as President, with this great and unique organization. This is indeed a long time, especially when I remember that my husband also was President of the Institution before I succeeded him; directly and indirectly, therefore, I have been associated with the work of this wonderful service for over 30 years.

'As you may imagine, I have very many memories of episodes and incidents over the years. Most enjoyable of all, perhaps, have been my visits to life-boat stations.

'Of course, I have seen many changes since 1942, and there would be something wrong if I had not. For example, the first life-boat that I named was one of the old 35 foot self-righting type – a type that is no longer to be found in the service. Last year, I named a splendid new vessel, now operating in the Bristol Channel, which was just double the size and is equipped with quarters for the crew. This is only one of numerous developments which has occupied the ingenuity and inventiveness of those concerned with the service throughout the past 25 years.

### **'THIS SPLENDID COMPANY OF MEN'**

'Nearly every year, I think, I have attended this annual meeting, largely because it has always seemed to be a very great privilege to shake hands with the many life-boat men whose gallantry and courage brings them here, year after year, in recognition of their outstanding services in the cause of saving life at sea. I have tried, as the years have passed, to emphasize and repeat that this is a voluntary institution and that the crews of the life-boats undertake these fearful tasks as volunteers, with no thought for themselves. I think you will appreciate, therefore, that it is a very great honour for me, as President, to confer these awards annually upon this splendid company of men.

'But during this last year, these men, if it is conceivable, have surpassed themselves. No fewer than 24 medals were awarded for gallantry – a figure not exceeded since the war-time years – since 1943 to be exact. Above all, two gold medals – rarest of awards – have been conferred. You will appreciate the rarity of this distinction when I tell you that the gold medal has only been given five times since the end of the war.

'These distinctions have been conferred upon two exceptionally gallant men. One has already received the gold medal, here in this hall, at my hands, eight

years ago. I refer, of course, to Coxswain Richard Evans of Moelfre – the only man alive today to have been awarded the gold medal twice.

‘The second recipient, concerned in the same incredibly dangerous mission, is unique in being the only inspector of life-boats in our history to have won the gold medal for gallantry; he is Lieutenant Commander Harold Harvey.

‘As for their exploits, no one who has read the account of the rescue which took place early in December last year in what were described as appalling conditions will ever cease to marvel that the crews of the three life-boats concerned should have accomplished what they did. Let me just say that these gallant actions are typical of the spirit and practice of the finest life-boat service in the world – there can be no higher praise, I think, than that.

‘But I should not wish, at this special moment,’ to appear to overlook or in any way neglect the wonderful contribution made by thousands of people, up and down the country, who continue to give up their time in support of the service at sea. It has been a joy for me to thank and encourage very many of these voluntary workers during the past 25 years for their hard work in maintaining what has become a tradition of unstinted and self-sacrificing service.

### BENEFACTORS REMEMBERED

‘We owe much, also, to many benefactors – and I hope and trust that we shall continue to do so, from one of the greatest of these, the Civil Service Life-Boat Fund – which celebrated its centenary last year – to the children who have made collections in schools, to the old age pensioners who have spared what they can barely afford, our gratitude is lasting and immense. Without you all we could not design – let alone build – new life-boats; without you all we could not keep the service afloat; and so to you all, coxswains and crews, inspectors, secretaries, organizers, voluntary helpers and benefactors, I send a message, in this my 25th year as your President, of heartfelt thanks, congratulations and best wishes.’

Her Royal Highness then presented awards for gallantry after the following citations had been read in detail:

*On 2nd December, 1966, the Moelfre life-boat **Watkin Williams** rescued 10 and the Holyhead life-boat **St. Cybi (Civil Service No. 9)** rescued five of the crew of the Greek motor vessel **Naf-siporos** which was in distress 400 yards west of the West Mouse rock in a north westerly hurricane with a very rough sea – Coxswain **R. M. Evans**, Moelfre, bar to his gold medal; Lieut-Comdr. **H. H. Harvey**, V.R.D., R.N.R., Inspector of life-boats, gold medal; Coxswain **T. Alcock**, Holyhead, silver medal; Motor Mechanic **E. S. Jones**, Holyhead, silver medal; Motor Mechanic **E. Owens**, Moelfre, bar to his silver medal; Second Coxswain **D. M. Francis**, Moelfre, bar to his bronze medal; Acting Bowman **H. Owen**, Moelfre, second bar to his bronze medal; Assistant Mechanic **W. M. Davies**, Moelfre, bronze medal; Crew Member **H. Jones**, Moelfre, bar to his bronze medal; Crew Member **D. Evans**, Moelfre, bronze medal; Crew Member **Capt. J. D. Jeavons**, Moelfre, bronze medal; Second Coxswain **W. J. Jones**, Holyhead, bronze medal; Acting Bowman **F. Ward**, Holyhead, bronze medal; Acting Assistant Mechanic **J. Sharpe**, Holyhead, bronze medal; Crew Member **J. Hughes**, Holyhead, bronze medal; Crew Member **D. Drinkwater**, Holyhead, bronze medal; Crew Member **B. Stewart**, Holyhead, bronze medal.*

*When four boys and a girl were cut off by the tide at Waterwynch on 27th August, 1966, the Tenby life-boat **Henry Comber Brown** towed a small rowing punt to the vicinity which was manned by **J. W. Richards** who displayed much skill and strength in keeping it close to the shore, while **M. O. Wilson** swam from the punt on five separate occasions in a moderate south easterly wind with a moderate sea and a very heavy swell, to rescue the five children – Crew Member, Second Officer **M. O. Wilson**, Tenby, silver medal; Bowman **J. W. Richards**, Tenby, bronze medal.*

*Posthumous award to Professor Edgar Alexander Pask, O.B.E., M.D., M.A., M.B., B.CHIR., D.A., F.F.A.R.C.S., who died on 30th May, 1966, in recognition of his ceaseless work and outstanding devotion to the cause of saving life at sea as honorary medical adviser to the Institution and for the great courage he displayed in executing the work which he undertook – Mrs. M. Pask, silver medal.*

*To rescue a boy and recover two bodies from the cliffs at Gilfach-yr-Halen on 6th/7th August, 1966, Coxswain D. W. Evans took the New Quay life-boat **St. Albans** close inshore among the numerous submerged rocks in a moderate north easterly wind, choppy sea and a heavy backwash, guided by E. G. S. Fowler and D. Rees, who had previously swum ashore from the life-boat in the prevailing severe weather and sea conditions – Coxswain **D. W. Evans**, New Quay, bronze medal; Motor Mechanic **E. G. S. Fowler**, New Quay, bronze medal; Crew Member **D. Rees**, New Quay, bronze medal.*

*The Walton and Frinton life-boat **Edian Courtauld** stood by the steam ship **Ypapanti**, which had run aground on the Long Sand Head in a north westerly gale with a very rough sea and a heavy ground swell on 17th November, 1966. Rescued 11 members of the crew on 18th November, and landed the remaining five on 19th November – Coxswain **F. Bloom**, Walton-and-Frinton, bronze medal.*

*On 11th April, 1965, after a young girl got into difficulties when her canoe capsized off East Beach, Dunbar, in a fresh westerly breeze with a moderate sea, A. Togneri went to her assistance in his own canoe which subsequently sank. He then supported the girl for some considerable time in the water until the arrival of the Dunbar life-boat – **Arnold Togneri**, Dunbar shore-boat case, inscribed wristwatch.*

Lord Runicman, O.B.E., A.F.C., the guest speaker, said: 'It is a great honour and a pleasure to have been asked to come here this afternoon . . . I come from the north east coast of England and that, I think, one may fairly describe as real life-boat country. If I look out of my front door I can see the life-boat from which, as you know, Grace Darling performed her ever memorable exploit. Bamburgh was, I believe, the place at which the first real life-boat in the world originated, Archdeacon Sharp of that village in 1786 having commissioned one and put her on station.

'I must be fair to the south. But only four years later in South Shields William Woodhave – a name I think to be remembered in this connection – produced the design which was finally embodied in a life-boat produced by Greathead, which was the first example, I think – if one may fairly say so – in the world of a life-boat. I would just go on to add that in 1851 the then Duke of Northumberland produced the Beeching life-boat and, even in this room, I think there must be many who can remember the type.

### NEARLY ONE IN SEVEN

'At the risk of putting too many eggs in the pudding, I would like to say too that, if my arithmetic is right – and if I be thought by any Scottish Nationalists to be including Dunbar in England, I am not – from Dunbar to Flamborough Head is about 150 sea miles and between those two points there are stationed no less than 23 of the Institution's life-boats. That is one more than for the whole distance – if my counting is correct – between Dover to Land's End, and nearly one in seven of the whole number of ships stationed round the coastline of this island.

'So I think those of us who have had the good fortune to be born and bred in that part of the world, particularly near the sea, may claim, when we speak about life-boats, that we do know a little of what we are talking about and that makes it even more of a privilege to be able to give thanks where thanks are

due – to the Institution. That is perhaps rather a traditional expression of gratitude and it concerns, of course, mainly those to whom the sea is a source of livelihood; the safeguarding and saving of their lives will always remain the principal object of the Institution.

‘But there is another class of people to which many others, myself included, belong who have also had on occasion good cause to look with gratitude to the Institution and that is those who use the sea for recreation or for pleasure. That class of people is even more numerous than ever. It was perhaps on that count, more than any other, that those people who noted the remarkable and far-sighted inauguration of the inshore rescue boats three years ago, felt that they would certainly have plenty of work to do.

### **IS IT ALL NECESSARY ?**

‘In fact I think I am right in saying that two years ago, in 1965, over one third of the services by life-boats – not less than 378 – were rendered either to yachts, sailing or motor boats, dinghies, small boats, canoes, rubber dinghies and other small pleasure craft. That in itself is a remarkable thing and, so far as I am able to gather by looking quickly at the report, I believe in 1966 the proportion is somewhere near two thirds. The inshore boats are, as I said a moment ago, probably of particular value to the kind of people that I have in mind. In that same year, 1965, some 312 services, which I think was two thirds of the whole of the services rendered by inshore rescue boats, were rendered again to small pleasure craft of one sort or another. In 1966 I think the proportion was slightly less. This is a very fine record, but one cannot, in thinking about it, help wondering really whether the whole of it ought in fact to be necessary.

‘By way of leading up to the point I have in mind, I would quote a remarkable work called *Yacht Master’s Guide* which was published something like a quarter of a century ago and is by Frank Carr. It was written for people who were going to take their Yacht Master Certificates. Maybe it was supposed to be concerned with people who had already some experience of the sea and knew what they were talking about. There is a place in this work where a candidate for the certificate is being examined orally by, I do not doubt, an extremely tough and experienced shipmaster and he is made to suppose that he sets out one fine morning in the yacht, there being a nice sailing breeze, and then is overtaken by disaster.

### **A NARROW MARGIN**

‘That I quote as an example of the sort of thing that people who use the sea for pleasure have always got to be aware of – how extremely quickly conditions can change, and particularly, how narrow, to the experienced, the careless or the thoughtless, is the margin between the extreme of pleasure and the extreme of danger. An experienced man should, and no doubt does, take the necessary precautions, but even he at times will find he may need the assistance of the Institution. There are those people who venture on to the sea who really have not taken the trouble to acquaint themselves in the slightest degree with what they might find themselves up against and it does seem to me that that is taking unfair advantage of the Institution. I know, and am very glad to know, that

there are a great many voluntary bodies – I need not name them – represented here this afternoon who are doing a great deal of work to see that people are – I will not say “not allowed” – prevented so far as possible from venturing on to the sea without some sort of proper education beforehand. I can only say that I hope that this education will continue and increase.

‘I would just like to add that I hope that, like this Institution, they will continue on a voluntary basis. You cannot make people virtuous by an Act of Parliament and I do not believe you can make seamen by regulations. It seems to me, speaking as one not of the Institution, that we are entitled to say to the Institution that we, insofar as we can, will do all within our power to prevent the unnecessary use, or abuse, of the magnificent services which the Institution provide and that is a duty which is, as I say, being undertaken and which, I am sure, if it be properly pursued, will be of benefit to everybody concerned. In this connection I have no doubt that the vast experience of the Institution itself can be of enormous value.

‘I need not say how vast and how multifarious is the great voluntary organization which is the Royal National Life-Boat Institution, but to know this as a fact is not necessarily the same thing as to appreciate what it really means in terms not only of the crews of the boats who rightly have the first claim on our recognition and gratitude, but of all the work behind the scenes – technical, administrative and financial – without which this splendid result could not be achieved.

### **HARD WORK**

‘After all, in commercial terms, if you consider the task of running a business with something like 150 branches and a turnover of £1 million and then realize that the whole of the revenue for it depends on people, somehow or another, raising the money voluntarily, you begin to understand the nature of the sheer administrative and organizational problems which are involved and the amount of hard work which goes into it, which is just as important as the technical work for without it the technical work would come to nothing. Those who have a part in this – from Her Royal Highness, to whom we owe so much for the presidency of the Institution, right down, as indeed Her Royal Highness has said, to the small child collecting money – and the willingness with which those parts are played remain at once the glory of this Institution which, I think one may say, without undue boastfulness, is an example to the rest of the world.

‘It is, therefore, with the greatest pleasure that I move that this meeting, fully recognizing the important services of the Royal National Life-Boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution’s life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary members of the financial branches and of the Ladies’ Life-boat Guild in the work of raising funds to maintain the service.’

After the presentation of awards to workers by Princess Marina (page 90), Rear Admiral Sir Edmund Irving proposed a vote of thanks.

## AWARDS TO LIFE-BOAT WORKERS

MR. R. H. MAHONY, of Ballycotton, CAPTAIN G. B. PIGGOTT, of Barmouth, and MR. S. VALENTINE, of Girvan, have all been accorded the highest distinction which the Royal National Life-boat Institution can confer on an honorary worker. This is election as an honorary life governor.

### Bar to Gold Badge

The bar to the gold badge to:

MR. I. P. MACINTYRE, Airdrie Ladies' Guild  
MRS. E. H. ROCH, Youghal Ladies' Guild

### Gold Badge

The gold badge to:

MR. W. BROOKES-PARRY, Rhyl  
MRS. E. R. BULLIMORE, Porthcawl  
MRS. W. L. ELSE, M.B.E., J.P., St. Helens  
MRS. J. GARDEN, Buckie  
MRS. T. GILMORE, Isle of Bute  
MR. L. JACKSON, Clacton  
MRS. H. J. JOURDAIN, Lindfield  
MR. W. R. KNOX, C.B.E., M.M., J.P., Portrush  
MRS. E. H. MOSELEY, Menai  
MR. L. THORNE, Lizard-Cadgwith

### Silver Badge

The silver badge to:

MR. F. R. ASTON, Lurgan  
MRS. C. E. V. BARRON, Sunbury-on-Thames  
THE HON. MRS. BELL, Cork  
MRS. C. CAMPBELL, Wick  
MRS. W. F. CARTWRIGHT, Bridgend (Glam.)  
MR. GEOFFREY COAD, Letchworth  
ALDERMAN G. COUCH, Weston-super-Mare  
MR. S. K. FISHER, Benfleet  
MISS J. FORSYTHE, Bury St. Edmunds  
MRS. D. G. GALL, Wick  
MRS. J. E. GODDARD, East Dereham  
MRS. NORMAN GRAY, North Sunderland  
MRS. E. HANSON, Staithes  
MR. T. C. HART, Lizard-Cadgwith  
MRS. J. HASLEWOOD, Bridgnorth (Salop)  
MRS. ALLEN S. HICKS, Plymouth  
MR. J. R. HOBBS, Reigate & Redhill  
MRS. S. E. HOPE, Leigh (Lancs.)  
MR. H. HOWARD, Lizard-Cadgwith  
MR. J. L. HOWELL, Herne Bay  
MRS. G. T. HUGHES, Holyhead  
MR. A. HUNTER, Orpington  
DR. G. W. S. DE JERSEY, Swanage  
MRS. HUBERT JONES, Swansea  
MRS. A. D. JOWETT, Pudsey  
MRS. ROY KEARON, Arklow  
MRS. E. L. KENNERLEY, Carnforth

MRS. G. H. M. OLDROYD, Ossett  
CAPTAIN W. J. LEES, M.B.E., Wymondham

MRS. A. Y. LIVINGSTONE, Linlithgow  
MRS. P. S. MARTIN, Weston-super-Mare  
MRS. R. MASON, Sandbach  
MRS. A. P. MASSER, Bridlington  
COL. SIR BASIL MCFARLAND, Bt., C.B.E., B.R.D., H.M.L., Londonderry  
MRS. P. MULCAHY, South Kerry  
MRS. B. PEARCE, Orpington  
MRS. G. DE PINNA, Oxted and Limpsfield

MRS. S. Q. PLATTS, Bristol  
MR. J. A. RESTALL, Portsmouth  
MRS. PUGH ROBERTS, South Caernarvonshire

MRS. V. M. SALMON, Newmarket  
MRS. E. SAUNSBURY, Lichfield  
MRS. J. H. SHAW, Bingley  
MR. P. J. SHERWIN, Portsmouth  
MR. J. M. TAWSE, Sutherland  
MR. A. J. TAYLOR, Grimsby  
MRS. JOHN THOMAS, M.B.E., South Caernarvonshire

WING CMDR. R. G. D. THOMAS, R.A.F. (retd.), Herne Bay  
MRS. JOHN TYRRELL, Arklow  
MRS. J. VINCENT, Shepperton  
MRS. M. WADE, Beaumaris  
MRS. J. WALKER, Batley  
COMMANDER J. D. WALTERS, R.N. (retd.), Reigate and Redhill

MRS. EDITH L. WARING, Portsmouth  
MRS. G. WATSON, Whitehills  
MR. NORMAN WELLS, Kingston-upon-Thames  
MRS. E. G. WEST, Radcliffe  
MR. A. S. WINGATE-SAUL, Chipstead  
MISS THELMA WOODBRIDGE, Hove  
MRS. K. WOODSEND, Brancaster  
MR. T. S. WYLIE, Dunoon

### Binoculars

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

Mr. J. C. HARRISON, Shoreham  
Mr. A. P. WEAVER, B.E.M., Bembridge (Isle of Wight)

### Record of Thanks

Record of thanks to:

Dr. & Mrs. D. M. CRAIG, Framlingham  
Messrs. JOSEPH CROSFIELD & SONS LTD., Warrington  
Mrs. B. MCNAUGHT, Port Talbot  
NUNEATON ROUND TABLE (No. 136), Nuneaton

### Chairman's Letters of Thanks

Chairman's framed letter of thanks to:

MRS. M. ALLPORT, O.B.E., Bournemouth  
MR. P. BITHELL, Flint  
MRS. R. G. CONNELL, Northwood

MRS. J. GARDNER, Kenilworth  
 MRS. W. B. GORNALL, Stanmore  
 MRS. F. GORWITCH, Southend  
 MRS. R. W. HOLLAND, Kenilworth  
 MISS HANNAH KEANE, Youghal  
 MISS W. J. PATTERSON, Donegal  
 MRS. B. E. RAGG, Kenilworth  
 MRS. D. A. ROE, Northwood  
 MR. O. SAUNDERS, Blyth  
 MR. D. C. VOSPER, Saltash  
 MISS E. WAINWRIGHT, Boston  
 MRS. WATSON BROWN, Blyth and  
 Newbiggin

#### Public Relations Awards

A framed drawing of a life-boat scene  
 signed by the artist to:

THE REV. JAMES WOOD, Scottish  
 television personality  
 MR. C. E. CHOWN, Exmouth  
 MR. GRANT UDEN, Inspector of schools  
 CAPT. R. S. MALLAM, Seaham

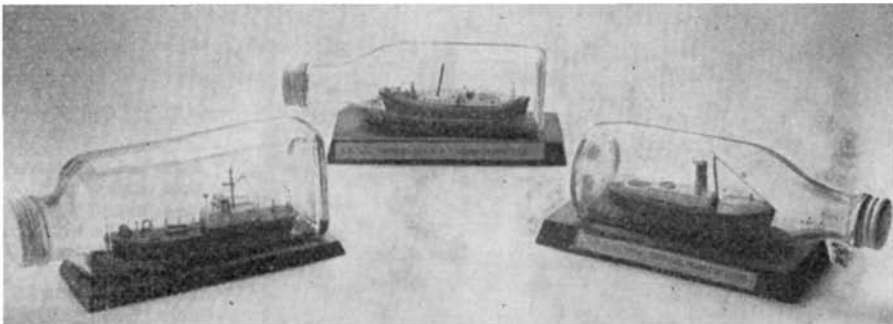
#### Statuette

The Statuette of a life-boatman to:

MR. W. ALLAN, Longniddry  
 MRS. G. C. ANDERSON, Invergordon  
 DR. I. ANDERSON, Gorleston

MAJOR C. L. CARLOS CLARKE,  
 Glanmire  
 MR. D. CHAPEL, M.B.E., T.D., Arbroath  
 MRS. J. N. DART, Roscrea  
 MR. W. W. DICKIE, Buckie  
 MRS. C. E. M. EDWARDS, Flint  
 MRS. G. EYLES, J.P., Chilterns  
 MRS. L. HILL, Forfar  
 MRS. T. M. HUNTER, Glasgow  
 MRS. J. JOHNSTON, Roscrea  
 REV. CANON F. W. R. KNOWLES,  
 Curragh  
 MRS. J. KENNEDY, Brechin  
 MRS. LEINSTER, Belfast  
 MRS. H. NATTRASS, Witney  
 MRS. C. R. McCULLAGH, Longford  
 MRS. J. W. B. PARSONS, Pershore  
 MRS. W. E. PHILLIPS, Uttoxeter  
 MR. & MRS. W. H. POOLE, South  
 Tipperary  
 MR. D. RONAN, Southend-on-Sea  
 MRS. A. M. SMITH, Aberlady  
 THE REV. G. G. WARRINGTON,  
 Donegal  
 MISS WHITLAW, Belfast  
 MRS. J. WHITWORTH, Greystones  
 MRS. F. WILCOCK, Cleethorpes  
 MR. A. A. WILSON, J.P., B.SC., Methven  
 MR. WRIGHT, Wokingham  
 MRS. DAVID YOUNG, Bridgend

## NEW WAYS OF RAISING MONEY



**Mr. A. W. Hawkes, of Waldringfield, Suffolk, has been 'bottling' life-boats for quite a time. The three models shown here cover the period 1890 to the introduction of the 70-foot steel life-boat. Mr. Hawkes writes: 'Putting boats in bottles is like collecting money for the R.N.L.I. - collected in little pieces outside and accumulated to make the finished article'.**

*King Edward's School, Birmingham, has a voluntary ink fund in charge of the geography master. Early this year the school sent the Institution a postal order for 11s. 6d. - the ink fund takings over a period of several months.*

★ ★ ★

*'Life-boat' doughnuts sold by the Express Dairy Co. Ltd. at the International*

Boat Show at Earls Court, London, in January this year enabled the company to give the Institution £250. Some 15,500 'life-belts' were sold during the exhibition.

★ ★ ★

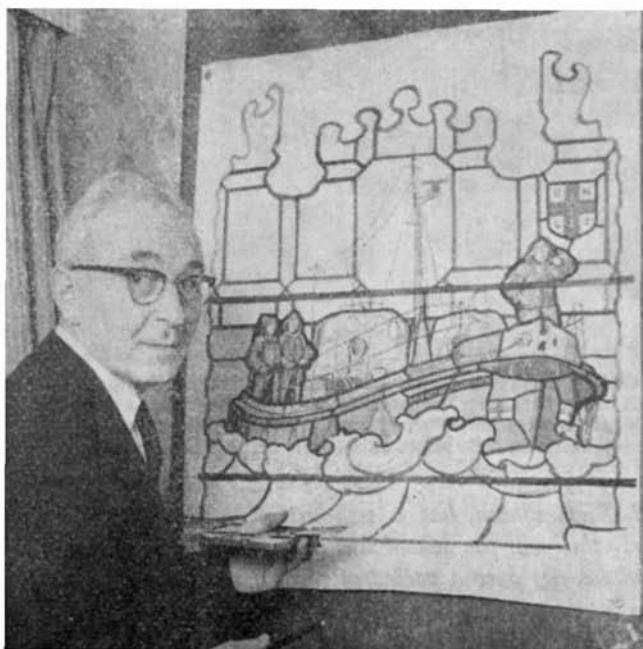
Wren Elaine S. Webber, of the R.N.A.S., Culdrose, Cornwall, recently sent the following letter to the Institution: "The Fortunate Ones" have much pleasure in enclosing a cheque for £3 towards the Institution's funds. Having such a close association with the sea we know only too well of the very valuable work that the life-boats do. Our group was started so that each week we could collect for different charities and so help those less fortunate than ourselves – either directly or indirectly."

★ ★ ★

When the Highgate Society president, Yehudi Menuhin, held a lunch at the Highgate Literary and Scientific Institution in Highgate Village on 1st March, tickets cost 10s. 7d. The odd penny, apparently, was to cover access to the ladies' room across the road in Pond Square. The society, however, had reckoned without the generosity of the Borough of Camden – not long before the lunch they made all public conveniences free. So that is why the Institution got the extra pennies.

★ ★ ★

On 9th August, 1966, the Galway Bay life-boat John R. Webb took a seriously ill man to hospital. Subsequently the man concerned, Mr. Daniel McKenny, of



By courtesy of] [Ray Wood

**A 15-foot-high stained glass window with life-boat and lighthouse themes – the work of Mr. Alfred L. Wilkinson, of Dovercourt, Essex, has been added to St. Mary's Church, Isles of Scilly, through the generosity of Mr. Jack Abbott who has already given a radar set to the local life-boat. Mr. Wilkinson is shown by his work.**



*Dublin, donated £20 to the Galway branch funds and £5 to the crew of the life-boat in appreciation of the service when he was conveyed from Kilonan to the mainland.*

★ ★ ★

*An 'accumulator' sweep run by the crew of the mv Ruysdael, owned by the Bolton Steam Shipping Co. Ltd., of London, during the long Pacific passage to Australia has led to the Institution receiving 45 per cent. of the proceeds – £14. The sweep was run to see who could most accurately predict the time of arrival at Sydney.*

★ ★ ★

*In September last year Miss Anne Przypisty, of Invergarry, Inverness-shire, stated in a letter to the Institution: 'I am enclosing a donation of £5 and I hope it will be of some help to you in your good work.' She added that she was 17 and the £5 represented her week's wages.*

★ ★ ★

*Last year a donation was received by the Institution from a Bristol supporter. The accompanying letter – it contained £1 5s. – explained: 'I have pleasure in sending you our very small contribution to your very worthy cause. We have, as usual, paid one penny per working day when rain has fallen.' It was the third such donation from the same source.*

★ ★ ★

*A member of an R.N.L.I. branch in West Wales produces his life-boat collecting box when he permits fishing in his small stretch of river. He also allows 'flowers from the garden' – for a donation.*

★ ★ ★

*The Uckfield and district branch of the R.N.L.I. made a special effort last Christmas to sell more Christmas cards. They sent out an advertisement slip, received back 33 inquiries, and finally had orders from 14 subscribers amounting to £28. Previously the branch had sold only two or three pounds worth of Christmas cards.*

## Win a Car

Donald Steward of The Grange, New Buckenham, Norwich, NOR 04X, would like to remind everyone that the closing date of his National Car Competition is 30th September, 1967, and would be grateful to receive any sold books as soon as possible to save a last minute rush.

# RECEIPTS AND PAYMENTS ACCOUNT

		PAYMENTS.		
1965 £	<b>LIFE-BOATS:—</b>		£	£
	New life-boats, including payments on account for boats for the following stations:—			
	Anstruther, Barry Dock, Cromer, Dover, Dun Laoghaire, Gorleston, Ilfracombe, Kirkcudbright, Newbiggin, North Sunderland, St. Ives, Trevoise Head, Wells ..			
269,893	Materials for future building. Improvements and alterations to existing fleet .. .. .	363,625		
522	Upkeep of Cowes office and store .. .. .	411		
96,765	Upkeep of and repairs to life-boats .. .. .	91,550		
24,346	Rentals and maintenance of radio equipment and loud hailers and radio licenses .. .. .	26,548		
250	Consulting Naval Architect .. .. .	250		
		£		
73,001	Salaries of superintendent engineer, surveyor of life-boats, inspectors of machinery, assistant surveyors of life-boats and machinery, draughtsmen and clerical staff ..	75,241		
23,517	Travelling expenses .. .. .	24,581		
4,867	Pensions under earlier pension schemes ..	5,531		
5,544	Contribution to staff pension scheme ..	6,518		
106,938		111,871		
4,417	<i>Less</i> estimated amount chargeable to life-boat carriage and tractors .. .. .	4,563		
102,521		107,308		
494,297				589,692
—	<b>LIFE-BOAT TRACTORS AND CARRIAGES:—</b>			
291	New carriages .. .. .	785		
19,958	Repairs to carriages .. .. .	563		
3,885	<i>New tractors</i> .. .. .	—		
4,417	Repairs to tractors .. .. .	6,515		
	Estimated proportion of life-boat's expenses as above ..	4,563		
28,551				12,426
54,190	<b>LIFE-BOAT HOUSES AND SLIPWAYS:—</b>			
42,163	New construction and adaptation .. .. .	110,009		
	Repairs and maintenance .. .. .	38,057		
96,353				148,066
93,915	<b>LIFE-BOAT STORES</b>			128,081
19,075	<b>LIFE-BOAT DEPOT:—</b>			
18,690	New construction .. .. .	39,896		
	Rates, insurance, equipment and repairs .. .. .	16,739		
67,064	Salaries of superintendent of depot, assistant and clerical staff and wages of manual workers .. .. .	78,544		
3,310	Pensions and gratuities under earlier pension schemes ..	5,181		
1,431	Contribution to staff pension scheme .. .. .	1,919		
110,200				142,279
50,687	<b>LIFE-BOAT STATIONS:—</b>			
11,062	Conveyance of life-boats, carriages, tractors and stores; work to moorings; telephones, postages, etc. .. .. .	61,010		
64	Insurance under national insurance acts and against claims at common law .. .. .	13,745		
	Salaries of assistant secretaries, etc. of stations .. .. .	341		
61,813				75,096
885,129	Carried forward .. .. .			1,095,640

OR THE YEAR ENDED 31st DECEMBER, 1966

1965 £	SUBSCRIPTIONS, DONATIONS, ETC.:—	RECEIPTS.	£	£
13,679	General subscriptions to headquarters .. ..	.. ..	12,461	
7,867	"    "    through station branches .. ..	.. ..	8,646	
29,613	"    "    through financial branches .. ..	.. ..	30,761	
31,416	"    donations to headquarters .. ..	.. ..	45,205	
127,888	"    "    through station branches .. ..	.. ..	131,208	
290,270	"    "    through financial branches .. ..	.. ..	333,123	
1,800	Contributions from harbour authorities towards upkeep of life-boat stations .. ..	.. ..	1,800	
242	Contribution boxes to headquarters .. ..	.. ..	179	
31,319	"    "    through station branches .. ..	.. ..	32,904	
15,657	"    "    through financial branches .. ..	.. ..	16,733	
549,751				613,020

549,751

Carried forward .. ..

613,020

# RECEIPTS AND PAYMENTS ACCOUNTS

	PAYMENTS.	£	£
1965 £ 885,129	Brought forward .. .. .		1,095,640
	<b>COXSWAINS, MOTOR MECHANICS AND CREWS:—</b>		
	Cost of wreck services, including allowances to life-boat crews and others, special allowances and recognitions, medals and vellums .. .. .		
27,526 610		30,525	
	Grants to men injured in the life-boat service .. .. .	196	
182,395 15,743	Fees of coxswains, bowmen and signalmen, wages of motor mechanics, etc. .. .. .	211,056	
	Life-boat crews and launchers for exercises .. .. .	19,576	
4,872	Annuities and gratuities under the regulations to coxswains, bowmen, signalmen, part time and assistant motor mechanics .. .. .	4,967	
19,511	Pensions and grants to relatives of deceased life-boatmen and others .. .. .	18,990	
14,535	Pensions and gratuities under the pension scheme to ex-permanent crews of life-boats .. .. .	8,888	
265,192			294,198
	<b>LIFE-BOAT INSPECTORS:—</b>		
	Salaries of chief inspector, deputy chief inspector, in-spectors and clerical staff .. .. .		
37,751 13,213		41,345	
2,426 4,678	Travelling expenses .. .. .	12,024	
	Pensions under earlier pension schemes .. .. .	2,475	
	Contribution to staff pension scheme .. .. .	4,770	
58,068			60,614
	<b>RATES AND REPAIRS OF MECHANICS' COTTAGES, ETC. .. .. .</b>		
7,232		£	5,723
	<b>ADMINISTRATION:—</b>		
	Salaries of secretary, assistant secretaries, accountant, internal auditor, and clerical staff .. .. .		
66,345		69,459	
6,066	Rent, depreciation, rates, lighting, heating, insurance, etc., of the Institution's head-quarters .. .. .	6,042	
10,266	Insurance under national insurance acts and against claims at common law, etc. .. .. .	17,914	
3,353 7,126	Telephone operator, commissionaires and nightwatchman .. .. .	4,204	
	Telephones, postages and parcels .. .. .	8,618	
796 2,008 6,846	Travelling expenses of committee of management .. .. .	957	
	Pensions under earlier pension schemes .. .. .	1,767	
	Contribution to staff pension scheme .. .. .	7,496	
102,806		116,457	
51,403	Less estimated amount chargeable to raising of funds and publicity .. .. .	58,228	
51,403 12,002 683 7,344 1,961		58,229	
	Stationery, office expenses, printing and books .. .. .	12,336	
	Auditors' fee .. .. .	656	
7,344 1,961	Legal and professional expenses .. .. .	4,340	
	Repairs and improvements to Institution's headquarters .. .. .	1,650	
73,393			77,211
1,290,650	Carried forward .. .. .		1,533,386

OR THE YEAR ENDED 31st DECEMBER, 1966

1965 £	RECEIPTS.	£	£
549,751	Brought forward .. ..	..	613,020
108,902	<b>INCOME FROM INVESTMENTS:—</b>		
	Dividends and interest on investments .. ..	110,453	
	<i>Less:—</i>		
3,378	Interest on certain trust funds transferred to Special Purposes Fund .. ..	5,550	
	Interest on certain endowment funds transferred:		
526	(a) to general subscriptions, etc. ..	526	
1,874	(b) to General Endowment Fund ..	1,942	
		8,018	
5,778			
103,124			102,435
	<b>SUNDRY RECEIPTS:—</b>		
8,694	Sale of stores .. ..	8,451	
2,269	Rentals of freehold and leasehold premises .. ..	2,299	
361	Underwriting commission .. ..	629	
		11,379	
11,324			
		726,834	
664,199	Total ordinary receipts .. ..		
			726,834
664,199	Carried forward .. ..		

# RECEIPTS AND PAYMENTS ACCOUNT

	PAYMENTS.	£	£
1965			
£			
1,290,650	Brought forward .. .. .		1,533,386
715	<b>GRANTS IN CONNEXION WITH CERTAIN LEGACIES</b>		1,538
	<b>INCOME TAX ON UNDERWRITING COMMISSION</b>		
921	<b>RECEIVED IN PREVIOUS YEAR .. .. .</b>		166
—	<b>SELECTIVE EMPLOYMENT TAX (REPAYABLE) IN</b>		
	<b>1967) .. .. .</b>		7,520
	<b>RAISING OF FUNDS AND PUBLICITY:—</b>		
	Salaries of public relations officer, assistant and clerical staff		
16,138	and wages of manual workers .. .. .	17,613	
50,486	Salaries of district organizing secretaries and clerical staff ..	57,493	
9,865	Travelling expenses .. .. .	10,752	
591	Annual general meeting .. .. .	530	
23,123	Advertising and appeals .. .. .	36,192	
	Stationery, printing, books, films, badges, collecting boxes,		
	district offices expenses, postages .. .. .	92,041	
90,326	Printing and binding the year book and life-boat journal ..	10,570	
10,984	Salaries and commissions of assistant secretaries, etc., of		
9,212	branches .. .. .	9,996	
9,212	Pensions under earlier pension schemes .. .. .	2,470	
2,819	Contribution to staff pension scheme .. .. .	7,111	
6,242	Estimated proportion of administration expenses as above	58,228	
51,403			
271,189			302,996
1,561,839	Total payments .. .. .		1,845,606
	Transfer to General Endowment Fund being the amount		
	of the year's receipts of legacies for endowment		
128	purposes .. .. .		1,500
	Transfer to Special Purposes and Maintenance Fund being		
	the excess of the year's receipts for special purposes		
	over payments in the year met from special gifts, etc.,		
	arrived at as follows:		
	Receipts in the year of gifts and legacies for special		
334,872	purposes .. .. .	424,908	
	Less payments in year met from gifts and legacies for		
	special purposes (of which £199,618 relates to new		
199,363	life-boats and £98,183 to other items) .. .. .	297,801	
135,509	Transfer to Special Purposes, etc. Fund .. .. .	127,107	127,107
1,697,476			1,974,213

FOR THE YEAR ENDED 31st DECEMBER 1966

1965 £	RECEIPTS.	£	£
664,199	Brought forward .. .. .		726,834
599,135	<b>LEGACIES FOR GENERAL PURPOSES</b> .. .. .	568,243	
<u>1,263,334</u>	Total receipts for general purposes .. .. .		<u>1,295,077</u>
	<b>GIFTS AND LEGACIES FOR SPECIAL PURPOSES</b> (The capital to be applied in accordance with the directions of the respective donors.)		
26,677	Civil Service Life-boat Fund .. .. .	24,493	
102,568	Special gifts .. .. .	185,966	
205,627	Legacies .. .. .	214,449	
<u>334,872</u>			<u>424,908</u>
	<b>GIFTS AND LEGACIES FOR ENDOWMENT PURPOSES</b> (The income therefrom to be applied in accordance with the directions of the respective donors.)		
—	Gifts .. .. .	1,500	
128	Legacies .. .. .	—	
<u>128</u>		<u>1,500</u>	
1,598,334	Total receipts .. .. .		<u>1,721,485</u>
	Transfer from Reserve for Replacement of Life-boats being the excess of payments on account of new life- boats in the year not met from special gifts, etc., over the estimated average annual cost falling to be met from general purposes receipts, arrived at as follows:		
269,893	Payments on account of new life-boats in the year ..	363,625	
116,978	Less amount met from gifts and legacies for special purposes .. .. .	199,618	
<u>152,915</u>		<u>164,007</u>	
125,000	Deduct estimated average annual cost of replacements falling to be met from general purposes receipts ..	150,000	
<u>27,915</u>	Transfer from Reserve .. .. .	<u>14,007</u>	<u>14,007</u>
71,227	Transfer from General Purpose Fund .. .. .	238,721	
<u>1,697,476</u>			<u>1,974,213</u>

NOTE:—This account includes the receipts and payments of the headquarters of the Institution for the year to 31st December, 1966, and of the branches for the year to 30th September, 1966.

Dr.

		<b>GENERAL ENDOWMENT FUND,</b>	
		The income to be applied for the purpose of the Institution	
1965	£		£
250,722		BALANCE AT 31ST DECEMBER, 1966 .. .. .	273,351
<u>£250,722</u>			<u>£273,351</u>
		<b>SPECIAL PURPOSES AND MAINTENANCE FUND,</b>	
		The capital to be applied for the purposes of the Institution	
563,423		BALANCE AT 31ST DECEMBER, 1966 .. .. .	696,080
<u>£563,423</u>			<u>£696,080</u>
		<b>RESERVE FOR REPLACEMENT OF LIFE-BOATS,</b>	
27,915		TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT .. .. .	14,007
1,215,231		BALANCE AT 31ST DECEMBER, 1966 .. .. .	1,201,225
<u>£1,243,146</u>			<u>£1,215,232</u>
		<b>RESERVE FOR MANUAL WORKERS PENSION SCHEME</b>	
196,000		BALANCE AT 31ST DECEMBER, 1966 .. .. .	196,000
<u>£196,000</u>			<u>£196,000</u>
		<b>GENERAL PURPOSES FUND,</b>	
196,000		TRANSFER TO RESERVE FOR R.N.L.I. MANUAL WORKERS PENSION SCHEME	—
—		AMOUNT WRITTEN OFF ON VALUATION OF INVESTMENTS AT 31ST DECEMBER, 1966 .. .. .	121,144
—		LOSS ON SALE OF INVESTMENTS .. .. .	22,298
71,227		TRANSFER TO RECEIPTS AND PAYMENTS ACCOUNT .. .. .	238,721
691,982		BALANCE AT 31ST DECEMBER, 1966 .. .. .	313,170
<u>£959,209</u>			<u>£695,333</u>



	<b>FOR THE YEAR ENDED 31st DECEMBER, 1966</b>						
	in accordance with the directions of the respective donors.						
1965							
£						£	
248,720	BALANCE AT 31ST DECEMBER, 1966	..	..	..	..	250,722	
—	APPRECIATION ON VALUATION OF INVESTMENTS AT 31ST DECEMBER, 1966					19,187	
128	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	1,500	
1,874	INTEREST ON CERTAIN FUNDS	..	..	..	..	1,942	
<u>£250,722</u>						<u>£273,351</u>	
	<b>FOR THE YEAR ENDED 31st DECEMBER, 1966</b>						
	in accordance with the directions of the respective donors.						
424,535	BALANCE AT 31ST DECEMBER, 1965	..	..	..	..	563,423	
3,379	INTEREST ON CERTAIN FUNDS	..	..	..	..	5,550	
135,509	TRANSFER FROM RECEIPTS AND PAYMENTS ACCOUNT	..	..	..	..	127,107	
<u>£563,423</u>						<u>£696,080</u>	
	<b>FOR THE YEAR ENDED 31st DECEMBER, 1966</b>						
1,243,146	BALANCE AT 31ST DECEMBER, 1965	..	..	..	..	1,215,232	
<u>£1,243,146</u>						<u>£1,215,232</u>	
	<b>FOR THE YEAR ENDED 31st DECEMBER, 1966</b>						
196,000	BALANCE AT 31ST DECEMBER, 1965	..	..	..	..	196,000	
<u>£196,000</u>						<u>£196,000</u>	
	<b>FOR THE YEAR ENDED 31st DECEMBER, 1966</b>						
958,669	BALANCE AT 31ST DECEMBER, 1965	..	..	..	..	691,982	
540	PROFIT ON SALE OF INVESTMENTS	..	..	..	..	—	
—	SURPLUS ON SALE OF FREEHOLD PROPERTIES	..	..	..	..	3,351	
<u>£959,209</u>						<u>£695,333</u>	

# STATEMENT OF FUNDS AND RELATIVE

1965	£		£
250,722		GENERAL ENDOWMENT FUND (Income available in accordance with the directions of the respective donors) .. .. .	273,351
563,423		SPECIAL PURPOSES AND MAINTENANCE FUND (Capital to be applied in accordance with the directions of the respective donors) .. .. .	696,080
1,215,231		RESERVE FOR REPLACEMENT OF LIFE-BOATS .. .. . The estimated cost of replacing the entire fleet exceeds £9,000,000 and the estimated liability for replacements at present contemplated exceeds £1,000,000, part of which will be met by special gifts and legacies.	1,201,225
196,000		RESERVE FOR R.N.L.I. MANUAL WORKERS PENSION SCHEME .. .. . Provision for Estimated Liability arising on the establishment of this scheme to replace other pension arrangements formerly not funded.	196,000
691,982		GENERAL PURPOSES FUND .. .. . Of this fund £191,509 relates to freehold and leasehold properties necessary to the Institution's work. The balance of £121,661 is available for the general purposes of the Institution and is intended to cover ordinary liabilities as they arise, including certain pensions, insurance risks in respect of the life-boat fleet and crews not otherwise covered, and replacements other than life-boats. Replacements over the next four years are expected to include new construction and adaptation of life-boat houses £296,000 and provision of new carriages and tractors £30,000.	313,170
£2,917,358			£2,679,826

(Signed) V. WYNDHAM-QUIN,  
*Chairman of the Committee of Management,*

(Signed) S. M. WHORLOW,  
*Secretary.*

## AUDITOR'S REPORT TO THE COMMITTEE OF MANAGEMENT

We have examined the foregoing accounts which are in accordance with the book true and fair view of the Receipts and Payments of the Headquarters of the Institution 30th September, 1966, and of the disposition of the relative funds held at those dates.

3 Frederick's Place,  
Old Jewry, London, E.C.2.  
21st FEBRUARY, 1967.

# ASSETS 31st DECEMBER, 1966

1965 £		£	£
	INVESTMENTS REVALUED AT MARKET VALUE on 31st December, 1966, following the Institution's established practice of Revaluing its Investments at Quinquennial Intervals .. .. .		
	Representing GENERAL ENDOWMENT FUND		
	Income only available:—		
250,722	British government securities .. .. .		273,351
	Representing other funds:—		
	Quoted—		
423,926	British government securities .. .. .	434,487	
141,822	British corporation stocks .. .. .	130,707	
96,578	Debenture stocks .. .. .	82,109	
1,317,851	Ordinary U.K. stocks and shares etc. .. .. .	1,170,820	
142,003	U.S.A. stocks (adjusted for loss of 25% of the dollar premium on future sale) .. .. .	151,711	
<u>2,122,180</u>			<u>1,969,834</u>
2,372,902	Total quoted investments .. .. .		2,243,185
	Unquoted—		
155,000	Short term loan to local authorities .. .. .	—	
41,607	Mortgages, debentures and other securities .. .. .	44,121	
5,762	Cash on deposit .. .. .	35,000	
<u>202,369</u>			<u>79,121</u>
2,575,271	<b>TOTAL INVESTMENTS .. .. .</b>		<b>2,322,306</b>
125,229	FREEHOLD PREMISES (At cost less amounts written off) ..		134,347
58,055	LEASEHOLD PREMISES—(At cost less amounts written off):..		57,162
	BRANCH ACCOUNTS:—		
205,130	Balances in hands of branches, 30th Sept., 1966 ..	203,348	
106,040	Less balance of remittances between headquarters and branches, October to December, 1966 .. .. .	96,444	
<u>99,090</u>			<u>106,904</u>
59,713	BANK BALANCES .. .. .		59,107
<u>£2,917,358</u>			<u>£2,679,826</u>

## OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

of the Institution and returns from branches. In our opinion the accounts give a true and correct view of the assets and liabilities of the Institution for the year ended 31st December, 1966, and the branches for the year ended

(Signed) PRICE WATERHOUSE & CO.,  
Chartered Accountants.

# LIFEBOATMEN'S

		ENDOWMENT FUND
1965		
<u>£</u>		£
	Amount written off on Valuation of Investments at 31st December, 1966	161
4,436	Balance carried forward at 31st December, 1966, represented by £4,702 Conversion 5¼% Stock 1974 .. .. .	4,320
<u>£4,436</u>		<u>£4,481</u>

## RECEIPTS AND PAYMENTS ACCOUNT

249	Grants to beneficiaries .. .. .	259
22	Cash Balance carried forward at 31st December, 1966 .. .. .	9
<u>£271</u>		<u>£268</u>

(Signed) V. WYNDHAM-QUIN,  
*Chairman of the Committee of Management.*

(Signed) S. M. WHORLOW,  
*Secretary.*

### AUDITOR'S REPORT TO THE COMMITTEE OF MANAGEMENT

We have examined the above accounts which are in accordance with the books of the fair view of the disposition of the Fund at 31st December, 1966, and the receipts and

21st FEBRUARY, 1967

# BENEVOLENT FUND

## FOR THE YEAR ENDED 31st DECEMBER, 1966

1965									
£									£
4,389		Balance brought forward at 1st January, 1966	..	..	..	..			4,436
47		Subscriptions and Donations received and invested	..	..	..				45
<hr/>									
£4,436									£4,481

## FOR THE YEAR ENDED 31st DECEMBER, 1966

27		Cash balance brought forward at 1st January, 1966	..	..	..				22
244		Investment income	..	..	..	..	..	..	246
<hr/>									
£271									£268

## OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

Life-Boatmen's Benevolent Fund. In our opinion the accounts give a true and payments for the year ended on that date.

(Signed) PRICE WATERHOUSE & CO.,  
*Chartered Accountants.*



*By courtesy of ]*

*(Eastern Daily Press*

**Mr. F. G. Reed, honorary secretary at Ilfracombe, believes that a life-boat picture gallery is a major attraction at any holiday resort with a life-boat. Elsewhere the same view is held. Here Mr. D. Harvey, of Cromer, is pictured with his collection of old photographs and newspaper cuttings going back to 1845**

## Focus on . . .

## ILFRACOMBE

by Christopher Elliott

When the maroons are fired at Ilfracombe, on the North Devon Coast, everyone has a good chance of seeing the new life-boat, *Lloyd's II*, which is kept in the life-boat house below Lantern Hill, going on its carriage through the heart of the town to the launching point. Obviously, from the publicity point of view, this is ideal.

When, during a visit to Ilfracombe in September, 1966, for the naming of the new life-boat (see the December, 1966, issue of *THE LIFE-BOAT*), I asked Mr. F. G. Reed, the honorary secretary, for any publicity tips, he said that he was a strong advocate of a visitors' book for the life-boat house.

### VISITORS' BOOK

'People', he said, 'love to come and see our gallery of photographs and pictures, and we have found over the years that a well placed visitors' book and a well placed collecting box are an ideal combination. People, you know, like to leave a record that they have been to the life-boat house.'

Here again the life-boat house is, in a way, in an ideal position from the

publicity aspect. For it nestles from the Atlantic winds at the foot of Lantern Hill. On its summit is the fishermen's chapel of St. Nicholas, so named after the saint who, among other miracles, was said to have 'answered the prayer of some storm tossed sailors and, joining them in their boat, to have quieted the fury of the seas'. Long ago it was customary for seamen to assemble in this lilliputian chapel before setting out on voyages.

### A SPANISH GALLEON

In fact, as I learned during my visit of more of these stories of the port of Ilfracombe, I was sure that it had everything, at least in the summer, to woo the visitor to think of the local life-boat service.

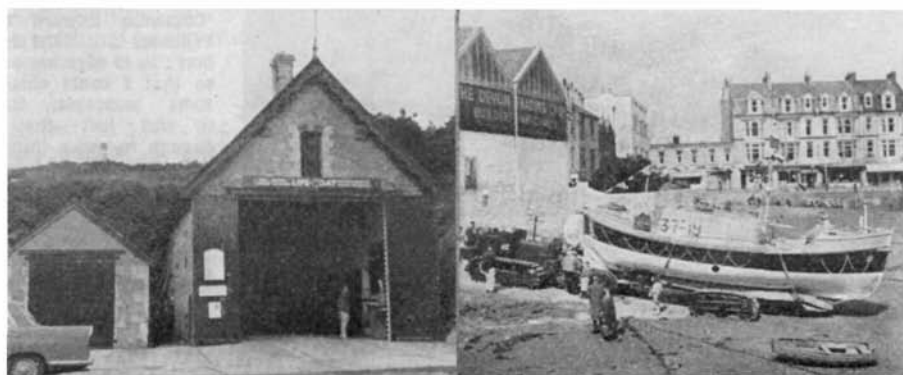
Round about this piece of coast there is more of this kind of atmosphere. For 24 miles from Ilfracombe lies Lundy Island. At the south west corner of the island rises the Great Shutter Rock – the great rock which Charles Kingsley immortalized in 'Westward Ho!' as the place where the Spanish galleon was wrecked with all hands lost.

Ilfracombe life-boat station – its first life-boat was put there in 1828 under local management and came under the control of the Institution in 1866 – stands today overlooking a haven which, it is said, was probably first used by a few primitive craft as early as the 10th century. The port reached its peak of importance as a harbour for sailing ships in about 1800.

The first R.N.L.I. life-boat at Ilfracombe – the *Broadwater* – was on service there for about a quarter of a century. She answered her first rescue call on 20th April, 1867, to the Boston full rigged ship *Nor-Wester*.

### THE LIFE-BOAT HOUSE

The original life-boat house, which was constructed in 1866 at a cost of £180, was eventually demolished and the present one put up in 1893 at a cost of £360. This life-boat house, I learned, had a slip leading from it to the water at Warp House Point until the present pier was built. This is the reason why it is



The present life-boat house (left) at Ilfracombe nestles at the foot of Lantern Hill where there is a fishermen's chapel dedicated to St. Nicholas. The new life-boat *Lloyd's II* (right) is launched by tractor over the site of the original life-boat house which was built in 1866 – the year that the Institution took over the life-boat.

necessary today to take the life-boat to its present launching point – to be launched over the spot on which the original life-boat house stood. Ilfracombe has, of course, always been troubled with a big rise and fall in tides.

A year after the opening of the second life-boat house, and in the course of launching the life-boat on service, 'one of the boat house doors fell on John Pollard who was seriously injured'.

All through the history of the station its life-boats have rendered valuable service. For example, in March, 1915, Ilfracombe life-boatmen landed 33 survivors; in July, 1926, a round 50.

Let's take a look at a comparatively recent rescue in detail – the rescue of 23 members of the crew of the *s.s. Monte Gurugu*, a Spanish vessel, on 13th November, 1949. Between Lundy Island and Hartland Point, in tremendous seas the like of which had not been seen for years, her rudder was smashed. A leak developed and soon the sea got into her hold. Her crew of 37 barely had time to transmit an S.O.S. message. Then three life-boats answered the call – Appledore, Clovelly and Ilfracombe.

### FILLED TO THE GUNWALES

It is said that, as the Ilfracombe life-boat, *Richard Silver Oliver*, left the harbour under the shadow of Lantern Hill, she was filled to the gunwales several times before reaching the open sea.

The then Coxswain Cecil G. Irwin, who knew the coast like the back of his



**'Coxswain Edward G. Williams . . . did his best . . . to edge her out so that I could obtain some seascapes. But it was just choppy enough to make things difficult . . .'**



hand, made a quick decision and decided to run down Woolacombe Bay close to the breakers in the hope of sighting wreckage and possibly men. A ship's boat was soon found only a few yards from the breakers and the terror of the surf. The Spaniards with only four pairs of oars – the boat contained 23 survivors – were trying to keep their ship's boat head on to the seas. A grapnel was thrown by the life-boat and caught the bows of their boat. Coxswain Irwin, who was subsequently awarded the silver prize medal of the Spanish Society for Saving the Shipwrecked, then reversed the engines and towed the boat back to deeper water – and salvation. He then made all speed with the exhausted survivors to Ilfracombe, landed them, and then ploughed out through the raging seas in search of further survivors from the Spanish vessel. He was, on this occasion, unlucky, and I believe nine of the *Monte Gurugu's* crew are buried in Ilfracombe cemetery.

Incidentally, all the life-boats concerned in this desperate rescue bid were honoured in some way.

During my day with the Ilfracombe life-boat I had the pleasure of a short trip in *Lloyd's II* over the bar. Coxswain Edward G. Williams, who joined the crew in 1928, was at the helm and he did his best, I am sure, to edge her out so that I could obtain some seascapes. But it was just choppy enough to make things difficult and – well the double exposure on page 108 tells its own story!

## THE LIFE-BOATS OF FRANCE

ALTHOUGH the French were the first to experiment, as early as 1775, with an 'unsinkable and uncapsizable skiff' (*canot insubmersible et inchavirable*), they did not develop an organized life-boat service until much later.

Several local rescue-stations had been established by chambers of commerce and other bodies, the earliest having been founded by the Société Humaine de Boulogne in 1825. In 1854, moreover, a famous marine-artist, M. Th. Gudin, was led by the death in a shipwreck of his brother, who might have been saved had the simplest life-saving apparatus been available, to attempt to put this work on a national basis, but his efforts were unsuccessful.

### SAME PROBLEMS

At last, in 1861, the Department of Public Works, responsible for the lighting and buoys of the French coast, realized the need for a national life-boat service. After investigating the whole problem, an inter-departmental committee decided that such a service was essential, and that it could best be undertaken by a private society recognized and supported by the government. Across the English Channel was an example to follow, our own Royal National Life-boat Institution; and on both sides of the Channel the problems to be solved were similar.

M. Gudin was only too glad to resume his work under the new auspices, and with other public-spirited people he laid the foundation, in 1864, of the Société Centrale de Sauvetage des Naufragés. Its president, a high-ranking

naval officer whose name carried weight, at once circulated the members of the existing life-boat crews, praising their devotion and assuring them of the material help which they had hitherto lacked.

Further investigations into the facilities for live-saving along the French coast showed that apart from seven life-boat stations and a certain amount of rescue apparatus, there was very little. Some so-called 'life-boats' had rotted at their moorings without ever being used; because of the lack of proper maintenance and frequent inspections the crews had dispersed and the equipment had deteriorated. Steps were taken to rectify this.

### BRITISH INFLUENCE

A commission set up to experiment with various patterns of life-boats decided that the British 'self-righting' type was most suitable. This was accordingly adopted, and between 1865, when the Société began its work, and 1933 over a hundred 'pullers and sailors' were on station along the coasts of continental France, Corsica, and French North Africa. Other types of life-saving apparatus – rockets and so forth – were entrusted to the coastguards. Special problems arose on the shores of such almost-uninhabited regions as the Camargue (the Rhone delta) and the Gironde estuary; these were dealt with successfully.

A *Manuel de Sauvetage Maritime* was compiled and the issue was begun of the periodical *Annales de Sauvetage Maritime*. In 1880 the Société de secours aux familles des marins français naufragés was founded; and later awards and medals began to be issued for acts of outstanding courage and devotion.

The Société de Sauvetage was somewhat cautious in adopting mechanization, and it was not until 1912 that its first motor life-boat was put into service at Dieppe. In spite of the disorganization caused by the first world war, by 1939 45 of these craft had been constructed.

Far more disastrous were the results of the second world war and the occupation; 32 life-boats were destroyed and many others damaged, and the very existence of the Society seemed to be threatened. Yet its leaders were undismayed and when peace was restored they devoted themselves to bringing the service up to date.

### A GREAT RECORD

So well did they accomplish their task that by the end of 1965, when it celebrated its centenary, the Society had in service 56 motor life-boats, one swift motor-launch, and seven motorized rubber dinghies for rescue work on the bathing beaches as well as 34 sets of rocket-launching apparatus. During its first hundred years the service had gone to the help of over 3,000 vessels and had saved over 25,000 human lives – I.O.E.

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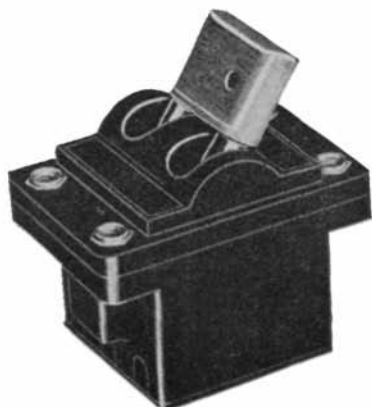


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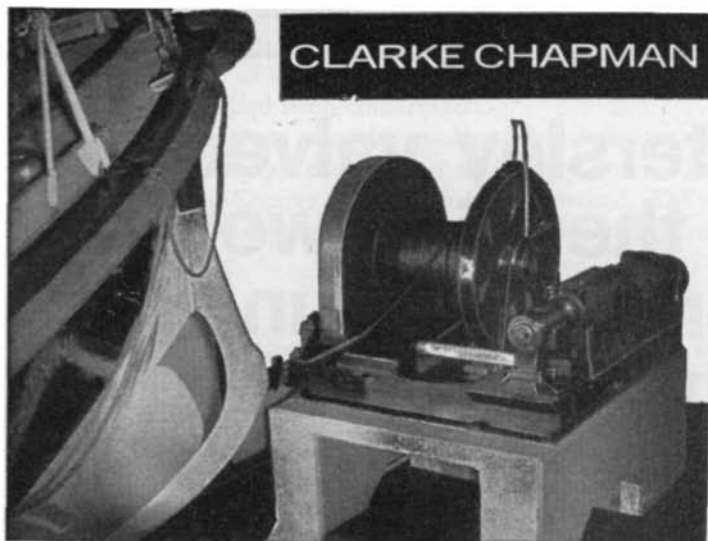
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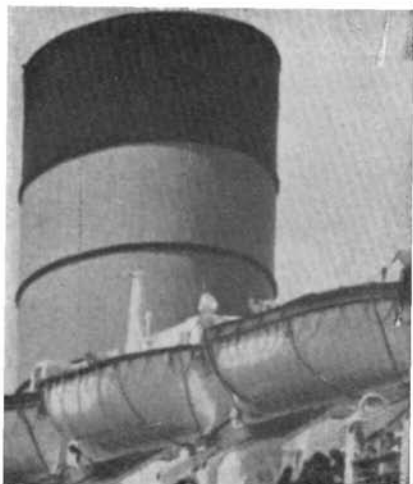
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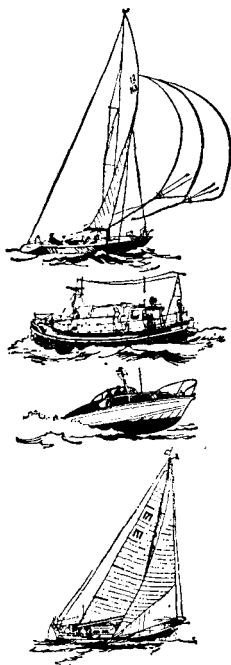
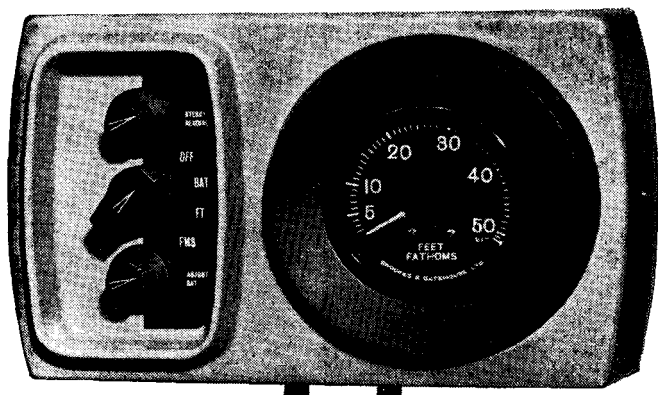
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### DECEMBER

#### NORTH-WEST DISTRICT

**Girvan, Ayrshire** - At 11.30 p.m. on 14th December, 1966, the lighthouse keeper on Pladda was reported to be ill. The life-boat was asked to convey him to hospital. The life-boat *St. Andrew* (Civil Service No. 10) slipped her moorings at 11.55 with a doctor on board. There was a gale force south easterly wind and a rough sea. The tide was ebbing. She reached Pladda at 2.10 a.m. and the doctor

went ashore to attend the patient. After embarking the sick man, together with the doctor, the life-boat returned to Girvan where the patient was admitted to hospital. The life-boat arrived back on station at 4.45.

**Blackpool, Lancashire** - At 1.45 p.m. on 19th December, 1966, a D.U.K.W. used to supply the drilling rig *Bedford X* was reported to be sinking near the drilling rig. There were four men aboard. The life-boat *Maria Noble* was launched at 2.10 in a west by southerly gale force

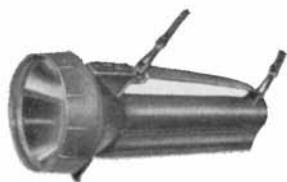


By courtesy of]

[Newspix

**Four survivors from a D.U.K.W. which overturned in rough seas off Blackpool on 19th December, 1966. One of the men was drowned as he was being rescued.**

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wind and a very rough sea. It was two hours before high water. A policeman aboard the life-boat with radio contact ashore learnt that the four men had been washed out of the boat towards the north pier jetty and that three survivors had been hauled to safety by the police. The fourth man had been washed under the jetty and the life-boat proceeded to the position and picked the man up as he floated clear. He was unconscious and, despite artificial respiration, was found to be dead on arrival in hospital.

**Douglas, Isle of Man; Holyhead and Moelfre, Anglesey** - On 2nd December, 1966, the Douglas, Holyhead and Moelfre life-boats were launched to the Greek motor vessel *Napiporos*. A full account of this service, for which two gold medals were awarded, appeared in the *March* issue of THE LIFE-BOAT (page 7.)

## SCOTTISH DISTRICT

**Stronsay, Orkneys** - At 8.55 p.m. on 5th December, 1966, it was reported that a distress call had been received from the motor fishing vessel *Fairy Queen* which was aground in Odiness Bay, Stronsay. The life-boat *The John Gellatly Hyndman* slipped her moorings at 9.12 in a fresh westerly wind and a moderate sea. It was an hour and a half before low water. She reached the *Fairy Queen* at 9.55. There was no immediate cause for anxiety but the master asked the life-boat to stand by until his vessel refloated. When the tide began to flow a line was secured to the fishing vessel and at 1.45 a.m. the *Fairy Queen* was refloated. The life-boat then escorted her to Stronsay harbour, arriving at 2.20.

**Aberdeen** - At 2.9 a.m. on 16th December, 1966, a red flare was sighted north of the river Ythan, and later it was confirmed that the motor fishing vessel *Semnos II* was aground north of the river estuary. The coastguard L.S.A. company were assembling at that point. The life-boat *Ramsay-Dyce* slipped her moorings at 2.45 and proceeded in a light westerly wind and a rough sea. It was one and a half hours before high water. She reached the fishing vessel at 4.30 but every effort to get alongside was thwarted by the shallow water and heavy breaking seas. The life-boat stood by the vessel while the coastguard connected a breeches buoy and took off all six members of the crew. When they were all safely ashore, the life-boat was recalled, arriving at her station at 7.10.

On 12th December, 1966, the Aberdeen life-boat *Ramsay-Dyce* took out a doctor to the German trawler *Heikendorf* of Kiel. A full account of this service, for which a special award was made to Doctor J. Leiper, appears on page 145.

**Barra Island, Outer Hebrides** - At 11.50 p.m. on 16th December, 1966, the local doctor informed the honorary secretary that a patient required hospital treatment and requested that the life-boat be used. The life-boat *R. A. Colby Cubbin No. 3* proceeded at 12.22 a.m. with the



sick woman on board. There was a gentle variable wind and a smooth sea. The life-boat conveyed the patient to South Uist where she was landed and taken to hospital. The life-boat returned to her station at 7.10.

**Campbeltown, Argyllshire** - At 10.32 p.m. on 11th December, 1966, it was noted that a vessel was sounding her siren continuously near the entrance to the Campbeltown loch. The life-boat *City of Glasgow II* left her moorings at 10.52 in a fresh to strong south easterly wind and a moderate sea. It was one hour before high water. She found the motor vessel *Raylight*, of Greenock, anchored with engine trouble. The life-boat went alongside and secured a tow rope. She then towed the vessel to the pier and berthed her alongside. The life-boat returned to her station at 12.14 a.m. on 12th December.

**Fraserburgh, Aberdeenshire** - At 2.29 p.m. on 23rd December, 1966, a yawl had been seen proceeding north of Fraserburgh and a few minutes later it was suggested that the life-boat should launch as the yawl seemed to be making heavy weather. The life-boat *The Duchess of Kent* was launched at 2.45 in a gale force west north westerly wind and a rough sea. It was one hour before low water. She reached the yawl *Regal*, of Fraserburgh, ten minutes later and escorted her into the harbour. The life-boat arrived back on station at 3.7.

**Peterhead, Aberdeenshire** - At 11.25 a.m. on 15th December, 1966, the coastguard informed the honorary secretary that the motor boat *Duthies*, of Peterhead, had sprung a leak in heavy seas just outside Peterhead bay while on passage to Aberdeen. Two Peterhead fishing vessels went to her assistance and the life-boat was also asked to stand by her. The life-boat *Julia Park Barry of Glasgow* was launched at 11.32 in a gale force south south easterly wind and a very rough sea. It was four hours after low water. She stood by the vessels until they were safe in Peterhead bay, and returned to her station at 12.10 p.m.

## NORTH-EAST DISTRICT

**Amble, Northumberland** - At 10.30 a.m. on 1st December, 1966, two fishing cobsles were reported overdue. At 11 o'clock the life-boat *Millie Walton* left her moorings. It was nearly low water. There was a rough sea and a southerly wind. The life-boat escorted the coble *Silver Coquet* into harbour and then proceeded to the coble *Provider* which was three miles south east of *Coquet*. She reached the *Provider*, which had three men aboard, at 11.45, and escorted her back to Amble. She returned to her moorings at 12.30 p.m.

**Bridlington, Yorkshire** - At 5.15 p.m. on 8th December, 1966, it was reported that a small boat with an out-board motor had not returned from a fishing trip. Later it was confirmed that the boat was overdue. It had last been seen three miles to the seaward of Cowain, south of Hornsea. The life-boat *Tillie Morrison, Sheffield II* was launched at 6.5 in a gale force south westerly wind and a very rough sea. It was one hour before high water. She proceeded to the area specified and started searching. After two parachute flares had been fired an answering flare was sighted and the life-boat found the boat which had two men on board, one and a half miles off shore from Cowain. The life-boat then took the two men aboard and secured a line to their boat. She then towed the casualty back to Bridlington and moored her in the harbour. The life-boat returned to her station at 9.45.

## SOUTH-EAST

**Great Yarmouth and Gorleston, Norfolk** - At 4.20 p.m. on 30th December, 1966, a small motor cruiser was seen to be in difficulties about a quarter of a mile north east of the harbour entrance. The life-boat *Louise Stephens* was launched at 4.30 in a gentle west south westerly wind and a slight sea. It was one hour before low water. She found that the motor cruiser *Kingfisher*, which had three occupants, including a five year old boy, was being carried northwards by the

wind and the ebbing tide. The life-boat took the cruiser in tow and returned to her station, arriving at five o'clock.

**Cromer, Norfolk** – At 3.15 p.m. on 11th December, 1966, two flares were reported from a D.U.K.W. which was about a mile off Cromer east beach. The No. 2 life-boat *William Henry and Mary King* was launched at 3.27 in a light south westerly wind and a slight sea. It was one hour after low-water. She found the craft, whose engine had broken down, half a mile north north east of Cromer. The nine occupants were taken off the D.U.K.W. by the life-boat, which then towed the casualty to moorings near the pier. The life-boat returned to her station at 4.30 and landed the survivors.

At 4.55 p.m. on 8th December, 1966, the coastguard informed the honorary secretary that an attempt to take an injured man off the trawler *St. Lucia* by helicopter had been unsuccessful owing to the bad weather, and requested that the life-boat rendezvous with the trawler at the Haisbro lightvessel. The No. 2 life-boat *William Henry and Mary King* was launched at 9.10 with a doctor on board. There was a strong west north westerly wind and a rough sea. It was five hours after high water. She came alongside the trawler at 10.15 and the doctor was put aboard to examine the patient. The injured seaman and doctor were then taken on board the life-boat which left the trawler at 10.30 and returned to the slipway. The seaman was immediately taken to hospital. The life-boat was back on station at 11.15.

**Lowestoft, Suffolk** – At 10.15 a.m. on 15th December, 1966, the coastguard informed the honorary secretary that the tug *Kendall*, towing the inshore fishing vessel *Garibaldi J.* from Rotterdam to Lowestoft, had run aground on the Newcombe sandbanks. The *Garibaldi J.* had damaged her bow when she ran forward into the grounded tug and the tug had cast her adrift. The life-boat *Frederick Edward Crick* was launched at 10.55 in a gale force south westerly wind and a rough sea. It was one hour to high water.

She reached the *Garibaldi J.* just before she ran aground on Lowestoft south beach. As there was no one aboard the coxswain transferred three of his crew to the vessel and towed her into Lowestoft harbour. The life-boat then returned to stand by the tug *Kendall* which was still aground. An oil-rig supply vessel had made an attempt to tow her off but without success. The tide was now ebbing and the weather worsening, so the life-boat took off the tug's eight man crew. The life-boat landed the men at Lowestoft and returned to her station at 1.30 p.m. The tug was refloated the next day by the Lowestoft pilot boat.

**Southend-on-Sea, Essex** – At 10.10 p.m. on 11th December, 1966, a small vessel was seen to be in distress about one and a half miles west of the pier. The life-boat *Greater London II* (Civil Service No. 30) was launched at 10.39 in a gale force westerly wind and a very rough sea. It was one hour before high water. She proceeded to the position stated and found the cabin cruiser *Janorma* with three people on board. Her engine had broken down and she was at anchor. The life-boat went alongside the cabin cruiser and put a member of the crew aboard her to help raise the anchor. She then towed the *Janorma* to the lee of the pier and moored her. The life-boat returned to her station at 11.15.

**Walmer, Kent** – At 3.45 p.m. on 27th December, 1966, a large steamer was thought to be aground near the B.I. buoy on the Brake Sands. Visibility was poor and the vessel was just visible. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 3.59 in a light southerly wind and a slight sea. It was low water. She found the Panamanian motor vessel *Pacific Trader* lying in about a fathom of water. The life-boat stood by until the vessel refloated at 9 o'clock on the rising tide. Once afloat, the *Pacific Trader* continued her voyage and the life-boat returned to her station, arriving at 10 o'clock.

**Dover, Kent** – On 2nd December, 1966, the Dover life-boat *Southern Africa*



By courtesy of\*

[Daily Record & Mail

**The Islay, Inner Hebrides, life-boat circling the upturned hull of the barge *Isle of Gigha* three miles south of Chuirn Island on 11th November, 1966.**

rescued seven men from the Varne light-vessel. A full account of this service, for which a special award was made to the coxswain and crew, appears on page 142.

#### SOUTHERN DISTRICT

On 1st December, 1966, the Swanage life-boat *R.L.P.* landed a sick man from the motor vessel *Maya* of Beirut. A full account of this service, for which a special award was made to Doctor D. I. Aitken, appears on page 144.

**Weymouth, Dorset** - At 12.30 a.m. on 9th December, 1966, the honorary medical adviser requested the services of the life-boat to convey him to attend a sick man aboard the Russian vessel *Alatyrles*. At 3.55 the life-boat *Frank Spiller Locke* left her moorings in a rough sea and a strong west north westerly breeze. The tide was flooding. The local pilot, the doctor, and the second coxswain were transferred to the *Alatyrles* which was escorted to more sheltered waters. The sick man was then transferred to the life-boat which landed

him at the harbour. The life-boat reached her moorings at 4.15 p.m.

#### SOUTH-WEST DISTRICT

**Penlee, Cornwall** - At 11 p.m. on 25th December, 1966, the honorary secretary informed the coxswain that the life-boat would be needed to meet the tanker *Saga Surf* which had a very sick man on board. The life-boat *Solomon Browne* was launched at 12.45 a.m. in a light northerly wind and a moderate sea. The tide was flooding. She proceeded to Newlyn, where a doctor embarked, and then took him out to the ship. The life-boat met the Norwegian tanker *Saga Surf* six miles south of Penzance. The doctor went aboard and treated the patient. There was a very heavy ground swell and the tanker proceeded into the bay before the life-boat took the patient and doctor off. The life-boat returned to Newlyn and landed them at 3.45.

At 11 p.m. on 30th December, 1966, news was received that there was a sick man on board the British ship *Monks-*

garth which would be arriving at Mount's Bay at about 7.30 a.m. the following morning. The life-boat *Solomon Browne* was launched at 6 a.m. in a gale force south westerly wind and very rough sea. She proceeded to Newlyn where a doctor was embarked and then continued to the *Monksgarth*. She went alongside the ship, one mile south of Penzance, and advised the master to anchor nearer the shore in smoother water. After the doctor had boarded the vessel he informed the coxswain that the patient could not be found and it was feared he had fallen overboard. The life-boat immediately carried out a search of the ship's course for two hours without success. At 10.15 the honorary secretary recalled the life-boat which arrived back at Newlyn at 11.15.

**Coverack, Cornwall** - At 4.18 p.m. on 14th December, 1966, it was reported that a boat was burning a distress signal about four miles south east of Coverack. The life-boat *William Taylor of Oldham* was launched at 4.30 in a light variable wind and a slight sea. It was five hours after low water. She found the fishing vessel *Reliant*, of Penzance, which had been drifting since 10 a.m. after her engine had broken down. The life-boat towed her to Falmouth and then returned to her station, arriving at 8.45.

## IRISH DISTRICT

**Portrush, Co. Antrim** - At 2.54 p.m. on 17th December, 1966, a body was seen 180 yards off shore. The life-boat *Lady Scott (Civil Service No. 4)* launched at 3 o'clock in a west south westerly gale and a rough sea. The tide was ebbing. On arrival at the spot it was found that a small boat had put out from the salmon fishery and had taken the body ashore. Artificial respiration was applied but without success. The life-boat returned to her station at 4 o'clock.

**Galway Bay** - At 7.5 p.m. on 11th December, 1966, the local doctor informed the honorary secretary that an expectant mother needed to be taken to hospital and asked if the life-boat could take her as no other suitable craft was

available. The life-boat *Mabel Marion Thompson* with the patient on board slipped her moorings at 8 o'clock in a strong gale force wind and a very rough sea. It was two hours before low water. Conditions at Rossaveel were not favourable for landing the woman. The life-boat then proceeded to Galway docks and landed her. A waiting ambulance conveyed her to hospital and the life-boat returned to her station at 4 a.m. on 12th December, 1966.

At 11.30 a.m. on 10th December, 1966, the local doctor informed the honorary secretary that a sick woman on Inishmaan Island was in need of hospital treatment, and that he had to attend another patient on Inishere Island. In the absence of any other suitable craft, he asked if the life-boat could be used in this instance. The life-boat *Mabel Marion Thompson*, with the doctor on board, left her moorings at 12.15 p.m. in a strong westerly wind and a rough sea. It was two hours after low water. She proceeded to Inishmaan Island and embarked the sick woman. The life-boat then continued to Inishere Island where she landed the doctor, and then conveyed the patient to Rossaveel where she was transferred to a waiting ambulance and taken to hospital. The life-boat then returned to Inishere, embarked the doctor and proceeded to Kilronan, arriving back on station at 7.40.

*The following life-boats were also called out in December:*

**Barra Island, Outer Hebrides** - 18th.  
**Beaumaris, Anglesey** - 2nd.  
**Bembridge, Isle of Wight** - 1st and 27th.  
**Bridlington, Yorkshire** - 5th.  
**Clacton-on-Sea, Essex** - 13th.  
**Cloughy-Portavogie, Co. Down** - 14th.  
**Donaghadee, Co. Down** - 7th.  
**Douglas, Isle of Man** - 2nd.  
**Fishguard, Pembrokeshire** - 2nd.  
**Humber, Yorkshire** - 5th and 12th.  
**Llandudno, Caernarvonshire** - 29th.  
**Life-boat 70-001** - 2nd and 13th.  
**New Brighton, Cheshire** - 1st.  
**Peterhead, Aberdeenshire** - 23rd.

**Plymouth, Devon** – 20th and 24th.  
**Portrush, Co. Antrim** – 17th.  
**Ramsgate, Kent** – 7th.  
**Rhyl, Flintshire** – 31st.  
**St. Mary's, Scilly Islands** – 14th.  
**St. Helier, Jersey** – 4th.  
**Walmer, Kent** – 9th.  
**Walton & Frinton, Essex** – 7th.  
**Weymouth, Dorset** – 4th.  
**Wicklow, Wicklow** – 2nd.

## IRB LAUNCHES

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

### NORTH-WEST DISTRICT

**Morecambe, Lancashire** – At 2.15 p.m. on 3rd December, 1966, the police were informed that a small boy angling from the shore was in difficulties about half a mile off the Broadway hotel. He had been cut off by flooding tide and the water was already up to his knees. The IRB was launched at 2.30 in a light north westerly wind and a calm sea. It was four and a half hours after low water. She reached the boy at 2.45 and took him aboard. The IRB then returned to her station, arriving at 3 o'clock.

### SOUTHERN DISTRICT

**Littlestone-on-Sea, Kent** – At 3.45 p.m. on 4th December, 1966, the IRB helmsman saw that the crew of a small dinghy, who were having difficulty in starting their outboard motor, were waving paddles and jerseys. At 3.47 the IRB was launched and proceeded to the casualty. It was one hour before high water, there was a moderate sea and a fresh north westerly breeze. One member of the dinghy crew was taken aboard the IRB suffering from cold. The IRB returned to the beach, towing the dinghy with the other man on board, at 4.35.

*See page 140 for other IRB launches*

## JANUARY

### IRISH DISTRICT

**Valentia, Co. Kerry** – At 8.45 p.m. on 22nd January, 1967, a large vessel was reported to have anchored in a very dan-

gerous position in Loughkay. Weather conditions were too severe for the local pilot boat to leave the harbour, so the life-boat *Roland Watts* proceeded at 9.15 in a strong southerly wind and a very rough sea. She found that the vessel was the s.s. *Irish Holly* on passage from Limerick to Dunkirk. A member of the life-boat crew was put aboard and he piloted the vessel into harbour. The life-boat arrived back on station at 1.25 a.m.

At 9 p.m. on 28th January, 1967, a small boat with two men on board was reported missing after leaving for Reenard at 6.45. The life-boat *Rowland Watts* left her moorings at 9.25 and searched for the missing boat. There was a gale force southerly wind and a rough sea. The tide was ebbing. She found the punt on the north shore of Cahirciveen river. Both the men were exhausted from rowing. The two men were taken aboard and the life-boat towed the punt back to Valentia. She arrived back on station at 10 o'clock.

**Arranmore, Co. Donegal** – At 8.20 p.m. on 23rd January, 1967, the Malin Head radio informed the honorary secretary that the British trawler *Spes Melior* was drifting one mile south east of Tory Island. Her engine had broken down and she wanted immediate assistance. The life-boat *W. M. Tilson* slipped her moorings at 8.50 in a moderate north easterly wind and a choppy sea. It was five hours after high water. She made contact with the trawler and found that her correct position was north north west of Tory light. The life-boat reached the trawler at 11.55 and towed her to Burtonport for repairs. The life-boat returned to her station at 7 a.m.

**Galway Bay** – At noon on 1st January, 1967, a young girl was reported to be suffering from appendicitis and was in need of hospital treatment. As no other suitable boat was available the life-boat *Mabel Marion Thompson* slipped her moorings at 12.45 p.m. with the patient and a nurse on board. There was a moderate north westerly wind and a smooth sea. It was one and a half hours before low water. The life-boat proceeded to Rossaveel where the patient and nurse were



By courtesy of]

[Raymond Sabiston

**A picture taken from the bow of 70,001 when she went to the assistance of the Danish ship *Marilene* on 24th January, 1967.**

landed and conveyed to hospital in a waiting ambulance. The life-boat returned to her station, arriving at 4.30.

At 9.30 a.m. on 30th January, 1967, the local doctor informed the honorary secretary that a boy was ill on Inishmaan Island and would have to be taken to hospital. As no other boat was available the honorary secretary agreed that the life-boat should be used. The life-boat *Mabel Marion Thompson* slipped her moorings at 10.15 with a doctor on board. There was a strong south south easterly wind and a rough sea. It was two hours after high water. She proceeded to Inishmaan Island and stood by off shore while a small boat brought the patient out. The life-boat embarked the boy and then proceeded to Rossaveel. The boy was landed at Rossaveel where an ambulance conveyed him to hospital. The life-boat returned to her station at 3.30 p.m.

#### NORTH-WEST DISTRICT

**Holyhead, Anglesey - At 8.18 p.m.**

on 31st January, 1967, a fishing vessel, whose engines had failed, was reported to be drifting on to the rocks two miles south east of the South Stack lighthouse. The life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, was launched at 8.31 in a moderate to fresh south westerly wind and a corresponding sea. It was half an hour after low water. The life-boat came up with the casualty, the motor fishing vessel *Gay Star*, at 9.16 and a tow line was connected. The life-boat towed the *Gay Star* to a berth at Holyhead, arriving back at her station at 9.36.

**Rhyl, Flintshire - At 7.5 p.m.** on 5th January, 1967, news was received that the engine of the pilot launch *Nancy* had broken down in a position between the North East and Dee buoys while taking a pilot out to a ship. The life-boat *Anthony Robert Marshall* was launched at 7.25 in a moderate north north westerly wind and a corresponding sea. It was one hour after high water. She proceeded to the area indicated and started searching with the

aid of parachute flares. A further message was received from the coastguard giving the pilot boat's position as one mile south east of a small coaster at anchor near the Dee buoy. At 8.43 the life-boat found the launch *Nancy* and at the request of the pilot the launch was towed into Mostyn harbour. After the *Nancy* was safely moored the life-boat returned to her station, arriving at 9.45.

## SCOTTISH DISTRICT

**Lerwick, Shetlands** - At 3.36 a.m. on 8th January, 1967, the coastguard informed the honorary secretary that the Danish fishing vessel *Jane Harbo* had requested urgent medical assistance for a member of her crew who had been involved in an accident and was seriously injured. The life-boat *Claud Cecil Staniforth* was launched at 4.30 with a doctor on board. There was a light north easterly wind and a choppy sea. It was three hours after high water. She came up with the motor fishing vessel *Jane Harbo* at 8.5 and put the doctor and the life-boat first aid man aboard. The life-boat escorted the fishing vessel to Lerwick and the injured man was landed at the wharf. He was transferred to a waiting ambulance and taken to hospital. The life-boat returned to her station at noon. A letter of appreciation was received by the life-boat crew from the Danish Ambassador.

**Longhope, Orkneys, and Wick, Caithness-shire** - At 11.27 a.m. on 26th January, 1967, it was learned that a vessel was transmitting a Mayday call off Pentland Skerries. The Longhope life-boat *T.G.B.* was launched at 11.45 in a strong east by southerly wind and a rough sea. She proceeded toward the position indicated. The Wick life-boat *City of Edinburgh* was launched at 11.55 a.m. and reached the motor fishing vessel *Flamingo*, of Stavanger, just after she had been taken in tow by the Norwegian m.v. *Brunholm*. She escorted the vessels towards Duncansbay Head, and when the tow line broke in the heavy swell, she assisted in running two ropes to the m.v. *Brunholm*. When the vessels reached

Duncansbay Head the Longhope life-boat took over the escort duty and the Wick life-boat returned to her station, arriving at 4.50 p.m. The *T.G.B.* escorted the vessels until they were within two miles of Scrabster harbour and well clear of the strong tides. The life-boat then returned to her station, arriving at 8.30 p.m., and the *Brunholm* towed the *Flamingo* into Scrabster harbour.

**Longhope, Orkneys** - At 11.15 a.m. on 21st January, 1967, the local doctor informed the honorary secretary that a patient needed urgent hospital treatment. The life-boat *T.G.B.*, with the patient on board, was launched at 11.50 in a fresh south easterly wind and a rough sea. It was low water. She proceeded to St. Margarets Hope where the patient was landed and conveyed to hospital in a waiting ambulance. The life-boat returned to her station at 2.20 p.m.

**Stornoway, Outer Hebrides** - At 12.45 p.m. on 29th January, 1967, the coastguard informed the honorary secretary that the motor fishing vessel *Margaret Sinclair* was long overdue on a passage from Stornoway to Castlebay. The life-boat *The James and Margaret Boyd* slipped her moorings at 1.5 in a gale force south easterly wind and a rough sea. It was four hours after high water. A few minutes later the coastguard reported that the vessel had been sighted at the mouth of Loch Shell, about 16 miles south of Stornoway. She was drifting, with her machinery apparently out of action. The life-boat arrived alongside the *Margaret Sinclair* at 3.10 and towed her back to Stornoway harbour. She arrived back on station at 7.15.

**Stronsay, Orkneys** - At 11.30 p.m. on 8th January, 1967, the surgeon of Kirkwall hospital informed the honorary secretary that a child at North Ronaldsay was suffering from acute appendicitis and should be transferred to hospital immediately. The life-boat *The John Gellatly Hyndman* was launched at one minute past midnight in a gentle westerly wind and a slight sea. It was two and a half

hours after high water. She proceeded to North Ronaldsay where the child, and her parents were embarked. The life-boat then proceeded for Kirkwall, arriving at 6 a.m. The patient and her parents were taken to hospital in a waiting ambulance. At 6.10 the life-boat sailed for Stronsay, arriving back on station at 8.10.

**Peterhead, Aberdeenshire** - At 1.1 p.m. on 8th January, 1967, the coast-guard informed the honorary secretary that the motor fishing vessel *Lapwing* was firing red flares approximately a quarter of a mile off Peterhead breakwater. The life-boat *Julia Park Barry, of Glasgow*, was launched at 1.12 in a light north north easterly wind and a slight sea. She proceeded to the position indicated and found the fishing vessel which had a broken rudder. The life-boat secured a towline to the casualty and towed her into Peterhead harbour. The life-boat arrived back on station at 2.15.

**Thurso, Caithness-shire** - At 6.6 p.m. on 14th January, 1967, a vessel lying very close to the shore at Murkle was seen to have fired distress flares and rockets. The life-boat *Pentland (Civil Service No. 31)* was launched at 6.16 in a light south westerly wind and a slight sea. It was one and a half hours after low water. She proceeded towards Murkle Bay and intercepted the motor fishing vessel *Golden Way*, which had fired the distress signals when her engine had stalled and would not restart for some time. Her crew had managed to repair it, however, and she was then proceeding to Scrabster harbour. The life-boat escorted the fishing vessel to Scrabster, and then returned to her station, arriving at 7.27.

**Campbeltown, Argyllshire** - At 5.50 p.m. on 7th January, 1967, the coast-guard informed the honorary secretary that a yacht with engine failure was almost aground on Boiler Reef. The life-boat *City of Glasgow II* proceeded at 6.7 in a light east north easterly wind. The tide was flooding. The life-boat passed a line to the yacht named *Pandora* and towed

her off the reef. Difficulty was experienced in towing the yacht as she was fitted with hydraulic steering and this was put out of action when the engine failed. The coxswain put two men on board the *Pandora* to free the steering, and the life-boat and the tow then made better progress. The life-boat returned to her station at 11.40.

**Montrose, Angus** - At 8.25 a.m. on 13th January, 1967, a fishing vessel was reported on the rocks between Scurdyness and Usan. The life-boat *The Good Hope* was launched at 8.45 in a gentle west south westerly wind and a slight sea. It was four hours after high water. The coxswain, who had been standing by the vessel in his motor fishing vessel *Rosemary*, had come in for kedge anchors when the maroons were fired. He took these out in the life-boat and with the assistance of the second coxswain and a pilot in a small boat, the anchors were laid out. When the tide began to flow, however, the *Angus Rose* started to take in water, so the life-boat obtained a pump which was supplied by the Angus fire service. The coastguard L.S.A. company from Usan were standing by and had a line aboard the casualty. Just after the life-boat returned, an unusual swell developed and as the tide rose the vessel bumped violently on Craig rock. The life-boat secured a line, and with the motor fishing vessel's engine running she was pulled clear. The pump was then put aboard and the life-boat escorted her to Arbroath slipway. The life-boat returned to her station at 5.30 p.m.

**Mallaig, Inverness-shire** - At 10.20 a.m. on 12th January, 1967, the coast-guard informed the honorary secretary that a ship was aground at Barony Point, Morvern. The life-boat *E. M. M. Gordon Cubbin* left her moorings at 10.30 in a fresh north westerly wind and a choppy sea. It was two hours after high water. She proceeded to the position given and found the m.v. *Ole Sif*, of Copenhagen, aground. The master of the vessel informed the coxswain that no assistance was required, but the coastguard advised the life-boat to stand by the vessel. She



stood by until after low water and then, as the ship was in no immediate danger, proceeded to Oban. The life-boat returned to the *Ole Sif* the next morning and stood by until she refloated. A tug arrived at 8.25 a.m. and the vessel re-floated on the rising tide forty minutes later. The tug escorted the vessel to the Clyde, and the life-boat returned to her station at 2.35 p.m. having been at sea for 29 hours.

#### NORTH-EASTERN DISTRICT

**Redcar, Yorkshire** – At noon on 20th January, 1967, the coastguard informed the honorary secretary that the coble *Marney Lunn* appeared to be in difficulties and he would keep the vessel under observation. It soon became apparent that she was trying to reach the shore through dangerous waters, and the life-boat *Aguila Wren* was launched at 12.57 p.m. There was a moderate southerly wind and a

corresponding sea. It was two hours after high water. She met the coble and escorted her to the shore. When she was safely beached the life-boat returned to her station, arriving at 1.45.

**Amble, Northumberland** – In the early afternoon of 30th January, 1967, four fishing cobsles were at sea when conditions at the harbour bar were worsening. The life-boat *Millie Walton* slipped her moorings at 2.16 p.m. in a light south westerly wind and a rough sea. It was two hours after low water. She proceeded to the harbour entrance and stood by while the cobsles *Silver Coquet*, *Provider*, *Ocean Vanguard* and *Wayside Flower* entered the harbour. She returned to her station at 3.30.

At 4.33 p.m. on 19th January, 1967, news was received that the m.v. *Shetland Trader* had a sick man on board who required medical attention. The life-boat



By courtesy of]

[Lowestoft Journal

**The Lowestoft trawler *Garibaldi, J.* which broke adrift, being towed back to port on 15th December, 1966, by the Lowestoft life-boat.**

*Millie Walton* slipped her moorings at 4.50 with a doctor on board. There was a light south south westerly wind and a slight sea. It was two hours after low water. She met the vessel about three miles north east of Amble harbour and put the doctor aboard. She stood by while he examined the patient and then took them both off the vessel. The life-boat returned to her station at 6 o'clock and landed both doctor and patient. The sick man was transferred to a waiting ambulance and conveyed to hospital.

**Dunbar, East Lothian** - At 2.25 p.m. on 19th January, 1967, the coastguard informed the honorary secretary that the motor fishing vessel *Leon Laura* required assistance one and a half miles north east of Dunbar. The life-boat *Margaret* slipped her moorings at 2.37 in a moderate south south westerly wind and a corresponding sea. It was low water. The life-boat found the fishing vessel three miles due east of Dunbar. The *Leon Laura*, which had developed engine trouble, was towed by the life-boat to Dunbar. The life-boat arrived back at her station at 3.34.

**Filey, Yorkshire** - At 8.45 a.m. on 25th January, 1967, nine cobles were reported at sea and there was a distinct possibility of conditions worsening when the tide flooded. By 9.45 conditions had deteriorated considerably and the life-boat *The Isa & Penryn Milsted* was launched at 10.10 in a gale force south easterly wind and a rough sea. It was one hour after low water. She met eight of the cobles and escorted them into Filey harbour. The other vessel proceeded to Scarborough harbour which she reached safely. The life-boat returned to her station at 2.45 p.m.

**Whitby, Yorkshire** - At 12.40 p.m. on 5th January, 1967, news was received that three local fishing vessels were still at sea and the weather was deteriorating rapidly with very heavy seas breaking at the approach to the harbour bar. The life-boat *Mary Ann Hepworth* was launched at 12.45 in a gale force north westerly wind and a very rough sea. It was one hour after low water. She proceeded to a

position near the bar and stood by while the motor fishing vessels *Ocean Venture*, *Lead Us*, and *Wakeful* entered the harbour. The life-boat returned to her station at 3.47.

At 4.55 p.m. on 24th January, 1967, the coastguard informed the honorary secretary that the m.v. *Egton* was drifting ashore at North Cheek, Robin Hood Bay. The life-boat *Mary Ann Hepworth* was launched at 5.10 in a light south easterly wind and a slight sea. She went alongside the vessel at 6 o'clock. The vessel was hard aground and pounding heavily. An hour later the life-boat was asked to take off four technicians, but in view of the increasing ground swell and broken water around the vessel the coxswain decided he would take them off when the tide flowed as there would be less risk. When the *Egton* informed the coxswain that tugs would arrive before the next tide, he decided to return to harbour for the life-boat crew to have a meal. The life-boat returned at 10.30 to stand by for the salvage operation and to take off the technicians. The life-boat arrived back at Whitby at 10 o'clock, and set out for Robin Hood's Bay again at 10.28. She stood by while two tugs attempted to refloat the vessel and a few minutes before high water the ship was still aground. In answer to a request from the *Egton* the life-boat moved in to take off the technicians. It was then seen that the vessel was moving. She floated clear at high water. The life-boat stood by while the *Egton* anchored.

**Bridlington, Yorkshire** - At 8.15 a.m. on 23rd January, 1967, six fishing vessels were still at sea and in view of the deteriorating weather conditions it was suggested that the life-boat should escort *Morrison, Sheffield II* was launched at 9.40 in a gale force south easterly wind and a very rough sea. She met the motor fishing vessels *Wimifred*, *Lead Us*, *Normandy*, *Betty*, *Wayside Flower* and *Harvester*, and escorted them into the harbour. When the vessels were all safely inside the harbour, the life-boat returned to her station, arriving at 12.16 p.m.

At 2.25 p.m. on 5th January, 1967, the coastguard informed the honorary secretary that the private wireless transmitting station *Ocean 7 (Radio 270)*, had an injured man on board, and asked if the life-boat could take him off as he was in need of hospital treatment. The life-boat *Tillie Morrison, Sheffield II* was out on exercise at that time with the inspector of life-boats on board. The message was passed to the life-boat which proceeded immediately in a gale force northerly wind and very rough sea. It was two hours after high water. The ship *Ocean 7* was anchored one mile north east of the South Smithic buoy. Owing to the heavy swell that had been running for several days causing broken water over the Smithic sands, the life-boat proceeded to the South Smithic buoy and together with the *Ocean 7* proceeded to more sheltered water in the bay. The injured man was then taken aboard the life-boat and landed at Bridlington harbour. The life-boat resumed her exercise at 4.11.

On 6th January, 1967, the life-boat *Tillie Morrison, Sheffield II* rescued the crew of four of the motor fishing vessel *Normanby*. A full account of this service, for which a special award was made to Coxswain John King, appears on page 143.

## SOUTH-EASTERN DISTRICT

**Clacton-on-Sea, Essex** - At 5.54 a.m. on 26th January, 1967, news was received that a cabin cruiser with three persons on board was long overdue. The life-boat *Sir Geoffrey Baring* was launched at 6.25 in a light wind and a slight sea. It was four hours after high water. The cabin cruiser was found near north east Maples buoy by a motor barge which was on passage from London to Brightlingsea. The life-boat met them near the buoy and escorted the cruiser to the Whittaker Channel, where she proceeded under her own power to Burnham-on-Crouch. The life-boat returned to her station at 12.30 p.m. A helicopter also took part in the search.

**Lowestoft, Suffolk** - At 4.40 p.m. on 14th January, 1967, the coastguard in-

formed the honorary secretary that the motor fishing vessel *Mizpah* had grounded on the Newcombe sandbank a quarter of a mile south east of Lowestoft harbour entrance. The life-boat *Elizabeth Elson*, on temporary duty at the station, slipped her moorings at 4.50 and proceeded to the position stated. There was a light south easterly wind and a slight sea. It was low water. She towed the vessel off the sandbank and into Lowestoft harbour. The life-boat arrived back on station at 5.50.

**Walton and Frinton, Essex** - At 4.45 p.m. on 9th January, 1967, information was received that the Trinity House vessel *Precedor* had reported that two men were flashing lights from the Rough Towers and appeared to require assistance. The life-boat *Edian Courtauld* left her moorings at 5.30 in a light north westerly wind and a slight sea. It was one hour after low water. She reached the Rough Towers at 7.11 and took the men off. The only means of exit from the tower was by a rope ladder and fortunately the weather conditions allowed the life-boat to manoeuvre under the ladder as each of the four men descended. When the men were safely aboard, the life-boat returned to her station, arriving at 10.5.

**Skegness, Lincolnshire** - At 1.18 p.m. on 1st January, 1967, the coastguard informed the assistant honorary secretary that a small boat appeared to be in distress and that coastguards were going to Vicar's Point to investigate. The coastguard telephoned the second coxswain at 1.55 to say that the boat could not be seen from the shore. The life-boat *Charles Fred Grantham* was launched at 2.15 as there was a possibility that the boat had been blown well out to sea by the offshore wind. There was a moderate north westerly wind and a choppy sea. It was three hours after high water. She found the boat with a crew of two on board four miles east of Chapel Point. The two men were taken off by the life-boat which took the casualty in tow and returned to Skegness, arriving at 4.30.

## SOUTHERN DISTRICT

**St Mary's, Scilly Isles** - At 9 a.m. on 29th January, 1967, news was received that the Dutch coaster *Bree-Helle* was in rough seas 10 miles west of Rund Island lighthouse. She was carrying a heavy deck cargo and wished to shelter in the lee of the islands. She had asked if the life-boat would escort her in. The life-boat *Guy and Clare Hunter* was launched at 9.35 in a strong gale force south westerly wind and a very rough sea. She met the coaster and put the second coxswain aboard her. The life-boat then escorted the *Bree-Helle* into St. Mary's Pool, and returned to her station at 12.30 p.m.

**Bembridge, Isle of Wight** - At 2.30 a.m. on 19th January, 1967, the coastguard informed the honorary secretary that the Danish m.v. *Bettann*, which was anchored off St. Helens Fort, was firing red flares. The life-boat *Jesse Lumb* was launched at 2.50 in a strong southerly wind and a very rough sea. It was three and a half hours after low water. She found the vessel, which was aground, at 3.17 and the coastguard then advised her that the tug *Boxer* would attempt to refloat the vessel. The life-boat informed the tug that pumping equipment was more urgently required than a tow, and at 3.56 the tug arrived alongside. The destroyer *Agincourt* was also standing by. At 4.29 the crew of the *Bettann* were taken off by the life-boat but the master remained on board. The tug *Boxer* left for more sheltered waters at 5.3 as the weather was worsening. At 6.15 the coastguard advised the coxswain that the dockyard vessel *Appleby* would be arriving at about 7.30 with pumps on board. At 8.22 equipment was put aboard the *Bettann*. The life-boat informed the coastguard at 9.14 that pumping had ceased and that the m.v. *Bettann* was sinking. She had taken off the master, and his wife was aboard the tug *Boxer*. The life-boat arrived back on station at 10.15.

**Newhaven, Sussex** - At 4.40 p.m. on 8th January, 1967, the coastguard in-

formed the honorary secretary that two red flares had been reported seven to 10 miles off Seaford Head. The life-boat *Kathleen Mary* was launched at 4.50 in a gentle north easterly wind and a moderate sea. It was one hour after high water. She proceeded to the position indicated and found the motor boat *Diver Boy* whose two occupants had been on a fishing trip when the boat's engine broke down. The *Diver Boy* was being towed by a fishing vessel. The life-boat took over from the fishing vessel and towed the motor boat into Newhaven harbour. She then returned to her station, arriving at 5.55.

**Eastbourne, Newhaven, Shoreham Harbour and Selsey, Sussex** - At 9.45 p.m. on 7th January, 1967, a message was received that the East German m.v. *Saale*, which was on fire, required assistance. The life-boat *Beryl Tollemache* was launched at 10.5 in a fresh east south easterly wind and a rough sea. It was one and a half hours after high water. She proceeded to the vessel, which was south of Beachy Head, and went alongside. The coxswain was told that most of the crew had been taken off by the tanker *Edenfield*. The life-boat went to the *Edenfield* and took off 12 members of the crew of the m.v. *Saale* and returned them to their ship to help fight the fire. She then took 14 more crewmen and one woman off the *Edenfield*, and returned to the *Saale*. By this time tugs were in attendance, one of which was alongside the vessel, so the life-boat returned to her station, arriving at 5.30 a.m. with the survivors. The Newhaven life-boat *Kathleen Mary* took over and escorted the *Saale* and her attendant tugs until they neared Shoreham. The Shoreham Harbour life-boat *Dorothy and Philip Constant* relieved the *Kathleen Mary* at 10.45, and the Newhaven life-boat returned to her station. It had been decided to beach the m.v. *Saale* near Spithead, and the Shoreham Harbour life-boat continued to escort the vessels until the Selsey life-boat, *Canadian Pacific*, took over at 1.10 p.m. when they reached the *Owers* lightvessel. The *Dorothy and Philip Constant* returned to Shoreham and the *Canadian Pacific* escorted the vessels

until the m.v. *Saale* was beached on Mother Bank. The Selsey life-boat then proceeded to Portsmouth as conditions at Selsey were not suitable for rehousing. She arrived in Portsmouth harbour at 5.15.

**Weymouth, Dorset** - On 24th January, 1967, the life-boat *Frank Spiller Locke* saved the catamaran *Ranger of Essex* and rescued her crew of two. A full account of this service, for which a special award has been made to the coxswain and crew, will appear in the September issue of THE LIFE-BOAT.

### SOUTH-WEST DISTRICT

**Clovelly, North Devon** - At 6.48 p.m. on 14th January, 1967, information was received that a boy was stranded on a rock about 500 yards from the shore at Northcott Mouth, one mile north of Bude. The life-boat *William Cantrell Ashley* was launched at 7.5 with a small rowing boat on board. There was a light westerly wind and a slight sea. It was one hour before high water. She arrived at the indicated position at 9.26. The coxswain and a member of the life-boat crew rowed to the rock in the small boat and took the boy off. When the boy was safely aboard the life-boat she returned to her station, arriving at 1 a.m.

**Life-boat 70-001, Bristol Channel** - At 2.30 p.m. on 23rd January, 1967, the coxswain of the seventy foot life-boat intercepted a radio message that the m.v. *Marilene* had broken down and required assistance in a position eight miles north-east by east of Trevoise Head. The life-boat *Charles H. Barrett (Civil Service No. 35)* proceeded at 4.15 in a gale force south westerly wind and a very rough sea. It was one hour after high water. She came up with the vessel at 7.25 and relieved the two trawlers which were standing by. The life-boat escorted the *Marilene* to Lundy Island where they anchored at 10.47. On the advice of the life-boat coxswain the

*Marilene* sailed for Swansea the next morning at 8.15 a.m. escorted by the life-boat. At 3 o'clock they arrived off Swansea where the *Marilene* took a pilot on board. The life-boat proceeded to the South dock where she was secured at 3.15.

**Penlee, Cornwall** - At 10 p.m. on 21st January, 1967, information was received that help would be needed to take a sick man off the British cargo ship *Kohima* which was four miles south of Penzance. The life-boat *Solomon Browne* was launched at 3.45 a.m. on an ebb tide the following morning. There was a strong west south westerly wind and a moderate sea. The life-boat proceeded to Newlyn to embark a doctor and ambulance crew and arrived alongside the ship at 5.40. The patient was placed aboard the life-boat which left at 6.30. The sick man was landed at Newlyn at 7.10 where the life-boat had to be moored owing to heavy ground swell at the slipway. The life-boat was rehousing at 3 p.m. on 24th January.

*The following life-boats were also called out in January.*

**Barra Island, Outer Hebrides** - 29th.  
**Dunmore East, Co. Waterford** - 22nd.  
**Exmouth, South Devon** - 18th.  
**Filey, Yorkshire** - 15th and 31st.  
**Great Yarmouth and Gorleston, Norfolk** - 8th.  
**Hartlepool, Co. Durham** - 20th and 22nd.  
**Hastings, Sussex** - 16th.  
**Humber, Yorkshire** - 2nd.  
**Longhope, Orkneys** - 27th.  
**Mallaig, Inverness-shire** - 12th.  
**Margate, Kent** - 26th.  
**Padstow, Cornwall** - 23rd.  
**St. Peter Port, Guernsey** - 23rd.  
**Selsey, Sussex** - 30th.  
**Shoreham Harbour, Sussex** - 20th.  
**Swanage, Dorset** - 22nd.  
**Torbay, Devon** - 18th and 23rd.  
**Whitby, Yorkshire** - 17th.  
**Life-boat, 70-002** - 31st.

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## IRB LAUNCHES

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

### NORTH-WEST DISTRICT

**Flint** - At 10.44 a.m. on 25th January, 1967, news was received that someone was in distress in the river Dee. The IRB was launched at 10.52 in a calm sea and proceeded up river. She found a wild-fowler who had underestimated the tide and had been up to his neck in the water for two hours. The IRB took him aboard and returned to her station at 11.27.

### SOUTHERN DISTRICT

**Mudford, Hampshire** - At 2.40 p.m. on 22nd January, 1967, information was received that a fishing boat, which was

disabled, had anchored just outside the harbour bar. The IRB was launched at 2.55 in a light south westerly wind and a heavy ground sea. It was two hours after low water. Two motor boats also put to sea at the same time. When they reached the fishing boat the IRB passed her a drogue and line, and one of the motor boats secured a line to her while the other stood by. At this moment an 18 foot launch appeared from the eastward making for the harbour entrance. The IRB stood by while the launch attempted to enter the harbour but the launch capsized. The IRB was alongside within ten seconds and pulled the survivor aboard. The IRB landed him at the quay. She then returned to the fishing vessel, which was being towed by one of the motor boats, and stood by until both boats were safely in the harbour. The IRB returned to her station at 3.40.

*See page 140 for other IRB launches*

## FEBRUARY

### SCOTTISH DISTRICT

**Stronsay, Orkneys** – At 8.25 p.m. on 4th February, 1967, the motor fishing vessel *Girl Mina* was reported aground at Elsness Holm, Sanday. The life-boat *The John Gellatly Hyndman* proceeded to the casualty at 8.45 in a strong westerly wind and moderate sea. The tide was ebbing. At 9.25 the life-boat reached the stranded vessel. A line was put on board the *Girl Mina* at 9.53 in an attempt to tow her off the rocks but without success. The life-boat stood by until the early hours when it was decided at 6.15 a.m. to take the crew of two men off the vessel as by now the weather was deteriorating. They were landed at Sanday pier. Another motor fishing vessel *Silver Fern* took the two men back to their boat at 8.15 as an attempt was to be made to refloat the *Girl Mina*. This was unsuccessful and finally, at 12.40, they had to be taken off the wrecked vessel once again and were landed at Sanday pier.

After 17 hours at sea the life-boat eventually returned to her moorings at 1.40 p.m. on 5th February.

**Stornoway, Outer Hebrides** – At 5.30 a.m. on 21st February, 1967, the motor fishing vessel *Pilot Me II* of Fraserburgh was reported to be drifting ashore in the vicinity of Tiumpan Head lighthouse about 14 miles north east of Stornoway. The life-boat *The Rankin*, on temporary duty at the station, left her moorings at 6 o'clock. There was a storm force westerly wind and a very rough sea. It was one and a half hours after high water. She arrived at the casualty at 7.30 and it was found that she had been taken in tow by the motor fishing vessel *Strachens* of Fraserburgh. The life-boat accompanied the vessels to Stornoway, arriving at 3.30.

At 5.30 a.m. on 5th February, 1967, news was received that a fishing vessel, while leaving Stornoway harbour, had stopped rather suddenly and drifted out of sight under the land inside Helm Head.



By courtesy of]

[Llandudno Advertiser

**Two local sisters, Mrs. S. J. Sutcliffe and Miss M. A. Law (left), handing over an IRB at Llandudno, which they have presented in memory of Mrs. Sutcliffe's husband.**

No distress signals, however, had been seen or heard. A few minutes later the vessel fired a red flare. The coastguard rescue equipment team was alerted and the life-boat *The James and Margaret Boyd* slipped her moorings at 6.5 in a gale force westerly wind and a rough sea. It was one and a half hours after high water. She reached the motor fishing vessel *Ocean Starlight* at 6.20. The skipper of the vessel wanted to stay on board and a lifeline was put aboard from the shore in case of emergency as the tide was failing. The life-boat then landed the remaining three members of the crew at Stornoway harbour. She returned to the stranded vessel and carried an anchor from her to windward and stood by until the tide turned. She towed the vessel clear about half an hour before high water. *The Ocean Starlight* proceeded to Stornoway harbour under her own power, escorted by the life-boat, which returned to her station at 6 o'clock.

**Mallaig, Inverness-shire** - At 6.10 a.m. on 21st February, 1967, the French trawler *Prélude* was reported to be in difficulties. Her position was about five miles west of Ardnamurchan Point. The life-boat *E. M. M. Gordin Cubbin* proceeded at 6.30 in a west south westerly gale and a rough sea. It was one hour after low water. The casualty, which was reached at 9 o'clock, was being towed by another French trawler, with a third standing by. The casualty was on a lee shore, with the wind strengthening, and the life-boat stood by and finally escorted the trawler safely to anchor at Tobermory. The life-boat returned to her station at 9 p.m.

**Barra Island, Outer Hebrides** - At 4.20 p.m. on 20th February, 1967, two

French trawlers, the *Prélude* and the *Marie Christine*, were reported to have broken down 10 miles west of Ardnamurchan. The life-boat *R. A. Colby Cubbin No. 3* proceeded at 4.45 in a strong south westerly gale force wind and a very rough sea. The tide was ebbing. She arrived at the scene at 9.15. In the meantime two French trawlers had arrived and had taken them in tow. They were making for the Sound of Mull. The life-boat escorted the vessels a considerable distance. As both trawlers in tow were making good headway the life-boat then proceeded to her station, arriving back at her moorings at 6.15 a.m. on 21st February, 1967.

At 5 p.m. on 7th February, 1967, news was received that a sick man had to be taken to hospital at South Uist. The sick man was taken on board the life-boat *R. A. Colby Cubbin No. 3*. The life-boat slipped her moorings at 5.30 and proceeded to South Uist in a slight northerly breeze and smooth sea. The tide was flooding. The sick man was landed at South Uist, and the life-boat returned to her station at 12.30 a.m. on 8th February, 1967.

**Aberdeen** - At 5.55 a.m. on 18th February, 1967, a red flare was reported on the north side of Girdleness lighthouse. There was a light north westerly breeze with a moderate sea. It was one hour before high water. The life-boat *Ramsay-Dyce* proceeded at 6.20 and found the fishing boat *Crystal River*, whose engine had failed. The *Crystal River* was taken in tow by the life-boat and brought safely into Aberdeen harbour at 8.35. The life-boat was rehoused at 8.55.

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**Aith, Shetland Isles** – At 9 p.m. on 20th February, 1967, at the request of the medical authorities, the life-boat was made ready to convey a doctor and a relief district nurse to the Island of Foula. The resident nurse was seriously ill on the island which had been isolated since early December owing to continuous severe weather conditions. At 10.15 a.m. on 21st February the life-boat *John and Frances Macfarlane* embarked the doctor, nurse and certain urgent provisions and proceeded to Foula. There was a strong south westerly breeze with a rough sea. It was two hours after high water. The passage was uneventful but difficulty was experienced in approaching the small jetty on the island. Eventually the doctor and nurse were landed at 1.35 p.m. At 2.50 the doctor together with the sick nurse were reembarked and the life-boat returned to Aith, arriving at 5.50, when the patient was conveyed to hospital.

On 19th February, 1967, the life-boat *John and Frances Macfarlane* rescued the crew of the trawler *Juniper* of Aberdeen. A full account of this service, for which special awards were made to the coxswain and crew, will appear in the September issue of *THE LIFE-BOAT*.

**Anstruther, Fife** – At 12.30 p.m. on 27th February, 1967, it was seen that the local fishing fleet was standing off the harbour awaiting the tide to flood sufficiently in order to enter. There was a gale force southerly wind with a very heavy sea and swell making entry into the harbour extremely hazardous. The life-boat *The Doctors* was launched at 12.57 and stood by until all the vessels were inside the harbour. The life-boat returned to her station at 2.30.

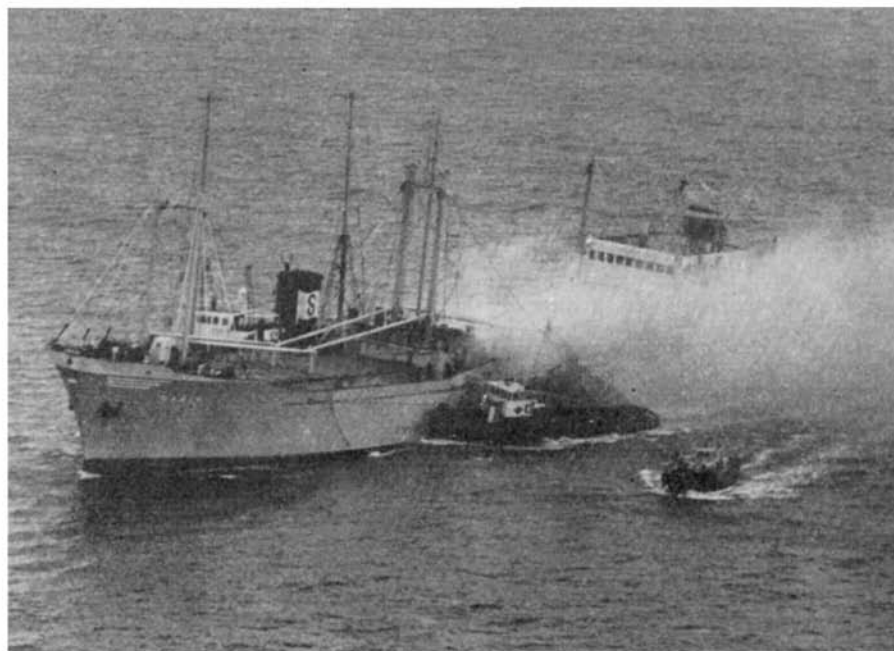
**Arbroath, Angus** – At 10.56 p.m. on 6th February, 1967, red flares were

reported to have been seen about five miles south of Arbroath. The life-boat *The Duke of Montrose* was launched at 11.6 in a calm sea. It was an hour after low water. She proceeded to the position stated and found the fishing boat *Avail* with a fouled propeller. The life-boat secured a towline to the boat and towed her into harbour. The life-boat returned to her station about 12.30 a.m. on 7th February, 1967.

At 11.5 a.m. on 27th February, 1967, it was indicated that concern was felt for six fishing boats which were still at sea in rapidly deteriorating weather conditions. There was a gale from the south south east with a very rough sea. It was two hours after low water. The life-boat *The Duke of Montrose* launched at five minutes past noon and escorted the fishing boat *Amber*, which was crossing the bar, to safety in the harbour. The remaining five boats were then each

escorted over the harbour bar. The life-boat arrived back at her station at 1.10.

**Life-boat 70-002 at Ullapool** – At 6 a.m. on 1st February, 1967, a fisherman told the coxswain that a fishing boat had struck a rock in the vicinity of Gruisard Bay and was being towed towards Ullapool. Although the crew were in no danger the coxswain decided to meet the tow in case the life-boat could render assistance. The life-boat *Grace Paterson Ritchie* proceeded at 6.1 in a light wind and a slight sea. It was one hour after low water. She met the motor fishing vessel *Swiftsure* of Fraserburgh about half a mile down Loch Broom. The damaged vessel was being towed between two other fishing vessels. The life-boat went alongside the *Swiftsure* and passed the salvage hose across. Pumping was started immediately and continued until the four vessels reached Ullapool. The life-boat returned to her station at 7 o'clock, but



By courtesy of]

[United Press International (U.K.) Ltd.

**A life-boat standing by the Saale off Eastbourne on 7th February, 1967.**

continued pumping until 10 o'clock, when a portable pump arrived from Inverness. At 11 o'clock the life-boat assisted in beaching the damaged vessel so that temporary repairs could be put in hand.

## NORTH-EASTERN DISTRICT

**Flamborough and Scarborough, Yorkshire** – At 5.5 p.m. on 16th February, 1967, a small yacht was reported to be in difficulties off Flamborough Head. The life-boat *Friendly Forester* was launched at 5.40 into a moderate south south easterly breeze and a very rough sea. It was three and a half hours before high water. The life-boat found the yacht *Charon* of Styx with one man on board. The coxswain advised him to proceed to Scarborough in view of the prevailing weather conditions, and the life-boat escorted the yacht to a position two and a half miles off Filey Brigg, arriving there at 7.30. The Scarborough life-boat *J. G. Graves of Sheffield*, which had been launched at 6.40, then took over the escort duty and the Flamborough life-boat returned to her station, arriving at 9 o'clock. In the meantime the Scarborough life-boat escorted the yacht into Scarborough harbour and arrived back on station at 8.30.

**Boulmer, Northumberland** – At 4 p.m. on 22nd February, 1967, the coast-guard informed the honorary secretary that two cobsles from Boulmer were overdue. The life-boat *Robert and Dorothy Hardcastle* was launched at 4.21 in a light south easterly wind and a choppy sea. It was three hours after high water. She proceeded and came up with the coble *Lorna Cordelia* about a mile and a half to the north of Boulmer. After ascertaining that she was not in difficulties, the life-boat continued searching on a northerly course and found the coble *Jaqueline Stevenson* two and a half miles north of Boulmer. The life-boat escorted both vessels into Boulmer harbour, and returned to her station at 4.50.

**Humber, Yorkshire** – At 7.53 a.m. on 6th February, 1967, news was re-

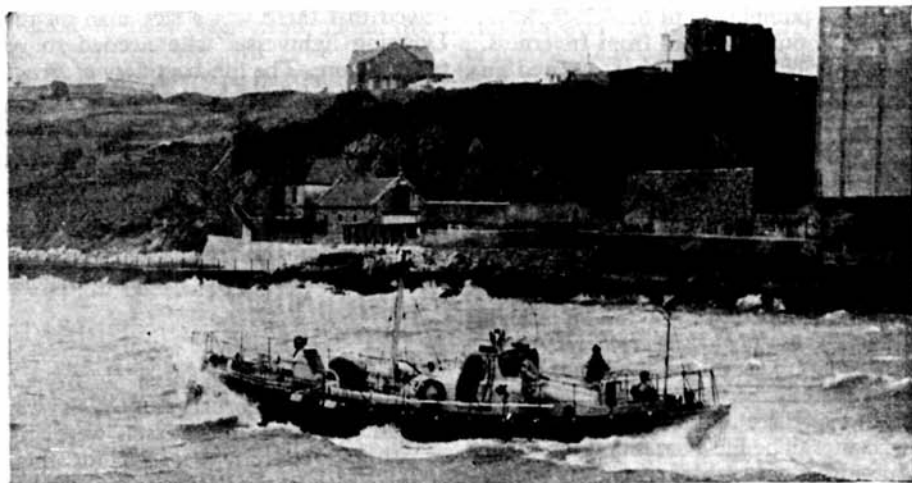
ceived that there was a sick man on the Dowsing lightvessel who needed to be taken ashore. The life-boat *City of Bradford III* was launched at 8.45 with a doctor on board. There was a strong west south westerly wind and a rough sea. It was low water. The doctor was transferred to the lightvessel and together with the patient returned to the life-boat at 12.40 p.m. The doctor and the patient were conveyed to Spurn by the life-boat arriving at 4.35.

**Bridlington, Yorkshire** – At 3.8 p.m. on 27th February, 1967, it was learned that six fishing vessels were still at sea and concern was felt for their safety in view of the deteriorating weather conditions. There was a strong gale from the south west by south with a very rough sea. It was three hours before high water. The life-boat *Tillie Morrison, Sheffield II* launched at 3.35 and as each fishing vessel approached the bar the life-boat stood by. When all the vessels had entered harbour the life-boat returned to her station, arriving at 4.45.

## SOUTH-EASTERN DISTRICT

**Great Yarmouth and Gorleston, Norfolk** – At 1.55 p.m. on 14th February, 1967, news was received that a member of the crew of the collier *Charles Parsons* had injured his ankle. The position of the vessel was about two miles east of the harbour. A doctor accompanied the life-boat *Louise Stephens* which was launched at 4.10 – two hours before low water. There was a strong south-easterly wind and a moderate sea. The life-boat reached the collier at 4.25 and the injured man, after receiving medical attention, was taken on board the life-boat and landed at 5 o'clock.

**Ramsgate, Kent** – At 12.20 p.m. on 4th February, 1967, the coxswain informed the honorary secretary that a radio telephone request for assistance had been received from the hovercraft *Sure* which had broken down half a mile south east of the North Goodwin buoy. The hover-



By courtesy of]

[Western Morning News

**The Plymouth life-boat *Thomas Forehead* and *Mary Rowse* leaving Millbay Docks to go to the assistance of the crabber, *Sunlit Waters*, broken down off Penlee on 16th February, 1967. A force seven wind was blowing at the time.**

craft was drifting. The life-boat *Edward and Isabella Irving*, on temporary duty at the station, was launched at 12.30 in a moderate west north westerly wind and a slight sea. It was one hour before low water. She found the hovercraft and towed her into Ramsgate harbour, arriving back at her station at 5.7.

**Southend-on-Sea, Essex** – At 10.50 a.m. on 12th February, 1967, attention was drawn to a small fishing boat, with an angling party on board, reported to be in distress off Canvey Point. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, was launched at 11.3 in a moderate east south easterly wind and a choppy sea. It was three hours after low water. She found the motor launch *Puffin* on the sea wall at Canvey Point. The life-boat could not get in close to her, so she fired a line across the launch and then started to tow her off. The *Puffin* immediately began to sink and the attempt was abandoned. The launch's crew were not in danger as they could walk ashore. The life-boat returned to her station, arriving at 1 p.m.

## SOUTHERN DISTRICT

**Plymouth, Devon** – At 12.20 p.m. on 16th February, 1967, a large open fishing boat was reported to be wallowing heavily and making no progress about three quarters of a mile off the fog station. No distress signals had been seen but there was a danger of her being carried on to the breakwater. The life-boat *Thomas Forehead and Mary Rowse* slipped her moorings at 12.45 in a gale force south easterly wind and a moderate sea. She came up with the crabber *Sunlit Waters* of Teignmouth off Picklecombe. A fleet tender was standing by. The crabber had just got under way, so the life-boat escorted her into port, returning to her station at 2.15.

**Yarmouth, Isle of Wight** – At 8.20 p.m. on 27th February, 1967, British Railways reported that the Lymington to Yarmouth ferry was aground in the Lymington river and asked for the life-boat's assistance in taking off the passengers. The life-boat *The Earl and Countess Howe* slipped her moorings at 8.33 in a gale force south south westerly

wind and a rough sea. The tide was flooding. When she reached the position, it was decided that an attempt should be made to refloat the ferry on the rising tide. The life-boat secured a tow rope to the ferry and succeeded in freeing the vessel. After escorting the motor vessel *Farringford* to Lymington quay the life-boat returned to her station, arriving at 9.48.

**Eastbourne, Sussex** – At 5.18 p.m. on 5th February, 1967, a message was received that two red flares had been reported about five miles to the east of the boat station. The life-boat *Beryl Tolle-mache* was launched at 5.30 in a light westerly wind and a smooth sea. It was three hours before high water. She pro-

ceeded towards Pevensey Bay and found the fishing boat *Sea Vixen* being towed by a speedboat. She escorted them into Pevensey Bay and then returned to her station, arriving back at 7 o'clock.

## SOUTH-WEST DISTRICT

**St. Peter Port, Guernsey** – At 5 p.m. on 9th February, 1967, the fishing boat *Marguerite*, with one man on board, was reported overdue. After further inquiries to see if the fishing boat had put in to another port, it was decided to launch the life-boat *Euphrosyne Kendal*. The life-boat proceeded at 5.45 in a slight north north easterly breeze and slight sea. The tide was flooding. The *Marguerite* was found just after 9 o'clock. There was



Photograph by courtesy of the *Evening Argus*, Brighton

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no one on board. After taking the fishing boat in tow the life-boat searched for the missing man until 11.25 when the search was called off until daybreak next day. The life-boat resumed the search at 6.20 a.m., together with civil aircraft, but without success, and the life-boat finally returned to her station at 10.25.

#### **Life-boat 70-001 at Clovelly, Devon**

– On the night of 8th February, 1967, the watchman on board the life-boat *Charles H. Barrett* (Civil Service No. 35) was asked by the coxswain to keep a look-out for a ship's boat from the motor vessel *Westminsterbrook* which was ashore with five crew on board. At 11.10 p.m. the boat was seen to put off from the shore using only one sculling oar, and soon got into difficulty in a moderate north easterly wind and a choppy sea. It was low water. The IRB on board the life-boat was launched and took the ship's boat in tow to the motor vessel *Westminsterbrook*. The IRB returned to the life-boat at 12.15 a.m. on 9th February, 1967.

**St. David's, Pembrokeshire** – At 10.36 a.m. on 22nd February, 1967, a message was received from the R.N.A.S. Brawdy that one of their aircraft had gone into the sea in St. Bride's Bay. The life-boat *Joseph Soar* (Civil Service No. 34) was launched within 14 minutes and proceeded at 10.50 in a fresh to strong south south westerly wind. The tide was ebbing. She reached the position 30 minutes later. A R.N.A.S. helicopter had already arrived and a diver was lowered from the helicopter on to the life-boat. Owing to the worsening weather conditions it became impossible for the diver to submerge. Before returning, the helicopter and the life-boat marked the position of the crashed aircraft with a marker buoy. It was 3.30 when the life-boat returned to her station.

**St. Ives, Cornwall** – At 9 a.m. on 25th February, 1967, a message was

received that a local doctor wanted the assistance of the life-boat to land the master of the motor vessel *Orwell*. The vessel was due at St. Ives at 9.20 in a near gale force south south westerly wind and a rough sea. It was low water. At 9.40 the *Orwell* was contacted off St. Ives Head and piloted by the life-boat to a smooth anchorage in St. Ives Bay. The honorary medical adviser was put on board. At 10.10 the master was embarked in the life-boat and landed at St. Ives, where he was transferred to a waiting ambulance. After landing the patient the life-boat returned to her station, arriving at 11.15.

## NORTH-WEST DISTRICT

**Barmouth, Merionethshire** – At 11.40 a.m. on 16th February, 1967, cattle were reported to be trapped by the incoming tide among the groyne and rocks to the north of Llanaber Holt, about one and a half miles north of Barmouth. The life-boat *The Chieftain* was launched at noon in a light south westerly wind and a heavy ground swell. It was high water. She proceeded to the position indicated and when she arrived on the scene a rescue operation was being carried out from the shore. There was a possibility of the heavy swell, on the turn of the tide, endangering life during the rescue operation. The life-boat therefore stood by until the danger had passed. *The Chieftain* returned to her station at 1.20.

**Workington, Cumberland** – At 2 p.m. on 5th February, 1967 a small boat was reported to be firing distress flares two miles to the seaward of Sallerbeck cemetery. The life-boat *Thomas McCunn* on temporary duty at the station, slipped her moorings at 2.30 in a fresh south westerly wind and a rough sea. It was half an hour before low water. She found the fishing vessel *Welcome* about two miles south west of Workington. Her engines had failed and she was

drifting. The life-boat took the *Welcome* in tow and returned to her station arriving at 3.30.

### IRISH DISTRICT

**Arranmore, Co. Donegal** – At 4 p.m. on 24th February, 1967, Malin Head radio station informed the honorary secretary that a man who was seriously ill on Tory Island needed urgent hospital treatment. The life-boat *W. M. Tilson* slipped her moorings at 5 o'clock in a gale force south easterly wind and a very rough sea. It was five hours after low water. She proceeded to Tory Island and took off the patient. The life-boat then conveyed him to Burtonport where he was transferred to an ambulance. The life-boat returned to her station at 3 a.m. on 25th February, 1967.

**Kilmore, Co. Wexford** – At 12.30 a.m. on 4th February, 1967, a message was received that a man had fallen overboard from the Conningbeg lightvessel. A further message advised that the man had been picked up and required a doctor immediately. The life-boat *Cecil Paine* was launched at 1 a.m. with a doctor, a priest, and a policeman on board. There

was a light south westerly wind and a smooth sea. It was high water. She reached the lightvessel at 2.40 and put the three men aboard. Unfortunately the man was dead when they arrived, so the life-boat took off the three men and the body and returned to her station, arriving at 4.25.

*The following life-boats were also called out in February.*

**Aberdeen, Aberdeenshire** – 8th.  
**Baltimore, Co. Cork** – 17th.  
**Girvan, Ayrshire** – 27th.  
**Great Yarmouth and Gorleston, Norfolk** – 19th.  
**Humber, Yorkshire** – 25th.  
**Islay, Inner Hebrides** – 18th.  
**New Brighton, Cheshire** – 25th.  
**New Quay, Cardiganshire** – 19th.  
**Penlee, Cornwall** – 19th.  
**Plymouth, South Devon** – 19th.  
**St. Helier, Jersey** – 9th.  
**Sennen Cove, Cornwall** – 11th.  
**Southend-on-Sea, Essex** – 25th.  
**Teesmouth, Yorkshire** – 18th.  
**Tenby, Pembrokeshire** – 28th.  
**Youghal, Co. Cork** – 24th.  
**Life-boat, 70-002** – 1st.

## Calendars and Cards

ONCE again the Institution will have on sale a pictorial calendar. This, for 1968, will consist of a very striking cover, bearing a dramatic colour picture taken at sea from the Yarmouth, Isle of Wight, life-boat, and the months spread over both sides of six pages. Each month will be headed by an attractive colour photograph of a seascape, several of them having direct life-boat associations.

The calendar will cost 5s. 6d. post free, complete with special cardboard envelope. There will, in addition, be available the usual pocket calendar selling at 3d. each. This year it will feature in black and white a reproduction of a drawing of a life-boat coxswain at the wheel specially drawn for the R.N.L.I. by Eric Fraser, F.S.I.A.

The Institution, will have on sale only one Christmas card this year, selling at 8d., post free, complete with envelope. Another of Coxswain Hayle's excellent colour photographs, taken on board the Yarmouth, Isle of Wight, life-boat, will be used for this.

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

# OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded in full on pages 121 and 130, the following launches on service were made during the months of December 1966, to February, 1967, inclusive:

**Aberystwyth, Cardiganshire** - February 3rd.  
**Bangor, Co. Down** - January 15th.  
**Conway, Caernarvanshire** - February 9th.  
**Eastney, Hampshire** - January 22nd, 28th, February 9th and 24th.  
**Hastings, Sussex** - December 4th.  
**Largs, Ayrshire** - January 3rd and February 25th.  
**Llandudno, Caernarvonshire** - February 9th.  
**Southend-on-Sea, Essex** - December 24th and February 11th.  
**Southwold, Suffolk** - January 9th.  
**West Kirby, Cheshire** - December 31st and February 19th.  
**Whitstable, Kent** - December 19th and 29th.

## NOVEMBER

### NORTH-WEST DISTRICT

**New Brighton, Cheshire** - At 10.45 p.m. on 27th November, 1966, news was received that the master of the Bar light-vessel had been taken suddenly ill. At 11 o'clock the life-boat *Norman B. Corlett* left her moorings and proceeded through a very rough sea in a west north westerly gale to Liverpool landing stage, where she embarked a doctor. It was high water. The life-boat conveyed the doctor to the lightvessel, where he diagnosed that the patient was suffering from a coronary thrombosis. The weather was too bad and the patient too ill for him to be moved, so the doctor remained aboard the light-vessel and the life-boat returned to her moorings at 5.20 a.m. on 28th November. At 7.20 a.m. on 1st December the harbour board authorities requested the services of the life-boat to land the doctor and the sick man. The life-boat left her moorings at low water at 7.50 in a south south westerly gale and a very rough sea. The life-boat returned to her moorings at 10.20 because the deteriorating weather would have prevented a successful transfer. A helicopter transfer was also ruled out because of the weather. On 3rd December the services of the life-boat were again requested, as the weather had improved slightly. The life-boat left her moorings at 8 a.m. in a north westerly gale and a very rough sea. It was low water. The transfer of the doctor and

patient was successfully carried out using the shelter provided in the lee of four vessels - the tanker *William Jebson*, the s.s. *Salinas*, the dredger *Mersey* and the salvage vessel *Salvor*. At 12.20 p.m. the patient was transferred to an ambulance at Liverpool landing stage, and at 1.40 the life-boat returned to her moorings.

### NORTH-EAST DISTRICT

**Teesmouth, Yorkshire** - At 6 p.m. on 30th November, 1966, information was received that the motor vessel *Gothland* had an injured man aboard who required medical assistance, and that the Shipping Federation doctor had agreed to go to him. The last known position of the vessel was forty six miles north east of Whitby but the Tees 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 a.m. 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 secured in the Tees dock and was rehoused next day.



## IRELAND

*These reports apply to services carried out in January, 1966.*

**Helvick Head, Co. Waterford** – At 3.45 a.m. on 11th January, 1966, a vessel was reported in distress in Dungarvan harbour. The life-boat *John and Lucy Cordingley* slipped her moorings at 4.15 in a gale force south easterly wind with a very rough and broken sea in the shallow harbour. She found the Dutch coaster *Cawi*, whose anchor chain had parted, grounded on a sandbank at the harbour mouth. The life-boat secured a line to the coaster and endeavoured to tow her into deep water, but was thwarted in this by the onshore south easterly gale. The master of the coaster refused to abandon ship, so the life-boat stood by until conditions improved, returning to her station at 11.15. In the evening, however, conditions in the harbour deteriorated and at 7.30 the life-boat was launched and stood by the vessel until 11.30. The master was then asked if any of his crew wished to be taken ashore as the coaster was lying in shallow water in a dangerous position. The master remained on board but four of his crew were landed and the life-boat returned to her station. The coxswain kept a periodic watch on the vessel throughout the night. Next morning he was asked to put the crew members back on board the coaster. The life-boat proceeded at 8.30 a.m. When the crew had been put aboard, the life-boat stood by at the master's request in case he needed further assistance. She returned to her station at 11.30. The life-boat slipped her moorings again at 7.30 p.m. to stand by the coaster as the weather had deteriorated. At 11.10 the master said that

everything seemed to be under control and it was no longer necessary for the life-boat to stand by. She therefore returned to her station.

On 13th January the life-boat proceeded to stand by the coaster at 9.30 a.m. as the south-easterly wind was still very strong, the sea very rough and the vessel still in a dangerous position. She remained with the vessel until 12.10 p.m. when the master decided that his ship would be able to hold her position. The life-boat then returned to her station. On 14th January the life-boat took mail from the owners to the vessel's master, as the weather conditions were still bad. He asked to be taken ashore so that he might get in touch with the owners. The life-boat returned to her station with the master on board at 1.30. At 1.50 p.m. on 17th January the life-boat slipped her moorings in a strong south easterly wind and a very rough sea to stand by while two local fishing vessels endeavoured to refloat the *Cawi*. This attempt was not successful and the life-boat returned to her station at 3.15.

At 2.30 p.m. on 13th August, 1966, a message was received that a youth, who had been missing since the previous day, was lying at the foot of a steep cliff at the back of Helvick Head. The life-boat *John and Lucy Cordingley*, with the boarding boat in tow, slipped her moorings at 2.45 in a light north westerly wind and a calm sea. She proceeded to the position indicated and sighted the youth at the base of the cliff. Four crew members rowed ashore in the boarding boat and brought him out to the life-boat. The boy was dead. The life-boat returned to her station at 5 o'clock.

## Squirrel Tales

AVAILABLE in a special memorial issue is the late Minnie Mitchelson Goodall's bright humane story, "Tales Told by a Squirrel", the royalties of which go to the Royal National Life-boat Institution. Ideal for young folk, the little book, which is illustrated, costs 2s. and by post 2s. 6d. Copies may be obtained from the Royal National Life-boat Institution, Life-boat House, 42 Grosvenor Gardens, London, S.W.1.

## LIGHTVESSEL SERVICE

A LETTER of commendation signed by the Secretary of the Institution, Mr. Stirling Whorlow, O.B.E., was sent to Coxswain A. E. V. Cadman, D.S.M., and the crew of the Dover life-boat on the part they played in rescuing seven men from the Varne lightvessel on 2nd December, 1966.

At 10.30 in the evening of 1st December the Folkestone coastguard reported an alteration in the bearing of the Varne lightvessel. This was reported to Trinity House and the Trinity House vessel *Siren*, which was anchored in the Small Downs, put out to investigate.

### SEA EXTREMELY ROUGH

By 1 o'clock in the morning the *Siren* was off the South Foreland, where the strength of the south westerly gale was between force 10 and 11. The sea was extremely rough and there was a heavy swell, and in the conditions the *Siren* was unable to make headway against the tide and wind with her engines at three-quarter speed. The tide turned at 5 o'clock and the *Siren* reached the Varne lightvessel at 6.50. She found the lightvessel 2.4 miles from her assigned position. Conditions were too bad for the Trinity House vessel to move the lightvessel, and her commander asked for the Dover life-boat to stand by, as there was a danger that the lightvessel might drag nearer to the Varne bank. This request reached the honorary secretary of the Dover life-boat station, Mr. B. D. Ebsworth, at 7.10.

At 7.46 the life-boat *Southern Africa*, which is one of the 51 foot Barnett class, left her moorings. The wind was from south west by west, the strength being now about force 8. Once the life-boat was clear of the land the wind increased to force 9 and veered to the west. The sea continued very rough and there was still a heavy swell. The tide was setting to the south west. The life-boat reached the Varne lightvessel at 9 o'clock and stood by. With the wind in the west it seemed likely that the Varne lightvessel would drag on to the Varne bank when the north westerly tide came away. There was a heavy breaking sea on the bank and the commander of the *Siren* therefore asked the life-boat to take the crew off the lightvessel before the tide turned.

### WAS PITCHING AND ROLLING

In spite of the tide which was running to the south west, the lightvessel was heading in a westerly direction. She was pitching and rolling heavily and sheering through about 40°. The height of the waves from crest to trough was estimated to be 20 feet. Oil was spread from the lightvessel's nosepipe, but it had little effect as the tide was carrying it away from the position where the men would have to be taken off.

At 10.42 the life-boat made her first run in to a door in the bulwark on the lightvessel's port side. Five of the crew were taken off, the life-boat backing away after each man had jumped, and then coming in for another run. On the fifth run in the life-boat fender struck a waterline porthole and broke it. The master and remaining crew member closed the deadlight over this before leaving.

The last to jump was the master of the lightvessel, who slipped while doing so. But for the quick action of members of the life-boat crew who caught him he would have landed head foremost into the life-boat. The rescue was completed by 11.35 and the life-boat made towards Dover escorted by the *Siren*. She reached Dover at 1.40 and the eight rescued men were put aboard the pilot cutter *Patrol*. The life-boat was moored and at 2.30 in the afternoon she reported ready for service again.

The Elder Brethren of Trinity House made a gift to the life-boat crew.

## Rescue in Snow Squalls

COXSWAIN JOHN KING, of Bridlington, has been accorded the thanks of the Institution inscribed on vellum for the rescue of four men from the motor fishing vessel *Normanby* on 6th January, 1967.

At 5.37 on the afternoon of that day the assistant mechanic G. Traves heard a Mayday call from the Bridlington fishing vessel *Normanby*. He immediately told Coxswain King, who informed the honorary secretary of the station, Mr. M. E. Hodgson. Mr. Hodgson authorized the launch of the life-boat, and the maroons were fired at 5.45. Shortly before this the coastguard had confirmed that the *Normanby* was ashore between Flamborough Head and South Landing.

### SQUALLS

There was a southerly wind with a slight to moderate sea. The weather was overcast, and there were snow showers and squalls which greatly reduced visibility. It was an hour and a half before low water. Because of the snow and ice the crew and helpers had some difficulty in reaching the boathouse and the



By courtesy of]

[Blackpool Gazette & Herald

**The Chairman of the Management Committee, Captain the Hon. V. M. Wyndham-Quin, R.N., pictured with life-boat officials and members of the crew at Blackpool on 26th February, 1967.**

conditions also hampered them in launching the boat. Nevertheless at 6.5 the life-boat *Tillie Morrison, Sheffield II*, which is one of the 35-foot 6-inch Liver-pool type, was successfully launched off her carriage.

At 6.35 she passed the North Smithie buoy and Coxswain King altered course to north in order to close the casualty. The fishing vessel was eventually sighted between squalls. She was then on the rock shelf below the cliffs and was being pounded against the rocks by the swell and the sea which was increasing.

The district officer of the coastguard had a portable radio set on the cliffs above the rock, and radio-telephone contact was established with him and with the *Normanby*. By this time it was low water and the swell was considerable. Coxswain King therefore decided to anchor and veer down on to the casualty.

### LINES FELL SHORT

Two rocket lines were fired, but they both fell short. Coxswain King therefore weighed anchor and came in closer, and two more lines were fired. These nearly reached the fishing vessel, but they sank before the crew could seize hold of them. Coxswain King now decided to veer right alongside the casualty. This was done successfully and a line was passed aboard, although the life-boat had touched bottom several times.

While weighing anchor the anchor party were thrown off balance by a heavy swell and Second Coxswain J. Simpson had two of his ribs cracked. Nevertheless the *Normanby* was eventually towed clear of the reef by 8.40. Fifty-five minutes later she entered Bridlington harbour. The life-boat could not be rehoused until the next morning and remained afloat overnight.

Certificates recording their part in the service were issued to the other members of the crew: second coxswain John Simpson, bowman Dennis Atkin, motor mechanic Roderick Stott, assistant motor mechanic George Traves, and crew members Fred Walkington and Brian Bevin.

## West Country Doctor Honoured

DR. D. I. AITKEN, of Swanage, has been awarded a special certificate on vellum in recognition of the part he played when the Swanage life-boat landed a sick man from the motor vessel *Maya* of Beirut on 1st December, 1966.

At 1.25 p.m. on that day the coastguard told the assistant honorary secretary of the Swanage life-boat station, Mr. A. C. L. Hardy, that a vessel at anchor in Swanage Bay had signalled that she needed the help of a doctor. The maroons were fired and contact was made with Dr. Aitken.

### POOR VISIBILITY

There was a southerly gale with a rough sea. The weather was overcast with frequent rain squalls. Visibility was poor and the tide was half-ebb. The life-boat *R.L.P.*, which is one of the 41 foot class, was launched at 1.40. She reached the *Maya* seven minutes later. The *Maya* was dragging her anchor and Coxswain R. J. Hardy decided to lie off until the *Maya* had re-anchored about a mile off Swanage pier. The motor vessel was heading to the west and rolling heavily to the southerly swell on her beam.

The wind increased and veered first to the west and then to the north west. There was a heavy rain squall and visibility was reduced to about 200 yards. The tide was ebbing to the south east at about two knots and there was a rough sea and a heavy swell.

### SEVERAL ATTEMPTS

Coxswain Hardy approached the lee or starboard side of the *Maya*, where a rope ladder had been lowered. It was extremely difficult to hold the life-boat in position alongside and Dr. Aitken had to make several attempts to grab the ladder. He finally succeeded and was followed on board by Mr. P. Dorey, a member of the crew, who was a qualified first aider. The time was then 2 p.m.

The sick man was found to be suffering from an internal complaint, and Coxswain Hardy therefore asked the coastguard to arrange for an ambulance to meet the life-boat when she returned. The sick man was lowered into the life-boat by use of the Neil Robertson stretcher. The time was then 2.17, and half an hour later the life-boat returned to the slipway.

A letter of thanks signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., was sent to Coxswain Hardy and the crew.

## AWARD TO ABERDEEN DOCTOR

DOCTOR J. LEIPER, of Aberdeen, has been awarded a special certificate on vellum for the part he played when he was transferred at great risk from the Aberdeen life-boat to a German trawler to treat an injured man.

At 5 p.m. on 12th December, 1966, the honorary secretary was told that an injured man on board the German trawler *Heikendorf* of Kiel required medical attention. The harbour was closed due to the strong easterly wind raising a breaking sea on the bar. It was 2½ hours before low water.

The life-boat *Ramsay-Dyce*, with Doctor J. Leiper, honorary medical adviser to the branch, on board, proceeded at 5.45 and at 6.30 came up with the *Heikendorf* at anchor in Aberdeen bay.

Difficulty was experienced in transferring the doctor to the trawler due to the gale force winds and very rough sea. After the life-boat had tried steaming slowly head to sea and then lying stopped, the transfer was eventually accomplished by running down wind.

### WAS INJURED

Doctor Leiper, aged 62 years, was assisted across by the life-boat crew and hauled aboard the trawler by the German mate.

Because of the severe weather and sea conditions prevailing Doctor Leiper spent the night on board the trawler and returned ashore when the trawler came into Aberdeen on the following day. The life-boat returned to her station, arriving at 8.55 p.m.

It was later learned that Doctor Leiper injured his ribs during the transfer. He was admitted to hospital for treatment.

## LIFE-BOAT SOCIETIES

The Royal National Life-Boat Institution agreed to a request made at the International Life-boat Conference that it should act as a distributing centre for information which may be of general interest to all life-boat societies. The Institution sent a request to all life-boat societies overseas to supply up-to-date information on the strength of their fleet and the nature of their finances. The following table is based on the answers received in 1966:

<i>Country</i>	<i>Name of Society</i>	<i>Strength of Fleet</i>	<i>Nature of Finances</i>
Australia	Department of Public Works Ports and Harbour Branch	1 motor life-boat	State financed
Belgium	Ministère des Communications, Administration de la Marine	3 motor life-boats	State financed
Canada*	Department of Transport	4 motor life-boats	State financed
Chile	Cuerpo de Voluntarios "Botes Salvavidas"	2 motor life-boats	Voluntary contributions with a small State Grant
Denmark	Redningsvaesenet	29 motor life-boats 5 pulling and sailing life-boats	State financed
Finland	Suomen Meripelastusseura	5 patrolling rescue cruisers 14 motor life-boats	Voluntary contributions with a State subsidy
France	Société Centrale de Sauvetage des Naufrages	56 motor life-boats 8 inshore rescue boats	Voluntary contributions but with State subsidies for maintenance and new construction
	Société des Hospitaliers Sauveteurs Bretons	9 motor life-boats 30 motor beach patrol boats 105 inshore rescue boats	Voluntary contributions with State and municipal subsidies
Germany	Deutsche Gesellschaft zur Rettung Schiffbrüchiger	7 rescue cruisers with daughter boats 6 middle-sized motor life-boats 8 small shore motor life-boats	Solely by voluntary contributions

\*The Canadian Life-Saving Service is co-ordinated with the Air Sea Rescue Services.

<i>Country</i>	<i>Name of Society</i>	<i>Strength of Fleet</i>	<i>Nature of Finances</i>
Great Britain and Ireland	Royal National Life-boat Institution	148 motor life-boats 95 inshore rescue boats	Solely by voluntary contributions
Iceland	Slysavarnafelag Islands	4 motor life-boats 3 patrolling rescue cruisers 11 pulling boats 6 inshore rescue boats 2 ambulance aircraft 1 helicopter	Voluntary contributions with State and municipal subsidies
India	Department of Lighthouses and Light-ships, Ministry of Transport and Aviation	2 motor life-boats	State financed
Italy	Società Nazionale di Salvamento	5 life-boats	Voluntary Contributions
Japan	Nihon Suinan Kyusai Kai	43 motor life-boats 68 pulling life-boats	Voluntary contributions with municipal subsidies
Netherlands	Koninklijke Noord-en-Zuid-Hollandsche Redding-Maatschappij	26 motor life-boats	Solely by voluntary contributions
New Zealand	Koninklijke Zuid-Hollandsche Maatschappij tot Redding van Schipbreukelingen Sumner Life-boat Institution Inc.	8 motor life-boats  1 motor life-boat 1 pulling life-boat (reserve) 1 pulling life-boat with inboard motor (reserve)	Solely by voluntary contributions  Voluntary contributions with municipal subsidies
Norway	Norsk Selskab til Skibbrudnes Redning	12 wooden motor Ketches 6 steel cutters 12 ocean going motor cruisers 2 shore based motor boats 42 land rescue stations	Voluntary contributions aided by State subsidy

<i>Country</i>	<i>Name of Society</i>	<i>Strength of Fleet</i>	<i>Nature of Finance</i>
Poland	Polskie Ratownictwo Okretowe	6 patrolling rescue cruisers 6 motor life-boats 2 salvage tugs	State financed
Portugal	Instituto des Socorros a Naufragos	17 motor life-boats 18 pulling and sailing life-boats 7 pulling life-boats equipped with auxiliary engines	Voluntary contributions with State subsidies
Spain	Sociedad Espanola de Salvamento de Naufragos	7 motor life-boats	Voluntary contributions with subsidies from official organizations
Sweden	Svenska Sällskapet för Raddning af Skeppsbrutne	10 patrolling rescue cruisers 14 motor life-boats 1 inshore rescue boat	Voluntary contributions
Turkey	Maritime Bank T.A.O. Coast Security Exploitation	7 motor life-boats	Financed by Turkish Maritime Bank
Uruguay	Asociacion Honararia de Salvamentos, Maritimos Y. Fluviales	2 motor life-boats	Voluntary contributions with a small State grant
U.S.A.	United States Coast Guard	527 inboard motor boats 498 pulling/outboard motor boats 141 cutters 59 amphibious helicopters 71 amphibious aeroplanes 12 long range land based aeroplanes	State financed
U.S.S.R.	Emergency Rescue Service of the U.S.S.R.	220 motor-boats 3,000 pulling boats 2 rescue cruisers	State financed