

THE LIFE-BOAT

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PORTRAIT OF A COXSWAIN



Coxswain Daniel Kirkpatrick, of the Longhope, Orkneys, life-boat *T.G.B.*, who was lost with his crew on the night of 18th March, 1969, while on service (see page 594). He was awarded his first silver medal in 1959 for saving 14 from the trawler *Strathcoe*, his second service silver clasp in 1964 for rescuing nine from the trawler *Ben Barvas*, and his third clasp in 1968 for taking off 15 from the trawler *Ross Puma*. Coxswain Kirkpatrick, who joined the Longhope crew in 1940, was appointed to his last position in 1954.

NOTES OF THE QUARTER

WITH this number we greet a new readership. This consists of members of the newly formed Yachtsmen's Life-boat Supporters' Association to be known as the Y.L.A. The new Association was formally brought into being by Sir Alec Rose at the International Boat Show at Earls Court, London, on 2nd January, the launching ceremony being performed from the pool in the central hall in the presence of large numbers. Among the members enrolled within the first hour were some of the leading figures in the yachting world and other eminent public figures who delight in boating as a hobby. Sir Alan Herbert was one, Mr. Robin Aisher, a recent Olympic medallist, another. Enrolment continued at the R.N.L.I. stand throughout the show, and one of the visitors to the stand who immediately joined the Y.L.A. was Mr. Edward Heath, M.P.

An article on the Y.L.A. appears on page 542 and from this it will be seen that members will regularly receive THE LIFE-BOAT, and it is intended in future numbers to add a special Y.L.A. section. This, it is hoped, will consist mainly of letters and suggestions from Y.L.A. members themselves. The present number includes a membership form, and we hope that those who have already expressed their approval of the aims of the association by becoming members will use these forms to enrol a friend or friends.

FINANCIAL BATTLE

When he launched the Y.L.A., Sir Alec Rose said: *'The question which I think we should all now ask ourselves is whether boat owners are doing enough for the R.N.L.I. Some of course are, but it has to be admitted that a great many are not. Now an opportunity is being presented to every man, woman and child who owns a boat or who takes pleasure in going out in boats to give to the Royal National Life-boat Institution the help it so badly needs in order to maintain the wonderful volunteer service it has always given.'*

The Y.L.A. is one of the most important of the new plans being put into practice for increasing the R.N.L.I.'s revenue in order that the financial battle may be won. That it has been and continues to be a battle can hardly be doubted. At the beginning of the year 1968 the R.N.L.I. faced one of its greatest challenges.

In the preceding year there had been a deficit of more than £400,000—by far the largest deficit ever recorded, and it seemed at the time not unlikely that a comparable deficit might be incurred in 1968. In fact, the deficit was only £12,811. This is still a far from negligible figure, but that it was far less than had at one time been foreseen is a tribute to the tremendous efforts made by the Institution's supporters, particularly its branches and guilds.

All contributions to the Y.L.A. will be credited to the appropriate branch or guild unless the donor specifies otherwise, and active promotion of the Y.L.A. by the Institution's guilds and branches can do much to ensure that this year the deficit is turned into a surplus (see page 540).

RECORDS AGAIN GO

In 1968 the number of launches on service was once again an all-time record. This is a familiar story which has been repeated year after year, and one is inclined to wonder when, if ever, saturation point will be reached and the graph showing rescue calls will take a horizontal or even a downward trend. Last year there were no fewer than 2,290 calls, and for the first time more calls were made in the course of the year on IRBs than there were on conventional life-boats. The respective figures were 1,178 and 1,112. IRBs saved the lives of 506 people and conventional life-boats saved 487.

OPINION

BACKING A GREAT SERVICE

FEW voluntary bodies in this country are more deserving of support than the Royal National Life-Boat Institution. Yesterday at the Daily Express Boat Show Sir Alec Rose launched a fine idea.

He announced the formation of the Yachtsmen's Lifeboat Supporters' Association to help provide financial backing for the lifeboats.

The better equipped and maintained are our lifeboats, the safer will be our coasts. Every craft, of whatever size, should be proud to fly the flag of the Lifeboat Supporters' Association.

The *Daily Express* in their issue of 3rd January, 1969, made the above reference to the formation of the Yachtsmen's Lifeboat Supporters' Association. As the *Daily Express* has a circulation of over 3 million, about 10 million people read it.

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PATRICK MURPHY

Ex-Coxswain Patrick Murphy, of Newcastle, Co. Down, a gold medal holder, died on 28th January, 1969, at the age of 81. His first recorded service with the life-boats was in 1914, and in 1942 he won the gold medal for rescuing 39 men under the worst possible conditions from a grounded vessel. Just a year earlier he twice won medals in 12 days, and by winning three medals within 12 months he did what no other life-boatman has ever done. The awards included the Institution's silver medal with bar and the B.E.M.

by courtesy of]

[John Maltby

In the course of last year not a single member of a crew of a life-boat or an inshore rescue boat lost his life on service, but there was a sad loss at Lyme Regis on 17th January, 1969, when Robert Jefford, a 25-year-old member of the IRB crew who had earlier distinguished himself by receiving the R.N.L.I.'s thanks on vellum, was drowned. He left a 20-year-old widow. A report on the Institution's inquiry into this incident will appear in the June number of *THE LIFE-BOAT*.

[FIBRE-GLASS HULL

A new experimental boat which is at present undergoing trials may prove to be the forerunner, in certain respects, of some of the life-boats of the future. The boat has a fibre-glass hull, and although not designed as a life-boat it incorporates in its superstructure and equipment some life-boat features. The hull is a standard commercial one, and the purpose of extensive trials now being conducted will be to test a standard fibre-glass hull under severe conditions in order to assess its possibilities for future use in life-boat construction. A technical description of the new boat appears on pages 545 and 570.

CHANGES IN IRELAND

As a result of the comprehensive review of the R.N.L.I.'s future operational requirements, two life-boat stations in the Irish Republic are being closed. The stations are Fenit and Helvick Head. Detailed examination of all services by the life-boats of both stations over a dozen years, followed by on-the-spot consultations, indicated that there is no longer an operational justification for either of the life-boats.

The closing of a life-boat station is a sad affair for all concerned, for a great tradition of voluntary service is inevitably halted. At Fenit there has been a life-boat station since 1879 and at Helvick Head since 1859. An article on the Helvick Head station appears on page 567 and is reproduced by courtesy of the *Irish Times*.

Concurrently with the decision to close these stations the Committee of Management decided that one of the new 48-ft. 6-in. steel life-boats now nearing completion would be stationed in the Irish Republic.

THE YACHTSMEN'S LIFE-BOAT SUPPORTERS' ASSOCIATION

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

It has always been a comforting feeling for yachtsmen to know that if they are in trouble off the coasts of the United Kingdom or Ireland and can make a distress signal by visual means or R/T, a life-boat will come to their assistance whatever the weather conditions. In pre-war days there were few calls from yachts, partly because of the small number and partly because those that did make coastal passages were usually well found and manned by experienced sailors both professional and amateur. Since the war the situation has changed owing to the fantastic increase in the number of yachts and all forms of boating for pleasure. Consequently the calls on the life-boat service have greatly increased, the holiday months of August and September being particularly hectic. Services to all forms of pleasure boating have increased threefold in the last ten years. Last year inshore rescue boats alone launched 1,177 times and saved 506 lives and no less than 61 per cent. of these services were to those who seek their pleasure on the sea.

Due to the great increase in the number of services the R.N.L.I. is very fully extended, not only from the personnel angle but also financially because of the



by courtesy of]

[Keystone Press Agency Ltd.

Sir Alec Rose, the round-the-world sailor, launched the Yachtsmen's Life-boat Supporters' Association at the International Boat Show at Earls Court, London, on 2nd January, 1969. As a founder member Sir Alec is entitled to fly the special Y.L.A. flag shown here or fix a Y.L.A. plaque to his boat.

ever-increasing cost of new boats, materials, wages and so on. Consequently the Institution is going through a period of financial strain. It needs more *regular* income, partly in order to maintain the efficient service required, but also to finance new developments and in particular to pay for the fast new life-boat which is now being designed and is urgently needed to enable the life-boat fleet to be deployed to the best advantage in a modern context. The Institution also needs to replenish its reserves which have been drawn on recently and are inadequate.

LEGACIES

At present the Institution still has to rely far too heavily on legacies which form between 50 per cent. and 60 per cent. of total income and is, of course, a source of revenue over which it has virtually no control. This is not a satisfactory state of affairs as ordinary income should be sufficient not only to meet ordinary expenditure but also to finance a substantial proportion of capital costs.

Consequently the Committee of Management a year ago considered various ways of raising more money as a matter of great urgency. Amongst other ideas it was felt that an effort should be made to obtain more support from yachtsmen, who are now the principal beneficiaries of the life-boat service. Many yachtsmen and yacht clubs do subscribe to the funds of the Institution but many others tend to take the life-boat service for granted.

The Committee of Management asked me to try and raise more money from yachtsmen. I therefore formed a Committee of prominent yachtsmen, some of whom were members of the Committee of Management, whilst others were co-opted. After considerable discussion and consideration of the views of several hundred yacht clubs and a number of particularly interested individuals, it was decided to start a Yachtsmen's Life-boat Supporters' Association (short title—Y.L.A.) and this was launched by Sir Alec Rose on the second day of the Boat Show in January this year. Sir Alec became the first member and hoisted the Y.L.A. flag in *Lively Lady*.

SOURCE OF REVENUE

The Yachtsmen's Life-boat Supporters' Association exists for two purposes only. The principal one is to be a source of revenue for the Institution. The second is to be a vehicle for increasing interest in the life-boat service through THE LIFE-BOAT journal which will be sent free to every subscriber. The annual subscription for full members has been fixed at £3, the lowest figure which will provide a reasonable margin of profit after meeting the overheads of clerical work, registration, and so on. Full members, in addition to receiving THE LIFE-BOAT journal free can buy an attractive tie, a plaque to fix in their boat, a pennant to fly at the crosstrees, and a key ring, all with a Y.L.A. design. It is hoped that many yachtsmen will pay more than the minimum subscription and also give us covenants which are much more valuable than a straightforward subscription. In addition, there is an Associate Membership with an annual subscription of £1. This is intended for dinghy sailors, young people, non-boat owners and so on. Associate members will receive THE LIFE-BOAT journal free but will not be entitled to buy any of the flags or insignia.

The Institution is advertising the Y.L.A. in yachting papers and other appropriate media. But there is no doubt that it can be promoted best by personal contact. District organising secretaries and inspectors of life-boats have, therefore, been asked to promote the Y.L.A. in their respective areas and we very much hope that many of our branch and guild members will agree to help them.

**Cmdr. Swann is a Deputy Chairman of the Committee of Management of the R.N.L.I. and Chairman of the Operations Committee. He is also Commodore of the Royal Cruising Club.*

We are also very fortunate in having the services of Commander Middleton, a retired officer with an unrivalled knowledge of life-boat affairs, after many years' experience as an inspector and later as Assistant Chief Inspector and Superintendent of the Depot. He will help to establish contact with yacht clubs and to liaise with them.

The Y.L.A. has made quite an encouraging start and is arousing considerable interest. We must try and keep the momentum going and hope that we shall be able to secure a worthwhile number of subscribers. We should be grateful to any readers of the journal who can help us in this objective.

IN PRAISE OF SHOREHAM LIFE-BOATMEN

On 3rd November, 1968, the Dutch warship *Rotterdam* towed the yacht *Storm*, which was carrying a man, his wife and child, to within a few miles of Shoreham and then requested the assistance of the local life-boat. Considerable difficulties arose during the towing operation but eventually the life-boat and the yacht reached Shoreham.

In the *Evening Argus* for 12th November, 1968, the following letter appeared from Mr. G. R. Riden, of Henfield, Sussex: 'I am writing to thank members of the Shoreham life-boat crew and their families and friends for all the trouble taken on behalf of my wife, child and myself to rescue us from the sea.

'I have often sat and watched the life-boat launched and pondered on the luckless people who need help at sea, never dreaming that one day I would need assistance.

'There cannot be many places left in our modern world where one can be so close to civilisation (i.e. 20 miles from shore) and feel so helpless and alone.

'During Saturday night 2nd November I longed for dawn when things wouldn't be so bad. When daylight arrived there were no ships and land was not in sight—just a wild sea around. With failing strength and eyesight (I had salt blindness) things looked pretty black.

'A WONDERFUL SERVICE'

'You can imagine our joy at being sighted at lunchtime by a Dutch destroyer which tried to take our little vessel in tow and, when unable to manage this task because of the sea, called the life-boat from Shoreham.

'The captain and crew of the Dutch destroyer *Rotterdam* were kindness itself and soon restored our strength, thereby enabling us to stand the eight-hour journey back with the life-boat.

'On our return to Shoreham at 1.30 a.m. on Monday the life-boatmen's wives and friends were waiting patiently and gathered round to help.

'It would be impossible to receive better treatment, which included a lift

NOTICE

All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Stirling Whorlow, O.B.E., Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1 (Tel: 01-730 0031).

All enquiries about the work of the Institution or about this journal should be addressed to the Secretary.

The next number of THE LIFE-BOAT will be published in June, 1969.

THE LATEST IN LIFE-BOATS



by courtesy of]

[Sport & General Press Agency Ltd.

A new experimental life-boat with a glass-reinforced plastic hull and deck—she is 40-foot long—was on 15th January, 1969, on view to the press at Newhaven, Sussex. Here the boat, which has a maximum speed of 19 knots and cruising speed of 17 knots, is shown at speed. See page 570 for further details.

home from a man who had already been at sea rescuing another person earlier in the day.

‘Thank you . . . for such a wonderful service.’



by courtesy of]

[Daily Telegraph

The Cromer life-boat *Ruby and Arthur Reed* examining a life-raft picked up during the service to the North Sea gas rig *Hewitt Alpha* on 15th November, 1968.

TUSKER ROCK JOINT RESCUE

FOR a joint service to a sand dredger Coxswain Derek Scott, of the Mumbles life-boat, has been awarded the bronze medal of the Institution, and Helmsman Lindsey S. Knipe and crew members James Lock and Richard A. Comley, of the Porthcawl IRB, have been awarded a framed letter of thanks, signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. The remaining crew of the Mumbles life-boat have been accorded vellum service certificates for their part in the service. Seven men were rescued from the dredger.

It was learnt at 0007 hrs. on 3rd October, 1968, that the dredger *Steepholm* was aground on the Tusker Rock near Porthcawl. Eight minutes later the maroons were fired, and at 0025 hrs. the reserve life-boat *Cunard*, which is a 45-foot 6-inch Watson type and was on temporary duty at the station, was launched.

RADAR AID

The wind was west south west, force 5, and the weather was squally with visibility between one and two miles. As the life-boat made for the Kenfig buoy, visibility was further reduced. A small coastal tanker, the *Grovedale H*, which had just left Swansea, contacted the life-boat by R/T and offered to accompany her and to assist by using her radar. This help proved invaluable

Meanwhile, at about 0135 hrs., the honorary secretary of the Porthcawl IRB,

It's dependable Penta for R.N.L.I.

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PENTA



Mr. J. K. Blundell, whose crew had been standing by since 0032 hrs., overheard a message from the *Steepholm* which indicated that the crew had taken to the life-rafts and that at least one raft was adrift.

Mr. Blundell, who knows the local waters well, estimated that the Mumbles life-boat was still some 20 minutes away and considered that the life-raft could well be in trouble. Despite the weather conditions and darkness he decided to launch the IRB.

At 0138 hrs. the IRB was launched and made for the Tusker Rock at slow speed. The sea was rough with a force 5 wind gusting to force 7.

DIFFICULTY WITH R/T

While the IRB was on her way to the dredger the Mumbles life-boat was experiencing considerable difficulty with R/T communications, and it was not until 0210 hrs. that Coxswain Scott learnt from a message relayed by the *Grovedale H* that the crew were in the life-rafts, drifting towards the shore, and that the master was still aboard the casualty.

By this time the life-boat was off the Tusker buoy and the coxswain, estimating that the rafts could by now be well to the north east, altered course towards the Ogmore River to intercept them before they got into trouble in the broken water off the entrance.

At 0215 hrs. the life-boat sighted the rafts roped together, and the coxswain headed to leeward to pick up the survivors. As the Mumbles life-boat closed the two rafts, Porthcawl IRB also arrived and was able to assist by holding the rafts alongside while the six survivors were hauled aboard the life-boat.

By about 0220 hrs. the survivors were in the life-boat, and the coxswain headed for the lee side of the wreck to take off the master. Porthcawl IRB, unable to work in the broken water over the Tusker Rock, stood by clear of the wreck. Parachute flares were fired at about 0230 hrs. and by their light it was seen that the *Steepholm* was down by the head with her foredeck well awash and with heavy seas breaking over the superstructure. The life-boat's searchlight picked out the master on the wing of the bridge.

As there was a rise and fall of between 10 to 15 feet alongside, the coxswain decided against trying to get a line aboard. Instead he put the bow of the life-boat in over the well-deck just forward of the bridge. As the life-boat touched, the master signalled that he was not ready to jump, and the life-boat backed away. The life-boat was then brought in again further aft with her starboard bow alongside.

GRABBED JUST IN TIME

By this time the master had come down on to the next deck, and as soon as the bow of the life-boat ranged alongside he jumped. At the same instant the life-boat was caught by a heavy sea and crashed down on the gunwale, the master falling between the wreck and the life-boat abreast the life-boat's anchor. Luckily Second Coxswain William H. Davies and Crewman J. Whitford were able to grab him before he went into the water, and the coxswain, seeing what had happened, ordered full astern on both engines. Despite this action the life-boat's bows again ranged against the side of the wreck, but luckily the shoulder stayed clear, and the master was then hauled aboard unhurt.

At 0238 hrs. the Mumbles life-boat and the Porthcawl IRB left the scene and the tanker *Grovedale H* resumed her passage. The IRB reached her station at 0259 hrs., and the life-boat, after landing the survivors at Swansea, arrived back at her station at 0545 hrs. and was rehousing at 0630 hrs.

41 foot G.R.P. experimental Life-boat powered by Thornycroft T400 Diesels.



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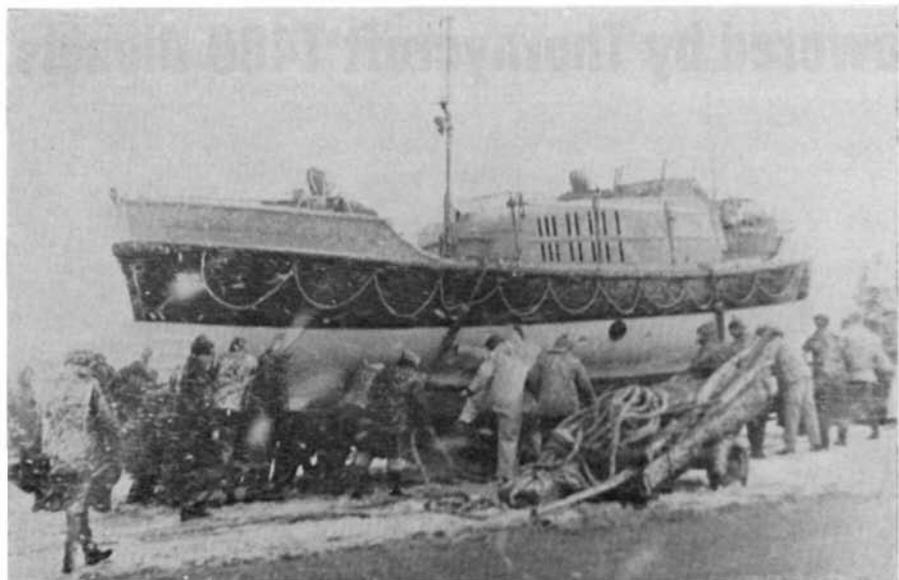
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by courtesy of]

[Arthur W. Dick

The Bridlington life-boat *William Henry and Mary King*, which is a 37-foot Oakley, being launched in a blizzard on 27th December, 1968, when she was called out to escort three fishing boats into harbour. She was built in 1964.

RAMSGATE CREW HONOURED

THE thanks of the Institution inscribed on vellum have been accorded to Coxswain Thomas Cooper, of the Ramsgate life-boat, for saving a yacht and four people at the entrance to Ramsgate harbour. Vellum service certificates have also been awarded to Second Coxswain Herbert Goldfinch, Bowman Ronald Blay, Motor Mechanic R. Cannon, Assistant Mechanic T. Pettit and crew members W. Blay, A. Bray and J. Jones for their part in the same service.

It was at 2135 hrs. on 11th October, 1968, that the honorary secretary, Mr. K. F. Speakman, learnt that a yacht was aground and in difficulties on the bar. The maroons were fired a minute later.

The *Michael and Lily Davis*, which is a 46-foot 9-inch Watson life-boat, slipped her moorings at 2145 hrs. The wind was southerly, force 8/9, with a rough breaking sea. Visibility was poor.

The casualty—the 17-ton yacht *Lungta*—was found on the south side of the head of the east pier. She was lying with her bow to the north west, and she was being pounded heavily and at times was on her beam ends. Parachute flares and the searchlight were used to illuminate her.

'EXTREMELY PRECARIOUS'

Coxswain Cooper anchored in $1\frac{1}{2}$ fathoms to windward of the *Lungta* and veered down on her, paying out about 75 fathoms of caple. After an unsuccessful attempt a second rocket line was fired and a tow rope passed. The life-boat then steamed slowly ahead taking in the slack of her cable as she did so. Unfortunately the tow rope was not properly secured aboard the yacht and the life-boat had to recover it and weigh anchor.

By this time the *Lungta* had been driven round the pier head and lay on the sands with her head to the westward. Conditions were worsening and the position of the yacht was extremely precarious.

The life-boat again steamed to windward and re-anchored to the eastward of her earlier position, veering down until the life-boat was at times touching bottom. A third rocket line was fired and the tow rope secured aboard the yacht. This was led over the life-boat's bow to the capstan in order that the yacht's bow could be hove up into the wind.

When this manoeuvre had been completed the rope was passed to the port quarter bollard of the life-boat and the life-boat steamed ahead of her cable, taking in the slack. At 2340 hrs. the casualty came clear and the life-boat weighed anchor. The yacht was towed into Ramsgate harbour where both vessels were secured at 0026 hrs. on 12th October. The *Michael and Lily Davis* returned to her moorings at 0045 hrs.

Rescue in Heavy Surf

HELMSMAN A. Thirlby and his crew, Mr. P. Pemberthy and Mr. R. Hacking, of the St. Ives IRB, have been awarded a framed letter of thanks, signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., for their rescue of three men from capsized boats.

It was at 1751 hrs. on 6th September, 1968, that 'a canoe' was reported in difficulty east of Godrevy Point. The IRB was launched immediately and made for the position where they found a capsized motor boat with two men astride the keel. Both men were taken aboard the IRB and, as one was very shaken, he was winched up into a helicopter sent from Culdrose.

The IRB then made for Hayle with the remaining survivor. It was learnt there that another boat had capsized on the bar. This craft was found capsized with two men in the water. One man, who was close inshore, was being assisted by life-guards, but the other man, who was well out in the surf, was in distress although wearing a life-jacket.

BOAT WAS IMPEDED

Helmsman Thirlby took the IRB to seaward, intending to run into the beach for a quick pick up of the casualty, but the man grabbed the boat's life-line so firmly that he could not be got inboard and impeded the boat's ability to manoeuvre. The next breaking sea caught the boat abeam and she capsized to starboard. Fortunately the crew and survivor were able to straddle the upturned IRB and were washed ashore about five minutes later none the worse for their ordeal.

The Inspector of Life-boats for No. 6 Area, Lt.-Cmdr. H. F. Teare, R.N.R., who investigated the service, commented: 'There is always an element of risk when operating with an IRB in surf conditions. On the day in question when the surf was heavy (10 feet) this risk was very apparent. Helmsman Thirlby was confident that passage through the surf was possible and his cool approach to the service is to be commended. Had he not been delayed in the surf due to the difficulty experienced in taking the casualty aboard the capsized would not have occurred. His decision to take this risk was instrumental in the saving of the man's life.'

ISLE OF WIGHT TOUR

When Mr. William Rodgers, Minister of State, Board of Trade, who has special responsibility for marine safety, visited the Isle of Wight on 11th November, 1968, he went aboard the Yarmouth life-boat *The Earl and Countess Howe* for a demonstration run. He later saw the Yarmouth IRB in action.

SECOND COXSWAIN'S 'IMMENSE COURAGE'

SECOND Coxswain Charles I. Crockford, of the Tenby life-boat, has been awarded a framed letters of thanks, signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., for taking the life-boat out on service when he was convalescing after a period in hospital. His doctor wrote that 'this action must have taken immense courage and a complete disregard for considerable pain and personal discomfort'.

The service was to the coaster *Manta* on 14th November after she had requested assistance as her steering gear had broken down. First intimation that she was in trouble was received by the honorary secretary, Mr. G. Reason-Jones, at 2101 hrs. At 2106 hrs. the maroons were fired followed ten minutes later by further maroons as some of the crew did not hear the first firing due to the strength and direction of the wind.

As the coxswain had previously intimated that he must resign because of ill health, Second Coxswain Crockford immediately volunteered and assumed command. The full-time mechanic had recently retired and Second Coxswain Crockford had to rely on Assistant Mechanic Raymond Thomas and Emergency Mechanic Brian Bolton.

ASSISTANT MECHANIC COMMENDED

The *Henry Comber Brown*, which is a 46-foot 9-inch Watson life-boat, launched at 2126 hrs. She met up with the casualty off Milford Haven and stood by while a tug took her in tow. At the request of the master of the *Manta* the life-boat escorted the tow into Milford Haven which was reached at 0745 hrs. on 15th November.

As the life-boat was unable to be rehoused at Tenby because of the weather conditions she was secured to a buoy off Pembroke Dock at 0951 hrs. The life-boat was eventually rehoused at 1335 hrs. on 16th November.

Assistant Mechanic Thomas received a letter from the Secretary, Mr. Stirling Whorlow, O.B.E., commending him on the efficient manner in which he handled the life-boat's engines on this occasion.

A LONG TOW

BOWMAN B. A. C. LEGGE, of the Weymouth life-boat, has been awarded a framed letter of thanks, signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., for the part he played in helping to bring in a yacht and five people.

It was at 0034 hrs. on 2nd September, 1968, that a holidaymaker at Durdle Door reported sighting a red flare. At 0106 hrs. confirmation of the sighting was received from the coastguard at Lulworth. The maroons were fired at 0115 hrs., and the *Frank Spiller Locke*, which is a 52-foot Barnett life-boat, left her moorings at 0124 hrs.

SEA VERY ROUGH

The wind was south west, force 7-8 gusting to force 9, and the sea was rough. There were intermittent squalls. By the time the life-boat was clear of the lee of Portland Bill at about 0140 hrs. the sea was very rough with a south west wind of force 8.

At this juncture a red flare was sighted to the east and course was altered.



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by courtesy of]

[Island Sun

Princess Alexandra visited Guernsey, Channel Islands, and met the St. Peter Port life-boat crew on 10th October, 1968. Here she is shown talking to members of the crew.

At the same time the life-boat fired a parachute flare. No answering flare from the casualty was seen, nor was any answer received to a second parachute flare fired five minutes later. Meanwhile, the radar operator of the life-boat reported an echo at a distance of a mile. Conditions were such that it was extremely difficult to maintain a good course.

At 0215 hrs. the life-boat came up with the yacht *Frances Helen*. She was rolling and pitching heavily near Lulworth Banks. Her sails and boom had been blown away. The yacht requested a tow.

Because of the weather conditions a tow was considered the safest method of saving the crew, as any attempt at transfer would have been extremely hazardous. The life-boat therefore lay off the starboard beam of the casualty and passed a line. Conditions were such, however, that the yacht's crew were unable to secure it. The line was recovered and passed a second time. This attempt also failed. It was then decided to put a life-boatman aboard the yacht to connect up.

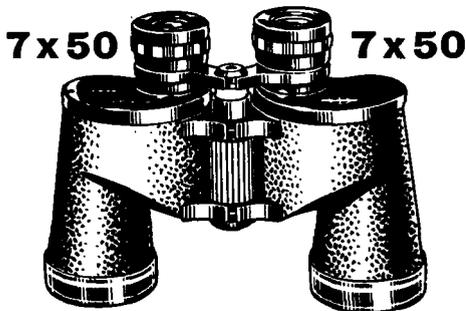
YACHTSMAN TOO EXHAUSTED

At the third attempt both boats came close enough together for Bowman Legge to jump aboard the casualty where he secured the tow without assistance from the survivors, the member of the yacht's crew who had been attempting to connect the tow being in a too exhausted state to assist.

Towing was started on a westerly course to the lee of Portland Bill as soon as possible, but the weather conditions were such that only a mile was covered in the first 30 minutes. This course was held until 0410 hrs. by which time the casualty was half a mile off Portland breakwater. Course was then altered for Weymouth harbour which was entered at 0515 hrs.

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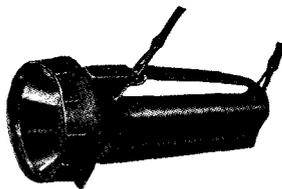
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Service Lasted 11 Hours

COXSAIN HENRY BROWN and crew of the Walmer life-boat have been awarded a framed letter of thanks, signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, C.B.E., K.C.B., D.S.O., for rescuing three people from a yacht which had run aground. The service, carried out in 'very arduous and unpleasant sea conditions', lasted some 11 hours.

Red flares were first sighted at 2201 hrs. on 29th August, 1968, between the South Brake and Deal Bank buoys. The maroons were fired almost at once.

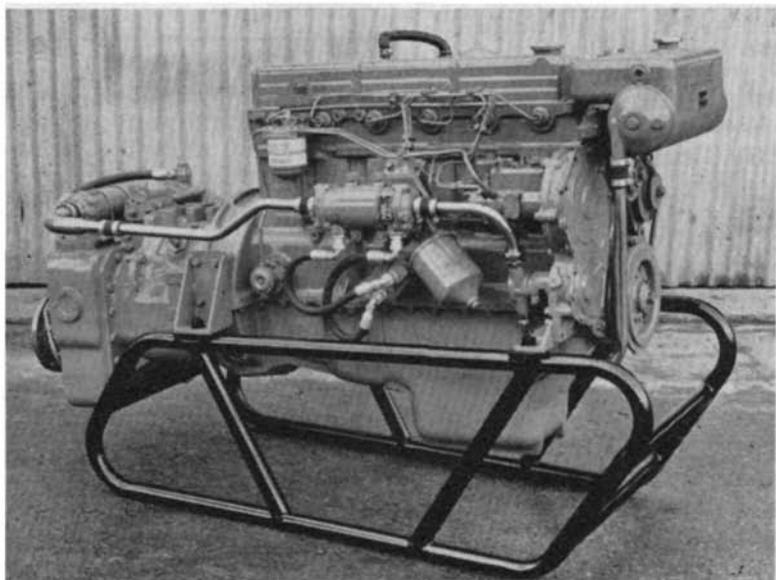
The wind was north north east, force 5 to 6, with a rough sea, and the weather was overcast and squally with some misty rain.

The life-boat *Charles Cooper Henderson*, a 41-foot beach type in the reserve fleet on temporary duty at the station, was launched at 2211 hrs. and made for the spot.

Soon the wind backed to west north west and was gusting to force 7 with a very rough sea. Visibility was reduced at times and, to help the Deal coastguard lookout which gave useful advice, parachute flares were fired to indicate the position of the life-boat.

FLARE SEEN

At about 2330 hrs. a flare was seen, which presumably came from the casualty, and the life-boat headed for a position four miles from the East Goodwin light-vessel on a drying bank inside the Goodwin Knoll. However, it was found impossible to close nearer than half a mile, as the life-boat was touching bottom



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at times. So Coxswain Brown decided to wait for more water over the banks. At 0019 hrs. on 30th August he made a nine-mile passage around the north of the sands so that he could approach the casualty from the eastern end.

At 0552 hrs. the yacht *Fantasy* was sighted about one and a half miles north west of the lightvessel, and the life-boat closed to investigate. The yacht was found lying with her head to the north east, and the life-boat was taken in under her lee. On the second attempt Coxswain Brown succeeded in taking off the crew of three, but conditions were too bad to take the yacht in tow. The life-boat started the 11-mile return passage at 0605 hrs. around the South Sand, using the drogue as occasion demanded.

Twenty-five minutes later the life-boat's R/T became unserviceable and for a while some anxiety was felt for her as she could not be seen due to the heavy seas breaking across the sands. Some time later—at 0905 hrs.—the life-boat returned to Walmer where the honorary medical adviser was waiting to give medical attention.

LIVES AND YACHT SAVED

COXSWAIN JOHN FOX and the young crew of the Shoreham life-boat have been awarded a framed letter of thanks, signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., for the rescue of two people from a yacht in distress.

It was at 1958 hrs. on 22nd September, 1968, that red flares were reported a mile south east of Littlehampton pier head. The maroons were fired two minutes later. A wind of force 6-7 was blowing.

The *Dorothy and Philip Constant*, which is a 42-foot Watson life-boat, was launched at 2008 hrs. on 23rd September. At about 2130 hrs., having reached the reported position, she started to search. By then conditions had worsened, there was a rough, confused sea, and visibility was reduced by rain squalls. The life-boat's searchlight and parachute flares were used. Then, at 2215 hrs., the anchor light of the casualty was sighted further seaward than reported.

Having circled the yacht, the life-boat approached the casualty's starboard side at 2219 hrs. It was found that the yacht was taking in water and her engine was out of action. A woman was taken aboard the life-boat, and a member of the life-boat crew was transferred to the *Jean Ann* to assist the skipper.

SEAMANSHIP PRAISED

Coxswain Fox took the yacht in tow, made a wide sweep to seaward and ran before the sea on the rough 11-mile passage back to Shoreham, reaching there at 0050 hrs. Due to the weather the life-boat was not rehousing until 1020 hrs. that day.

The skipper of the yacht said afterwards: 'The seamanship displayed was magnificent because both boats were being violently tossed about in the darkness . . . '.

ROYAL HUMANE SOCIETY AWARD

On 7th August, 1968, when the Ramsey, Isle of Man, life-boat *Thomas Corbett* was being launched for publicity purposes the tractor driver, Mr. W. Collister, who was wearing his life-saving suit, was swept off the tractor into the sea. He was carried some distance from the life-boat. Mr. Richard Wilkinson, an enrolled member of the Ramsey life-boat crew, who was assisting in the launching, swam out to Mr. Collister and brought him in. A testimonial on vellum has been awarded to Mr. Wilkinson by the Royal Humane Society in recognition of his action.

RESCUE IN THE SURF

THE thanks of the Institution inscribed on vellum have been accorded to Motor Mechanic P. N. Thomson and Crewman J. Anderson of the Whitby IRB who saved three people and a dog from a capsized cabin speedboat.

It was at 1845 hrs. on 18th August, 1968, that the local coastguard reported that a 20-foot vessel had capsized in the surf about 150 yards from the IRB house. The honorary secretary, Mr. E. Thomson, sent the life-boat mechanic, Mr. Thomson, to help with the IRB and then attempted to telephone the IRB stand-by crew. Unfortunately at the same moment the IRB duty crewman was attempting to do the same. The result was that both got the engaged tone and were unable to get through.

As soon as Motor Mechanic Thomson reached the IRB house, he and Crewman Anderson wasted no further time. They donned their life-jackets, and with great difficulty launched the IRB themselves.

When the IRB made for the casualty at 1855 hrs. three men could be seen on the upturned hull which was about 120 yards from the shore.

MEN ON HULL

The wind was north west, force 3, and the swell caused by the gale was breaking in heavy surf for a distance of about 200 yards from the shore. The speedboat was found head to sea with three men on the upturned hull.

As the IRB closed from the south the men on top told them that some people were trapped under the boat. This was almost immediately confirmed for, as the casualty was thrown up in the surf, two people could be seen clinging on to part of the hull. As the bow of the upturned vessel was lifted by the sea, the IRB was driven under it to hold part of the hull above water so that the two survivors could escape. Mechanic Thompson, with great difficulty, managed to break the grip of first the girl and then the man. Just as the IRB was working clear another man emerged from underneath and was pulled inboard.

As the three survivors from under the hull were in a poor state, and the three men on top of the hull were in better condition, it was decided to land the first survivors and then go back for the others. However, just as the IRB was setting off again at about 1910 hrs., the casualty grounded and the remaining three survivors were able to struggle ashore. A dog was afterwards taken alive from the speedboat by one of the IRB crew. The IRB was rehoused, with the help of spectators, by midnight.

ARMY HELPS THE LIFE-BOAT SERVICE

DURING July, 1968, the track to the life-boat station at Kirkcudbright, Scotland, was repaired by a squadron of Royal Engineers. The station is four miles from the town and about a mile from the public road, access being by a private track which is also a pedestrian right of way.

A year earlier the track had been severely damaged by a combination of an extremely high tide, storm force winds from an unusual direction, and a much flooded river. Over a distance of more than 100 yards and to a depth of 25 feet the track was breached and made completely impassable to traffic. Temporary repairs were, however, effected by Coxswain George Davidson, D.S.M., B.E.M., the crew and volunteer helpers.

Coastal erosion experts estimated that the cost of repairs would amount to

£2,700 or more. Through HQ Scottish Command help was given under 'OPMAC' (Operations with Military Assistance to the Civil Community). The location was reconnoitered by the 117 Field Support Squadron, R.E., and plans were drawn up for the work to be carried out during the squadron's annual training last summer. Work began in earnest on 1st July and by 13th July the track was fully repaired.



by courtesy of

[Ministry of Defence

Members of 117 Field Support Squadron, R.E., at work on the track at Kirkcudbright, Scotland, which leads to the life-boat station and (below) the finished track which took the squadron from 1st to 13th July, 1968, to complete.



by courtesy of]

[Brownlow

Mr. E. W. Sheppard, of Nottingham, pictured with his 52-foot Barnett life-boat model which is 4-foot 6-inches long and took him 18 months to complete. On exhibition it has earned money for the R.N.L.I. and created great interest.

HIS MODELS HELP THE R.N.L.I.

Mr. E. W. Sheppard, of Glendon Drive, Nottingham, who has been in the retail shoe trade for 40 years, is also a keen model ship builder, particularly of life-boats. These models over the years have collected significant sums for the Institution.

Mr. Sheppard's first model was a 52-foot Barnett. This model was built to a scale of 1-inch to 1-foot, or one-twelfth size. It was constructed much as a full-sized boat, with double diagonal planking. The 4-foot 6-inch long model took 18 months to complete and won a 'first' at a model engineering exhibition. At the same time it earned over £11 for the R.N.L.I.

'The boat', Mr. Sheppard reports, 'is permanently "stationed" in my small shoe shop and steadily collects about £20 a year. Any visitors to Nottingham wishing to see the boat will be very welcome at 31 St. Anns Well Road.

'Recently I managed to persuade a busy town shop to have this model for a while, and a much greater collecting potential was revealed—nearly £16 in under four weeks. What is needed is a continuous supply of busy shops willing to lend 5 square feet of space.'

PICTURE FOR BRANCH

The Swanage branch of the R.N.L.I. has been presented with a large coloured print of David Cobb's painting of the scene off Anvil Point on 22nd October, 1966, when a Norwegian freighter, with survivors from a yacht, met the Swanage life-boat in difficult conditions. The print was given to the branch by Mr. Edwin H. Lewzey, the marine photographer, of Teddington, Middlesex, who owns the original painting.

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THANKS FROM BRITISH RAILWAYS

The British Railways IRB station, which was established in May, 1968, on the south side of the River Tay to provide protection for the teams of workmen on the bridge, receives training assistance from the Broughty Ferry life-boatmen. The British Railways IRB is available for combined services.

In appreciation of the co-operation they are receiving from the R.N.L.I., British Railways late last year entertained Coxswain Alick Mackay and the Broughty Ferry life-boatmen to lunch at Dundee. Cheques in appreciation were presented by British Railways, including one for £20 to the Broughty Ferry branch of the R.N.L.I.

PRISON TALK BRINGS CHEQUE

The R.N.L.I. last year received a cheque for £18 10s. 9d. from the Governor of H.M. Prison for Women, Wilmslow. This amount was raised at a sale of work held in aid of the Institution, and the items sold were made by those in Barker House. 'This effort', comments Major James G. Disley, the District Organising Secretary for the North West, 'was no doubt the result of a talk which was given recently to the prisoners.'

NEW WAYS OF RAISING MONEY

Two girls of Stamford High School, Lincolnshire, Rosetta Birkbeck and Gillian Foot, enjoy collecting for the R.N.L.I. Late last year they sent £33 14s. 4d., and explained: 'We have made the collection in several different ways. Six members of our form acted a play called "Pongo". We made tickets and programmes and charged the rest of the form an entry fee. In this way we made nearly two pounds. Some of the library books in the form needed replacing so we sold the old ones and put the money into our collection. We have also had some small competitions such as a treasure trail, guessing the number of peas in a jar and naming a doll, as well as weekly contributions from our pocket money.'

When Mr. A. W. Birley, the retiring honorary secretary of the St. Albans branch, stood down last year, he gave out a further supply of Smartie tubes, for no less than £43 had been raised 'by this means' during the previous year. And the means? Well, tubes so distributed are expected to be returned to the honorary secretary full of 3d. pieces.

Rembrandt Philatelics, of Southampton, arranged in November, 1968, for a number of past captains and masters of the Queen Mary and the Queen Elizabeth to autograph personally a limited number of the commemorative covers printed to mark the occasion of the last voyages of these liners. The sale of the first signed covers brought in £50 to the R.N.L.I. Other cheques resulting from the sale of signed covers are expected to be received from time to time.

Mrs. Constance G. Taylor, writing in October, 1968, from Fleming's Hotel, London, W.1., reported that as a passenger aboard the s.s. Pacific-Northwest homeward bound from Vancouver to Glasgow, she made a bet with Chief Engineer Henry Topping 'that he would not be able to grow a 1-inch beard between Cristobel and Glasgow'. It was agreed that the loser should deposit about £4 in the R.N.L.I. collecting box in the ship's bar. However, a Force 12 hurricane delayed the voyage by two days, with the result that Mr. Topping, a day before reaching Glasgow, was prepared to deposit the bet as agreed because he believed that, although his beard might be 1 inch long, it would be due to the delay. Mr. Taylor did not agree with him, so it was agreed to split the difference and each put £2 in the box. Another passenger present agreed to add £1. Result: £5 for the R.N.L.I.

The youth of Brent, Middlesex, in a sponsored walk on Sunday, 17th November, 1968, over a distance of over 22 miles raised £400 towards the cost of an IRB. The walk was promoted by the Wembley branch of the R.N.L.I. This was one of the first such attractions organised in the country in aid of the life-boat service.

Children attending the Redcar Zetland County Primary School, Redcar, Yorkshire, recently gave unwanted toys, games, jig-saws, etc., which were sold in an empty shop in the town, making £42 for the R.N.L.I.

Mrs. N. Feasey, of Bear Cross, Bournemouth, who is 71 and has been interested in the work of the R.N.L.I. for many years, recently collected over £7 for the life-boats in a collecting box in her home in 18 months. But she was not content with that. While the collecting box was bringing in the pennies she sent copies of THE LIFE-BOAT to her son who was serving in the Persian Gulf aboard H.M.S. Gurkha. He, in turn, got his shipmates interested in the R.N.L.I. and in no time they sent a donation of £50. Mrs. Feasey adds: 'Let's hope that other crews will follow the idea'.



by courtesy of]

[Fox Photos Ltd.

Mrs. Joyce Giddins, aged 62, of Eastbourne, standing by the life-boat bearing the name of a surgeon who saved her life 40 years ago when she was seriously ill. She subsequently raised £11,000 from jumble sales and competitions for the R.N.L.I. The photograph was taken at the International Boat Show at Earls Court, London, in January, 1969.

ANGLE CENTENARY

The Angle life-boat station, on the Pembrokeshire coast, which was established in 1868, celebrated its centenary last year. During the last 100 years Pembrokeshire life-boats, it was stated at the ceremony, had saved 1,295 lives, 240 of them by the Angle life-boats.

The service was conducted by the Lord Bishop of St. David's (the Rt. Rev. J. R. Richards), the centenary vellum was presented by Mr. C. G. Freke, C.I.E., a vice-president of the Institution, and it was received by Col. G. A. Jackson, O.B.E., T.D., D.L., honorary treasurer of the Angle branch.

Many former members of the crew were present at the ceremony, including 94-year-old Mr. Cecil Hicks who was coxswain in the 1920s.

LONG-STANDING SUPPORTERS OF THE R.N.L.I.

THIS is the third feature describing companies which have given the R.N.L.I. valuable financial support over a number of years.

● Colvilles Ltd., of Glasgow, which is now the Colvilles Division of the British Steel Corporation's Scottish and North West Group, was founded by David Colville as an ironworks in Motherwell 98 years ago. From that beginning has grown the iron and steel-making complex which sells its products throughout Britain and the world. Lanarkshire mills have made steel for bridges, ships, nuclear and conventional power stations, drilling rigs for North Sea gas and oil, and a host of industries on which the nation's economy depends.

The Colvilles' railmaking plant at Glengarnock, Ayrshire, has supplied the railways of the world and is at present making rails to repair a section of the Hedjas railway blown up by Lawrence of Arabia during the Great War.

On the Clyde the *Queen Mary* and *Queen Elizabeth* were built in Colville's steel, and now the tradition has been continued in the *Queen Elizabeth II*.

● The Hull Fishing Vessel Owners' Association, Ltd., established in 1892, is a trade and employers' organisation representing all trawler-owning companies at the port of Hull.

It deals with all questions affecting the interests of the fishing industry, including welfare work among fishermen, the operation of an outfitting store for the supply of fishermen's protective clothing, and recruitment and industrial relations. It also administers work people's pension schemes and benevolent trusts.

● The Prudential Assurance Company was founded in 1848, and is now the largest insurance company in the Commonwealth, with assets of over £2 million. The company provides for practically all insurance needs.

There has been a long connection between the Prudential and the R.N.L.I., for the old Ramsgate life-boat *Prudential* was given by the company in 1926.

CORRECTION

Mr. J. P. Morris, of Coventry, who is a member of the Life-boat Enthusiasts' Society, was quick to spot an inaccuracy in the caption to the photograph of the Workington life-boat which appeared on page 493 of the December, 1968, issue of THE LIFE-BOAT.

He writes—correctly—that we were wrong to say that the life-boat was the *Manchester and Salford XXIX*. In fact, the life-boatman was landing from the reserve life-boat *Henry Blogg* which was on reserve duty at Workington at the time.

On page 476 of the same issue of the Journal a line went adrift at the foot of the page. The paragraph should have read: 'THE LIFE-BOAT JOURNAL for 1st February, 1887, in referring to the Southport disaster, stated: "We are of opinion that the loss of life was attributable to the boat never righting after she capsized, although there is evidence that she made several attempts to do so . . .".'

COXSWAIN E. J. DAVIES

The death took place on 30th December, 1967, of ex-Coxswain Evan J. Davies, aged 73, who joined the Aberystwyth life-boat crew in 1911 and became coxswain in 1950.

'BLESS YOU, DARLING'

A woman life-boat supporter, writing from Italy, recently said that in Chichester on Life-boat Day, 'you will not find a single citizen without the life-boat badge'. She added: 'In 1967 my warming experience was the spontaneous "Bless you, darling" of an old ex-life-boatman as I pushed my contribution into his box'.

'TALES TOLD BY A SQUIRREL'

The Royal National Life-boat Institution at 42 Grosvenor Gardens, London, S.W.1, is continuing to benefit from the sale of *Tales told by a Squirrel*—a kindly little book for animal lovers which was written by the late Mrs. M. M. Goodall. Copies may be obtained from the above address at 2s 6d. a copy, post free.

THE JOURNAL

The cost of producing the THE LIFE-BOAT is considerable, even allowing for advertising, and many readers may like to know that by paying their subscriptions under a Deed of Covenant—the sum is £2 2s.—it will automatically provide them with the Journal. The need to keep the Institution informed of address changes is also a way of helping to avoid wastage.



by courtesy of]

[Aberdeen Journals Ltd.

In October, 1968, the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., and Deputy Chairman, Cmdr. F. R. H. Swann, O.B.E., R.N.V.R., inspected the life-boat at Aberdeen in the course of a tour of Scottish life-boat stations. She is the *Ramsay-Dyce*.

PROPERTY SALVAGE*

IN THE DOGHOUSE—One particular boat's crew of the Royal National Life-boat Institution is in dead trouble. It rescued the crew of a cabin cruiser from a dangerous situation—which, of course, was regarded as meritorious and praiseworthy by just everybody. But it went further still and—with considerable difficulty—towed the distressed boat into harbour. So, out of a nasty situation, came 100 per cent success. Still everyone applauded.

Then, exercising their rights as individuals (i.e. not as members of R.N.L.I.), the crew claimed a salvage award for recovery of the boat. The back-slapping stopped and the name-calling started—quicker than I take to write it. Money grubbers, bounty hunters, bargainers-under-duress: these and many more ruderieries have been bandied about by affronted weekend-sailors and the popular press. So I think it is time professional sailors put something on paper. For we have lived with maritime risk, insurance policies and the harsh sea throughout our working life.

LAWS FAIR

The laws of salvage are among the fairest and squarest forms of bargaining in this imperfect modern world of ours. Nobody will ever applaud an arbitrator's ruling or a judge's decision any more than two League teams praise a referee; it is part of the game to maintain that a decision was slightly unfair. But even the dissentients subscribe wholeheartedly to the system's usefulness and practical wisdom. I think nobody will dispute that—so let's get back to that cabin cruiser.

There was, of course, the alternative of bargaining on the spot for a fixed-price tow. But the press would really have gone to town on this with 'Shylocks at Sea' headlines. To my mind the Lloyd's Open Form principle (even if the form is not actually used) is in almost all cases admirable; it ensures the promptest and fullest assistance in the urgency of the moment, while leaving the financial details to be settled by experts ashore. And let it be said that those experts can give hours of consideration in offices that are not rolling and pitching and 'shipping 'em green': how much more satisfactory than an agreement conceded in a brief moment of emotion in a vessel on her beam ends. At sea, of course, the 'No Cure: No Pay' principle ensures for the owner that the very utmost endeavour will be made to make the project successful. It is absolutely no use the salvor having a 'good try' but losing the ship: he may have risked himself through hell and high water but he will get no payment for his labours.

TO SAVE LIFE

That really leaves only one important question. Should the life-boat's crew have claimed anything at all or should they have given the service for free? Here we must leave fact and go to opinion—*chacun à son gout*. And this is my particular *gout*. The primary and paramount task of the life-boat is to save life: but if—with no detriment to the primary task—it can undertake the secondary task of prompt property saving, then it is great commonsense to do so.

And having saved such property, it is also great commonsense to abide by the law of the sea and to claim an award. Assured of the fairness of the system of salvage assessment, every participant should be reasonably happy. The owner

*Reproduced by permission of the *Nautical Magazine* from their issue of October, 1968.

gets his property safe; the insurers meet a claim which their premium income should cover—if they have done their sums right; and the life-boatmen will have an amount of money which, however small, is more satisfying than ‘thanks on vellum’.

To sum up. The sea is harsh. Maritime law is just. The adjudicators are fair. Given those factors, then anyone who has risked life and limb should be entitled to submit a claim without being vilified. They will not be awarded a fortune. But it may, in quite inadequate manner, be some slight recompense for scores of occasions in which life and limb have been risked for nowt.

THE VOLUNTARY SPIRIT

Finally, one categoric statement must be made. No private organisation could engage a nation-wide life-boat service on a ‘permanent job’ basis. Basic pay, plus overtime, plus time-and-a-half or double-time at weekends, plus hazardous duty allowance, plus ‘on call’ allowance, plus ‘special clothing’ and one or two other such entitlements—all these factors would price a professional (salvage element in pay ‘in lieu of salvage awards’) life-boat service out of existence. At present, the service is run by volunteers motivated by love of the sea, a perverse love of danger, and a desire to be useful to mankind. Although that makes them stand 10 feet tall in our estimation, they remain no more than ordinary citizens in the eyes of the law. And—as such—they should not have less right to claim salvage than other less worthy ordinary citizens.

GOOD-BYE TO A LIFE-BOAT*

by R. W. Frazer

WHEN I first visited Ring, Co. Waterford, in 1925, the Helvick Life-boat was housed at road-level in a kind of hanger built out over the water on stilts. A barometer was fixed outside, with the two legends familiar to seamen—‘First rise after low foretells stronger blow’ and ‘Long foretold long last, short notice soon part’. Inside the house, set on a wall beside the yellow oil-skins and life-belts and other gear, a simple plaque set out the names of the craft aided by the life-boat, the year of the rescue and the number of lives saved.

The life-boat itself, an old ‘puller and sailer’ type, was cradled on rails which ran down into the sea. When the crewman were in position the doors were opened, the retaining bolt was pulled, and down she rushed. I never saw one of these launches, not even in exercises. But it must have been a stirring sight, particularly since the crew in those days fished from the old hookers and were well used to ‘pull and sail’.

In the course of the years the ‘puller and sailer’ was replaced by a series of modern diesel-powered craft, the life-boat lay at permanent moorings in Helvick harbour and the life-boat shed was taken down. At the kind invitation of the honorary secretary I often accompanied the crew on their trial trips and got to know the routine fairly well. But in July, 1945, came a real surprise. I was asked if I would like to accompany the reserve boat, *Agnes Cross*, and bring back the Helvick boat from its re-fit at Baltimore. The re-fittings are now carried out at Malahide Shipyard in Dublin, at the Crosshaven Boatyard or at Messrs. John Tyrrell’s at Arklow.

Since its foundation by Lieut.-Col. Sir William Hillary in 1824 the Royal National Life-boat Institution (originally ‘The Shipwreck Institution’) has

**This article, which has been slightly amended, is reproduced by permission of the Editor of The Irish Times from their edition of 29th January, 1969.*

become justly famous for its thoroughness and efficiency. Every day at Helvick, even in high mid-summer, I could see the life-boat engineer starting up the diesel engines and running them as for an immediate alert. When the boat was sent for re-fit, it was 'taken down', to the last nut and bolt, cleaned, repaired and re-painted as new. When you realise that the total number of life-boats in the active fleet (including two 70-foot craft) is 150, that the total number of inshore rescue stations is over 100, that each station costs £8,500 a year for maintenance and that research and replacements are going on all the time, then it is easy to understand how the total expenditure of the Institution in 1967 was £1,921,000. On the other side of the ledger the life-boat service, up to December, 1968, had saved over 90,300 lives.

SENSE OF EXCITEMENT

So, bright and early on a morning of July, 1945, off we went from Helvick in the *Agnes Cross*. To those who don't live with it the powerful throb of a life-boat engine under the feet conveys a sense of excitement difficult to describe. Not for a moment did it occur to me that there was a war just over and that drifting mines were not unknown around the south coast. Nor did I realise how favoured we were by the weather. It was a flat calm, which was just as well, because life-boats are built for buoyancy, and a tumbling sea or—much worse—a heavy swell can make life-boat travel highly unpleasant. But as soon as we were well out into the deep water and the coast flattened into a straight line where bays and inlets were indistinguishable I realised how apt was the description of his ocean cruise given by a disenchanted tourist: 'Miles and miles and miles of sweet damn-all'.

IRB CREWS . . . No. 2



by courtesy of]

[Hull Daily Mail

The Filey IRB crew—an IRB station was established there in 1966—consists of a bank manager, a café proprietor and a joiner. When this photograph was taken the IRB and the local life-boat had returned from the successful rescue of two youths on 13th October, 1968.

But sailing the *Agnes Cross* held the same kind of interest as driving a vintage car. A homely old 'Norfolk and Suffolk' type, now obsolete, she was very broad-beamed with an open deck and was rigged with a dipping fore-lug and mizzen. She weighed just over 13 tons (including 1.7 tons of ballast), carried four tanks of water ballast and with tanks empty had a load displacement of 16 tons. For all that, her draught was less than two feet forward and less than three feet aft, her buoyancy being due to 98 air cases and five water-tight compartments.

NOTHING TO CHANCE

The heart of a life-boat is the engine. In this case it was a Tylor four-cylinder which could make a full speed of over 8 knots in smooth water, with a radius of action of 55 miles—at cruising speed half that again. The R.N.L.I. leaves nothing to chance, and it was difficult to imagine the *Agnes Cross* engine breaking down. It had two alternative water-systems—fresh and salt—with three alternative ignitions. And with the housing screwed down the engine would continue to throb away even if the boat were to be submerged. That this could happen was evident from the figures given to me by the engineer. With crew and gear in place and gunwale awash the boat could take aboard 135 men, with decks awash and ballast tanks empty, 236. Where on earth—or rather on the *Agnes Cross*—they would go without a stevedore is hard to say. In shipwreck, I suppose, men are not particular.

'RADIANT AS A BRIDE'

Well, we collected the Helvick *Eileen* at Baltimore two days later and set off for our miles and miles and miles of you-know-what. An oldish boat of the 1919 Watson class, the *Eileen* was open-decked like the *Agnes Cross*, with the same type of engine. But after her re-fit and in her dazzling fresh blue, red, white, yellow and gold, she was radiant as a bride going to the altar. We saw nothing at all on the way home but got a great cheer from the waiting crowd when we slid to our Helvick moorings at sundown.

Since 1945 the *Eileen* has been replaced by boats of the modern Watson class, with cabin fore and aft, engine room, search-light, loud-hailer and radio-telephone. Meanwhile continuous research goes on, new designs are being tried out and new approaches studied. There are now 70-foot steel boats in the Institution's fleet, and the latest type of craft to go into service is the 44-foot steel type. Six of these new craft have been launched, one of the six being now at Dun Laoghaire. In addition, inshore rescue boats have appeared and prototypes of fast rescue-cum-boarding boats have been built. This means fewer stations but speedier rescue technique. What a pity the Helvick boat must be one of those to go. She was a dainty little lady and we shall miss her from her moorings.

BOOK REVIEW

● *The Norfolk Coast* is the title of a little book by Neville Long which is published by Geoffrey Dobb Ltd., of Brundall, Norfolk, price 6s. 5d. including postage. Mr. Long, who is up to date with his facts, writes: 'So these chapters have in turn covered all the life-boat stations on the Norfolk coast, giving a brief insight into the traditions which lie behind them, the tasks which confront them and, not least, the risks which always attend them. Bear these things in mind, lest you encounter a flag-seller in the street and be tempted to pass by on the other side.'

40-FOOT EXPERIMENTAL LIFE-BOAT

A new experimental boat (see page 545) has been built for the Royal National Life-boat Institution with a glass-reinforced plastic (G.R.P.) hull and deck. The hull, which is a standard commercial one, was designed by T.T. Boat Designs Ltd., of Bembridge, and moulded by Messrs. Halmatic Ltd., of Havant, for Keith Nelson Ltd., of Bembridge. The R.N.L.I., in conjunction with Keith Nelson, has designed the internal and deck lay-out of the boat.

The new boat, which is 40-foot in length, is at present on sea trials, after which it is intended she should be used at selected life-boat stations for operational evaluation. Purpose of these extensive trials is to test a standard fibre-glass hull in the most severe weather conditions in order to assess its possibilities for future use in life-boat construction. In this way it is hoped to produce a thoroughly seaworthy boat which will have greater speed than conventional life-boats, and which, through the use of glass-reinforced plastic, can be produced at substantially lower cost.

THE LAYOUT

The layout from forward consists of the forepeak, forecabin, wheelhouse, engine room, aft shelter and after peak. The fore peak is filled with foam and is enclosed with a watertight bulkhead. The fore cabin is fitted with two seats and stowage for equipment. The wheelhouse/chartroom contains the engine control panels, which are duplicated on the bridge, and the electronic equipment. The engine room is under the bridge deck.

The engines are two Thornycroft T400 6-cylinder four-stroke turbo-charged diesel engines developing 155 s.h.p. at 2,400 r.p.m. intermittent rating and 125 s.h.p. at 200 r.p.m. continuous rating. Engines are resiliently mounted.



by courtesy of]

[Windsor, Slough & Eton Express

Members of the Slough branch of the R.N.L.I. looking at Slough parks department's floral tribute on the 50th anniversary of organised collections for the life-boat service in Slough. In the photograph are (left to right) Mr. R. N. Parks, honorary treasurer; Lt.-Col. G. P. D. Pease, chairman; the Mayor of Slough, Ald. J. Rigby, president; Cllr. C. A. Penn, first vice-president; and Mr. L. G. Scrase, parks director. The R.N.L.I. badge was designed using 30,000 flowers.

Since Slough branch started collections in 1918 £10,000 has been raised.

The radar scanner and V.H.F. and U.H.F. antennae are carried on tubular stainless steel structure above the wheelhouse. The M/F whip aerial is mounted on the cabin top.

An R.F.D. 6-man life-raft is mounted on the aft deck. A towing post is fitted at the after end of the bridge deck.

The new life-boat has a maximum speed of 19 knots, a cruising speed of 17 knots, and a range at cruising speed of 440 miles.

Awards to Coxswains and Members of Life-boat Crews

The following coxswains and members of life-boat crews were awarded certificates of service on their retirement and in addition those entitled to them by the Institution's regulations were awarded an annuity or a retirement allowance and a gratuity:

<i>Name</i>	<i>Station</i>	<i>Service</i>
EDWARD ROBERT SMITH	Aldeburgh No. 1 Aldeburgh No. 2	Bowman 12 $\frac{3}{4}$ years. Bowman 1 year. Member of crew 24 years.
ALEXANDER KEAY	Anstruther	Bowman 3 $\frac{1}{2}$ years. Member of crew 29 years.
FREDERICK C. TATEM	Appledore	Head launcher 10 years. Bowman 10 $\frac{1}{4}$ years.
MALCOLM MACAULAY	Barra Island	Emergency mechanic 15 $\frac{1}{4}$ years. Member of crew 7 years.
EDWARD GREGORY LOUGH	Berwick-upon-Tweed	Coxswain 10 $\frac{1}{4}$ years. Second coxswain 6 $\frac{3}{4}$ years. Bowman 1 $\frac{1}{2}$ years. Member of crew 9 $\frac{1}{2}$ years.
JOHN LOUGH	Berwick-upon-Tweed	Bowman 10 $\frac{1}{4}$ years. Member of crew 12 $\frac{3}{4}$ years.
WILLIAM HOLLAND	Boulmer	Assistant mechanic 11 $\frac{1}{4}$ years. Member of crew 11 years.
JAMES ANDREW STANTON	Boulmer	Motor mechanic 16 $\frac{3}{4}$ years. Member of crew 4 $\frac{1}{2}$ years.
JOHN EDWARD STANTON	Boulmer	Second coxswain 1 $\frac{1}{4}$ years. Bowman 1 $\frac{1}{2}$ years. Member of crew 10 $\frac{3}{4}$ years.
WILLIAM BURN STEPHENSON	Boulmer	Coxswain 1 $\frac{1}{4}$ years. Second coxswain 1 $\frac{1}{2}$ years. Bowman 4 $\frac{1}{2}$ years. Member of crew 13 $\frac{1}{4}$ years.
WILLIAM RALPH WOOD	Boulmer	Bowman 1 $\frac{1}{4}$ years. Member of crew 19 years.
LAWRENCE GALL ANDERSON	Broughty Ferry	Second coxswain 8 $\frac{3}{4}$ years.
ARTHUR GEORGE GRIGGS	Clacton-on-Sea	Bowman 27 $\frac{1}{4}$ years. Member of crew 1 $\frac{3}{4}$ years.
WILLIAM BRAUND	Clovelly	Coxswain 11 $\frac{3}{4}$ years. Second coxswain 1 year. Assistant mechanic 19 $\frac{1}{4}$ years. Bowman 6 months. Member of crew 14 years. Bronze Medal 1949.
THOMAS ROBERT CRUSE	Clovelly	Motor mechanic 2 $\frac{1}{4}$ years. Assistant mechanic 11 years. Bowman 4 months. Member of crew 9 $\frac{1}{4}$ years.

<i>Name</i>	<i>Station</i>	<i>Service</i>
TREVOR GEORGE DAVEY	Clovelly	Coxswain 1½ years. Second coxswain 12 years.
CHARLES GORDON PERHAM	Clovelly	Bowman 2½ years. Member of crew 28 years.
PERCIVAL EUSTIS ..	Coverack	Bowman 10½ years. Second assistant mechanic years. Member of crew 25 years.
HERBERT JAMES HART ..	Criccieth	Bowman 4½ years. Member of crew 10½ years.
YVES SYLVESTRE HERVE	Criccieth	Coxswain 4½ years. Member of crew 10½ years.
JOHN HYWEL HUGHES ..	Criccieth	Motor mechanic 15 years.
GRIFFITH GLYN PRITCHARD	Criccieth	Assistant mechanic 5 years. Member of crew 10 years.
MATHIAS WILLIAMS ..	Criccieth	Second coxswain 15 years. Member of crew 5 years.
J. W. BATHIE	Cromarty	Bowman 9 years. Member of crew 5 years.
EDWARD SCOTT ..	Cromarty	Second coxswain 10 years. Bowman 5½ years. Member of crew 4 years.
ALBERT WATSON, B.E.M.	Cromarty	Coxswain 33¾ years. Assistant mechanic 6 years. Member of crew 6 years. Silver Medal 1959.
RONALD JOHN WINTON	Cromarty	Assistant mechanic 2¾ years. Member of crew 12¾ years.
JAMES RICHARD DAVIES	Cromer No. 2	Second coxswain 10½ years. Member of crew 18¾ years. Bronze Medal 1941.
DENNIS GEORGE GAFF ..	Cromer No. 2	Motor mechanic 12¾ years. Assistant mechanic 1½ years. Member of crew 5 years.
LEWIS BENJAMIN HARRISON	Cromer No. 2 Cromer No. 1	Coxswain 13¾ years. Second coxswain 6 years. Member of crew 16 years.
SIDNEY CHARLES HARRISON	Cromer No. 2	Bowman 13¾ years. Member of crew 26 years. Bronze Medal 1927. Second Service Clasp 1941.
GEORGE LINDSAY .. (posthumous)	Donaghadee	Coxswain 1 year. Second coxswain 7½ years. Bowman 5½ years. Member of crew 9 years.
ALFRED EDWARD WHITING	Dover	Member of crew 37¾ years.
HAROLD JAMES TART ..	Dungeness	Member of crew 11¼ years.
VICTOR COOPER DALE	Fishguard	Member of crew 14 years.
WILLIAM J. H. PHILLIPS, M.B.E.	Fishguard	Coxswain 10¾ years. Second coxswain 6 months. Member of crew 2½ years.
THOMAS COWLING ..	Flamborough	Second coxswain 2 years. Bowman 13 years. Member of crew 27 years.
ALBERT ELLERY HARRIS	Great Yarmouth and Gorleston	Second coxswain 1½ years. Bowman 11½ years.
RONALD MALLION ..	Great Yarmouth and Gorleston	Assistant mechanic 6½ years. Motor mechanic 2¾ years. Member of crew 3¾ years.
ALFRED CHARLIE PEPPER	Hastings	Bowman 3½ years. Member of crew 7 years. Helper 16 years.
JAMES HECTOR DOUGLAS	Holy Island	Assistant mechanic 9½ years. Emergency motor mechanic 5½ years. Member of crew 25½ years.

<i>Name</i>	<i>Station</i>	<i>Service</i>
WILLIAM DOUGLAS ..	Holy Island	Member of crew 22½ years.
ROBERT WILLIAM HENDERSON	Holy Island	Motor mechanic 9½ years. Assistant mechanic 5½ years. Emergency mechanic 14¾ years.
GEORGE LIVINGSTON SHELL	Holy Island	Member of crew 11 years. Bowman 23¼ years.
RALPH WILSON	Holy Island	Member of crew 5 years. Coxswain 1 year. Second coxswain 5½ years.
RALPH WILSON	Holy Island	Member of crew 22¼ years.
GEORGE EDWARD MITCHELL	The Lizard—Cadgwith ..	Member of crew 45¼ years.
	The Lizard	Coxswain 15½ years.
	Cadgwith	Second coxswain 13½ years. Member of crew 1 year.
THOMAS GEORGE STEPHENS	The Lizard—Cadgwith ..	Member of crew 18 years. Second coxswain 1¼ years.
	The Lizard	Bowman 6¼ years.
	Cadgwith	Bowman 10 years. Member of crew 7 years.
RICHARD HENRY ROBERTS	The Lizard—Cadgwith ..	Member of crew 16 years. Bowman 9 months.
	The Lizard	Member of crew 6½ years. Member of crew 6 years.
FRANK NORMAN ..	Minehead	Helper 8¼ years.
EDWARD DAWSON ..	Newbiggin	Bowman 16 years. Coxswain 9½ years.
WILLIAM HENRY CROSS	New Brighton	Bowman 10½ years. Member of crew 15½ years. Second coxswain 15¾ years.
MICHAEL ROBSON ..	North Sunderland ..	Bowman 12½ years.
(posthumous)		Motor mechanic 31½ years.
ERNEST LLEWELLYN MURT, D.S.M.	Padstow	Bowman 19¼ years. Member of crew 12¼ years.
HENRY CURPHEY GALE (posthumous)	Peel	Coxswain 13½ years. Bowman 3 years.
JOHN STRACHAN ..	Peterhead	Member of crew 1¼ years. Bowman 9 years.
FREDERICK G. FOWLER	Plymouth	Member of crew 4 years.
ALBERT HOLMES ..	Plymouth	Member of crew 26 years. Bowman 12 years.
WILLIAM HENRY GEORGE ROGERS	Plymouth	Member of crew 6½ years. Motor mechanic 10½ years.
	Tenby	Motor mechanic 6½ years. Bronze Medal 1953.
ALBERT ARTHUR BROWN	Poole	Coxswain 20½ years. Second coxswain 2 years. Bowman 6¾ years.
JAMES MITCHELL ..	Portpatrick	Motor mechanic 37½ years.
WILLIAM DAVID BARTLETT	Ramsgate	Second coxswain 4¼ years. Member of crew 13½ years.
FRANCIS CHARLES CRIBBENS	Ramsgate	Member of crew 41½ years.
RICHARD M. HICKEY ..	Rosslare Harbour ..	Motor mechanic 19½ years. Reserve mechanic 2 years.
	Arklow	Motor mechanic 7¾ years. Bronze Medal 1955.
EMLYN JAMES JOHN ..	St. David's	Bowman 8 years. Member of crew 6 years.
DAVID JOHN LEWIS ..	St. David's	Helper 14 years. Coxswain 12¾ years. Second coxswain 18 years. Bowman 1½ years. Member of crew 1 year. Bronze Medal 1956.

<i>Name</i>	<i>Station</i>	<i>Service</i>
SILVER HARRY LE RICHE	St. Helier	Coxswain 1 year. Second coxswain 6 years. Bowman 2½ years. Member of crew 8½ years. Bronze Medal 1950.
DANIEL ROACH	St. Ives	Coxswain 11 years. Motor mechanic 10½ years. Assistant mechanic 6½ years. Member of crew 15½ years. Bronze Medal 1958.
CYRIL GEORGE BASKERVILLE	Salcombe	Assistant mechanic 8½ years. Bowman 8½ years. Member of crew 5½ years. Assistant mechanic 8½ years. Member of crew 4½ years.
COLIN CHARLES JENKINSON	Scarborough	Bowman 20½ years. Member of crew 13 years.
EDMUND GEORGE ..	Sennen Cove	Motor mechanic 9 years. Assistant mechanic 1 year. Member of crew 11 years.
RICHARD GEORGE ..	Sennen Cove	Assistant mechanic 8½ years. Member of crew 2 years.
GEORGE WILLIAM HIGH	Sheringham	Assistant mechanic 27 years. Member of crew 10½ years.
CECIL MERRIT AYLING	Shoreham Harbour ..	Coxswain 4½ years. Second coxswain 6½ years. Member of crew 11½ years.
ERIC ERNEST (BOB) PAGE (posthumous)	Shoreham Harbour ..	Motor mechanic 36 years. Assistant mechanic 30½ years. Member of crew 10 years. Bronze Medal 1941.
PERCY GRUNNILL ..	Skegness	Second coxswain 12½ years. Member of crew 26 years. Bronze Medal 1941.
REGINALD H. SANDERS ..	Southend-on-Sea	Motor mechanic 38½ years. Bronze Medal 1962.
SAMUEL H. G. THOMAS	Southend-on-Sea	Bowman 6 years. Member of crew 5 years.
JOHN MACLEOD, B.E.M.	Stornoway	Motor mechanic 13 years. Reserve mechanic 9 months. Bowman 12½ years. Member of crew 1½ years.
WILLIAM MACDONALD ..	Stornoway	Motor mechanic 14½ years. Reserve mechanic 8 years.
DONALD MACKAY BEWS	Thurso	Assistant mechanic 16½ years. Member of crew 3 months. Coxswain 8 years. Second coxswain 4½ years. Bowman 1 year.
ERNEST GORDON ..	Troon	Member of crew 1 year. Member of crew 28½ years. Helper 6 years.
DUNCAN CHARLES MCCALLUM	Troon	Assistant mechanic 29½ years.
WILLIAM JAMES STEWART	Troon	Motor mechanic 16½ years. Assistant mechanic 12½ years. Signalman 7 years. Bronze Medal 1940.
WILLIAM YOUNG ..	Troon	Coxswain 29½ years. Second coxswain 6½ years. Bowman 1 year. Member of crew 9 years. Bronze Medal 1950.
RICHARD JAMES LILL ..	Walmer	Coxswain 19 years.
THOMAS JOHN MOGGERIDGE	Weymouth	Second coxswain 19 years.
WILLIAM DRYDEN ..	Whitby	Assistant mechanic 15 years.
EDWARD KAVANAGH ..	Wicklow	
GEORGE SCOTT	Workington	
NATHANIEL SCOTT ..	Workington	
ROBERT AMOS LAKEMAN	Yarmouth	

THE LIFE-BOAT FLEET

143 station life-boats 101 inshore rescue boats
1 70-foot steel life-boat on operational trials
1 44-foot steel life-boat on evaluation trials at Barry Dock

LIVES RESCUED 90,321

from the Institution's foundation in 1824 to 30th November, 1968

Life-boat services round the Coasts

SEPTEMBER

No. 2 Life-boat Area

No. 1 Life-boat Area

O.N. 70-002 at Kirkwall – At 10.37 a.m. on 23rd September, 1968, the coastguard told the staff coxswain that a lobster boat had broken down half a mile north east of Gault buoy. The IRB carried aboard the life-boat *Grace Patterson Ritchie* was launched at 10.55. It was shortly before high water. She came up with the lobster boat *Ewing McGruer*, with a crew of two, and stood by until the arrival of the life-boat at 11.24. The lobster boat was then taken in tow to Kirkwall, and the life-boat returned to her moorings at 12.10 p.m.

Girvan, Ayrshire – At 4 p.m. on 5th September, 1968, the coastguard reported that a motor boat with two people on board was in difficulties in Maidens bay. Five minutes later the life-boat *St. Andrew (Civil Service No. 10)* slipped her moorings in a fresh south westerly breeze with a rough sea. On receipt of a radio message from Portpatrick that a boat had been sighted three miles off shore, a search was carried out from three miles west of Maidens harbour, working inshore. A small boat was seen anchored off shore and apparently empty. The life-boat carried out a further search, returned to the



by courtesy of]

[Thomas A. Wilkie, F.R.P.S., A.I.B.P.

When severe flooding took place in Guildford in September, 1968, an R.N.L.I. inshore rescue boat from the R.F.D. Co. Ltd. factory at Godalming, Surrey, was used for rescue purposes in the High Street.

anchored boat, and in the bottom of her found a man and a boy who were transferred to the life-boat. The motor boat was taken in tow to the harbour, and the life-boat returned to her station at 6.20.

Islay, Inner Hebrides – At 7.40 a.m. on 8th September, 1968, the acting honorary secretary learnt that the s.s. *Agois Minas* of Monrovia was aground about two miles from Port-haven and a land party were going out to search. The life-boat crew assembled and stood by. At 8.23 the acting honorary secretary received a further message from the coastguard informing him that the ship was in no immediate danger and only required the assistance of a tug. Later it was decided to launch the life-boat as the ship was now holed and flooded. At 12.50 p.m. the life-boat *Henry Blogg*, on temporary duty at the station, was launched in a strong south easterly breeze with a rough sea. It was high water. She came up with the vessel half a mile north of Frenchmans rocks, rescued her crew of 16 and landed them at Port Askaig, returning to her station at 11.30 a.m. on 9th September.

Workington, Cumberland – At 9.15 a.m. on 27th September, 1958, the coastguard sent an anticipatory message to the coxswain that the fishing boat *Provider*, with two men on board, which had left Harrington on the previous afternoon, was overdue. At 11 o'clock the life-boat *Manchester and Salford XXIX* slipped her moorings in a strong west south westerly gale with a rough sea. It was low water. She found the *Provider* one mile south west of Workington with her engine broken down. The crew were taken aboard the life-boat which then took the fishing boat in tow to Workington. The life-boat returned to her station at 12.15 p.m.

No. 3 Life-boat Area

Flamborough, Yorkshire – At 3.58

p.m. on 1st September, 1968, it was learnt that a boy had fallen over the cliff at Thornwick bay and that the assistance of the life-boat had been requested by the police. Twelve minutes later the life-boat *Friendly Forester* was launched in a strong south easterly breeze with a choppy sea. The tide was ebbing. On reaching the position the coxswain anchored and veered the life-boat in astern. With the assistance of skin divers the boy was taken aboard the life-boat. She then returned to harbour where an ambulance was waiting to take the boy to hospital. The life-boat returned to her station at 4.40.

No. 4 Life-boat Area

Lowestoft, Suffolk – At 9.3 p.m. on 10th September, 1968, the honorary secretary was notified that flares had been sighted off Pakefield. The life-boat *Frederick Edward Crick* slipped her moorings at 9.9 in a gentle south easterly wind with choppy sea. The tide was ebbing. The life-boat came up with the fishing boat *Coronation* with a crew of two on board. Her propeller had been fouled. The life-boat took the fishing boat in tow to Lowestoft, returning to her station at 9.45.

No. 5 Life-boat Area

Hastings, Sussex – At 9.30 a.m. on 20th September, 1968, the motor mechanic informed the honorary secretary that the crew of three aboard a dredger west of St. Leonards wished to be taken off in view of the deteriorating weather conditions. At 10.20 the life-boat *Fairlight* was launched in a west south westerly gale with a rough sea. It was high water. While going to the dredger she sighted the yacht *Bavaria* flying a distress signal. At 10.55 she came up with the dredger and took off her crew. She then returned to the assistance of the yacht one mile south of St. Leonards bathing pool. Her crew

of two were taken aboard the life-boat, and the yacht was safely anchored. The life-boat landed the five men at Hastings, returning to her station at 11.25.

Shoreham, Sussex – On 22nd September, 1968, the life-boat *Dorothy and Philip Constant* was launched to the yacht *Jean Ann*. A full account of this service appears on page 557.

Ramsgate, Kent – At 5.14 p.m. on 23rd September, 1968, the coast-guard reported that a small boat in Pegwell bay needed assistance. The life-boat *Michael and Lily Davis* slipped her moorings at 5.25 in a fresh westerly breeze with a slight sea. The tide was ebbing. She found the cabin cruiser *Folly* aground in Pegwell bay. A helicopter had taken two men off and one man was still aboard. The life-boat returned to her station, collected the boarding boat, and stood by until it was possible to use the boarding boat to pass a line to the cabin cruiser. The cruiser was taken in tow to Ramsgate, and the life-boat returned to her station at 10.10.

No. 6 Life-boat Area

Weymouth, Dorset – At 3.5 a.m. on 6th September, 1968, the coastguard reported that red flares had been seen in Bowleaze cove. Twenty minutes later the life-boat *Frank Spiller Locke* was launched. It was low water. She came up with the cabin cruiser *Kantara*, with four people on board, ashore at Preston beach. The life-boat was unable to close the cruiser and the boarding boat was used to get a line on board. The cruiser was then pulled clear and taken in

tow to Weymouth. The life-boat returned to her station at 5 o'clock.

On 2nd September, 1968, the life-boat *Frank Spiller Locke* put out to the yacht *Frances Helen*. A full account of this service appears on page 552.

Salcombe, Devon – At 4.10 p.m. on 15th September, 1968, it was learnt that a yacht was in difficulties near Starhole bay. At 4.43 the life-boat *The Baltic Exchange* slipped her moorings in a strong north easterly breeze with a rough sea. It was low water. Shortly before the arrival of the life-boat the yacht *Daphne* sank and the crew of two—a man and his wife—scrambled on to the Mewstone rock. The coxswain manoeuvred the life-boat to within 15 feet of the couple and a line was passed to them. Once on board the life-boat they were given hot soup and the man was treated for abrasions on his hands and feet. The life-boat returned to her station at 5.30 where a doctor and ambulance were waiting. A donation was made to the Institution's funds.

Plymouth, Devon – At 5.44 a.m. on 16th September, 1968, the coast-guard told the honorary secretary that the British vessel *Chartsman* was standing by the yacht *Khajak* 13 miles off Eddystone lighthouse. The life-boat *Thomas Forehead and Mary Rowse* slipped her moorings at 6 o'clock in a north westerly gale and a rough sea. The tide was ebbing. At 7.43 she came up with the yacht which was sheltering in the lee of the *Chartsman* in heavy seas. The yacht was taken in tow to Plymouth, and the life-boat returned to her station at 1 p.m.

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st September to 30th November: Launches 566, lives saved 294

No. 8 Life-boat Area

Holyhead, Anglesey – At 1.25 p.m. 2nd September, 1968, the coastguard told the assistant honorary secretary that the motor boat *Valkyrie* had broken down 100 yards off shore and required assistance. Fifteen minutes later the life-boat *St Cybi* (Civil Service No. 9) was launched. The tide was flooding. At 2.35 the honorary secretary received a further message from the coastguard informing him that the life-boat with the motor boat in tow was in difficulties near the rocks at Porth Ruffydd. The life-boat took two people off the motor boat, slipped her tow, and returned to her station at 3.37.

Rhyl, Flintshire – At 11.1 a.m. on 29th September, 1968, it was learnt that red flares had been sighted two

miles north east of Rhos point. At 11.37 the life-boat *Har-Lil* was launched in a fresh west north westerly breeze and a rough sea. The tide was flooding. She came up with the cabin cruiser *Siraly II*, with three people on board, off Llandulas and escorted her to Rhyl. As the weather deteriorated it was impossible to take the cabin cruiser into the safety of Foryd harbour, so the life-boat towed her to Mostyn docks and then returned to Rhos to investigate another report that flares had been sighted off Rhos point. Inquiries were made and it was found that the flares had been fired from the pier to start the fishing festival. The life-boat then returned to the cabin cruiser and took her in tow to Mostyn harbour. The life-boat returned to her station at 5.45.



by courtesy of]

[The Central Press Photos Ltd.

The 37-foot Oakley life-boat *Amelia* which was paraded in London in the 1968 Lord Mayor's Show. The same life-boat was also on show in the forecourt of St. Paul's Cathedral and the climax to her three-day stay was a service on board which was conducted by the Dean of St. Paul's, the Very Rev. Martin Sullivan, in the presence of many city workers and schoolchildren.

No. 10 Life-boat Area

Dun Laoghaire, Co. Dublin – At 4.40 p.m. on 22nd September, 1968, the garda informed the honorary secretary that a yacht had fired a flare between the West pier and Howth. The life-boat *John F. Kennedy* slipped her moorings at 5 o'clock in a light westerly breeze with a smooth sea. It was high water. She came up with the yacht *Estelle*, which had been dismasted, two miles north east of Dun Laoghaire. The crew of three were taken aboard the life-boat and the yacht was taken in tow to Dun Laoghaire. The life-boat returned to her station at 7 o'clock.

See page 595 for other life-boat launches

IRB LAUNCHES

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

No. 2 Life-boat Area

Largs, Ayrshire – At 2.50 p.m. on 26th September, 1968, the police reported that a boat was sinking off Cumbrae. The IRB was launched at 3 o'clock and found a fibre glass dinghy with two men clinging to it. The two men were embarked, the dinghy righted, and then taken in tow. It transpired that the dinghy's outboard engine had been left in gear and, when the men had started it, the force of the engine had upset the dinghy. The IRB returned to her station at 4.30.

At 12.30 a.m. on 20th September, 1968, it was learnt that a motor boat had been stolen from the Fairlie anchorage. The IRB was launched at 12.45 in a moderate to fresh north easterly wind. The IRB took two constables to Fairlie where they

found two other policemen rowing out from the shore in an attempt to pick up a man who was swimming out to sea. The IRB picked up the man, returning to her station at 1.45.

Berwick-upon-Tweed, Northumberland – At 4.47 p.m. on 29th September, 1968, while the IRB was on exercise the crew were hailed by a catamaran from which a 13-year-old girl had been lost overboard. The IRB went to the scene and found the girl in the surf at Spittal point opposite Berwick pier. Owing to the strong current the IRB was unable to pick up the girl at the first attempt. A member of the crew jumped therefore overboard and supported her until she could be taken aboard. The IRB returned to her station at 4.52.

Kinghorn, Fife – At 3 p.m. on 14th September, 1968, while IRB crew members were watching the return leg of the Burntisland to Kirkcaldy stern chase race, one of the dinghies capsized. The IRB was launched immediately in a strong north easterly wind, gusting to gale force, and a rough sea. It was two hours before high water. She rescued the dinghy's crew of two and took them ashore. Minutes later a second dinghy capsized and the IRB went to her assistance, but a nearby cabin cruiser rescued her crew. Because of the weather conditions, the IRB patrolled the area and later the cabin cruiser, which had assisted the second dinghy, herself capsized. The IRB rescued four people, returning to her station at 5 o'clock.

South Queensferry, West Lothian – at 4.30 p.m. on 14th September, 1968, the coastguard informed the honorary secretary that a sailing dinghy was in difficulties off the harbour. The IRB was launched immediately in a moderate easterly wind and a rough sea. The tide was flooding.

She made for the dinghy which, however, capsized before she arrived, throwing the crew of two in the water. The two men were taken aboard the IRB which towed the dinghy to Hawes pier. The IRB returned to her station at 5.45.

Silloth, Cumberland – At 12.45 p.m. on 8th September, 1968, a member of the public told the police that a boy had been cut off by the tide and was clinging to a pole marking the end of a groyne about one and a quarter miles north east of the IRB station. The IRB was launched at 12.53 in a light south westerly breeze and a slight sea. It was one hour before high water. The boy was taken to the beach where the police took charge. The IRB returned to her station at 1.10.

No. 3 Life-boat Area

Skegness, Lincolnshire – At 4.20 p.m. on 7th September, 1968, the coast-guard reported that a small boat had grounded about one and a half miles north of the station. The IRB was launched at 4.25. It was two and a half hours after low water. The IRB found the speedboat *Illya* submerged on a sandbank. The IRB crew partially bailed her out and took the crew of two aboard. The *Illya* was towed ashore and the two men landed. The IRB returned to her station at 5.10.

Bridlington, Yorkshire – At 2.58 p.m. on 9th September, 1968, the coast-guard informed the coxswain that a dinghy had capsized off Skipsea. The IRB was launched at 3.8 in a light south easterly breeze and a choppy sea. It was two hours after low water. She made for Skipsea and carried out a search of the area. The dinghy was sighted at 3.26 and the IRB found that a small boat had already taken off one man. The IRB embarked the

second man who was in the water and towed the dinghy ashore. She returned to her station at 4.23.

Whitby, Yorkshire – At 3.40 p.m. on 9th September, 1968, it was learnt that two people had been cut off by the tide in Yellow Sands Bight. The IRB was launched at 3.43 in a moderate south easterly wind and a smooth sea. It was three and a half hours after low water. A young man and a girl were taken aboard the IRB and landed at Whitby harbour. The IRB returned to her station at 4.15.

Redcar, Yorkshire – At 6 a.m. on 12th September, 1968, the coast-guard reported that a red flare had been seen to the north east of the boathouse. The IRB was launched at 6.10. It was one and a half hours before high water. Despite the poor visibility she found the crew of the fishing vessel *Castle Eden* who had abandoned ship 15 hours previously. It transpired that a fire had developed in the vessel and the wireless was put out of action almost immediately. The crew of four had tried to put out the fire, without success, and had to take to the inflatable rubber raft. They were all very wet and cold. The IRB landed them at the boathouse, and then returned to her station at 7 o'clock.

No. 4 Life-boat Area

West Mersea, Essex – At 3.25 p.m. on 2nd September, 1968, it was learnt that a catamaran had capsized near Stone. The IRB was launched at 3.27 in a fresh to strong south westerly breeze and a rough sea. It was five and a half hours before high water. The catamaran was found on the Hurslet Spit bank. The crew had righted her and were replacing the gear. The two men were taken aboard the IRB, which towed the catamaran to Stone, returning to her station at 4.15.



by courtesy of]

[Eastbourne Gazette

The Eastbourne life-boat *Beryl Tollemache* took out light fire-fighting gear when the oil tanker *Sitakund* was beached on fire off Eastbourne in October, 1968.

Southend-on-Sea, Essex – At 6.30 p.m. on 28th September, 1968, the IRB crew were informed that flares had been seen three miles south of the pier. The IRB was launched at 6.45 in a south westerly gale with a rough sea. The tide was ebbing. The IRB found a 15-foot speedboat, with a crew of four, waterlogged with her engine broken down. The IRB took off three people while the fourth stayed on board to continue bailing. The speedboat was then taken in tow and beached. After landing the four people, the IRB returned to her station, arriving at 9.30.

No. 5 Life-boat Area

Lymington, Hampshire – At 6.9 p.m. on 9th September, 1968, the coast-guard reported that a sailing dinghy had capsized in the Solent off the Pennington boom. The IRB was

launched at 6.13 in a moderate to fresh east south easterly wind and a corresponding sea. It was one hour before low water. She found the dinghy, with one man clinging to her, off Oxey lake. The man was taken aboard the IRB and the dinghy towed to Lymington. The IRB returned to her station at 7.15. A donation was given to the R.N.L.I.

At 4.29 p.m. on 29th September, 1968, information was received that a sailing dinghy had capsized two miles off Dymchurch. The IRB was launched at 4.53 in a fresh westerly wind with a moderate sea. It was high water. The IRB found the waterlogged dinghy, with a crew of two, and took her in tow to the shore. She returned to her station at 5.40.

At 11.50 a.m. on 22nd September, 1968, a message was received that a catamaran was in difficulties three

miles east by south of the station. The IRB was launched at 11.53. It was high water. The IRB made for the catamaran and found that her mast was broken and one of her hulls was waterlogged. The crew of three were also having difficulty with the rigging. The IRB towed the catamaran to Stone and then returned to her station, arriving at 12.43 p.m.

Shoreham Harbour, Sussex – At 9.55 a.m. on 17th September, 1968, the coastguard told the honorary secretary that two children were calling for help off Penhill Road, Lancing. The IRB was launched at 10.1 in a moderate north easterly wind and a corresponding sea. It was two hours after high water. The children were found in a dinghy which was being blown out to sea. They were frightened and shivering with cold. Another dinghy had just arrived on the scene but was unable to make any headway towards the shore against the headwind and ebb tide. The IRB towed this dinghy ashore and then returned to the first dinghy. The children were taken aboard the IRB which then towed the dinghy into Shoreham harbour. She returned to her station at 11.5.

At 12.10 p.m. on 22nd September, 1968, the coastguard reported that a small motor boat was signalling for assistance four miles south south east of the station. The IRB was launched at 12.12 in a strong west south westerly wind with a rough sea. It was high water. The IRB came up with the cabin cruiser *Jeanie* with three men and a boy on board. Her engine's water pump had broken down and she was dragging her anchor. The IRB took off two men and the boy and returned to her station at 1 o'clock. The third man decided to stay on board the cabin cruiser which was towed in by a motor launch. The owner made a donation to the Institution's funds.

At 4.42 p.m. on 21st September, 1968, the coastguard informed the life-boat's assistant mechanic that a boat had capsized inside the harbour. The IRB was launched at 4.51 in a moderate south south westerly wind with a moderate sea. It was high water. The IRB came up with the sailing surf board *Mini sail 1973* and found a man clinging to it. He was unable to swim and was not wearing a life-jacket. The IRB took the man on board and towed the craft ashore. After the man had been put ashore the IRB returned to her station, arriving at 5.5.

At 12.5 p.m. on 29th September, 1968, it was learnt that a rubber dinghy with five skin divers on board had engine trouble 200 yards south east of the east breakwater. The IRB was launched at 12.20 in a strong westerly wind with a rough sea. The tide was flooding. The IRB found the dinghy, which had drifted further eastwards, and took off two men. The remaining three men stayed on board the dinghy which was taken in tow. The IRB returned to her station at 12.58.

Whitstable, Kent – At 5.10 p.m. on 1st September, 1968, a member of the public told the honorary secretary that two dinghies appeared to be in difficulties off Long Rock at Swalecliffe. The IRB was returning from a previous service, and when she beached, a fresh crew embarked and made for Swalecliffe. There was a strong gusty south westerly wind and a steep breaking sea. It was high water. The IRB found a small open motor boat with two men and two boys aboard about two miles off shore. The motor boat was escorted closer in shore and the IRB then searched for the second boat which was also found two miles off shore with two men and two boys on board. Her engine had broken down and she was drifting. The boys were taken aboard the IRB which

towed the motor boat and her crew to Hampton pier. On the return passage to her station the crew saw an unoccupied dinghy adrift. The dinghy was taken in tow and the IRB returned to her station at 6.50. The owner of the dinghy, who made a donation to the Institution's funds, confirmed that no one was missing.

At 4.30 p.m. on 1st September, 1968, it was learnt that a boat had capsized about one and a half miles off shore in Tankerton Bay. The IRB was launched at 4.33 in a strong gusty south westerly wind and a steep breaking sea with a slight swell. The tide was flooding. After a brief search she found the yacht and took off the three people. As it was not possible to tow the yacht she was anchored. The survivors were landed at Whitstable harbour, and the IRB returned to her station at 5.10.

Eastney, Hampshire – At 10.57 a.m. on 22nd September, 1968, a member of the IRB crew saw a speedboat

capsize 300 yards south of Gunner point. The IRB was launched at 11 o'clock in a fresh west south westerly wind with a choppy sea. The tide was flooding. The IRB found a man in the water who was taken aboard and landed at Gunner point. The IRB returned to her station at 11.30.

At 5.28 p.m. on 2nd September, 1968, the coastguard reported that a speedboat was sinking at the entrance to Langstone harbour. The fast rescue/boarding boat 18-02 slipped her moorings at 5.29 in a fresh to strong south westerly wind and a moderate to rough sea. The tide was flooding. 18-02 made for the speedboat and took off the sole crew member. The waterlogged speedboat was then towed to Gunner point and beached. 18-02 returned to her station at 5.40.

At 5.48 p.m. on 2nd September, 1968, the coastguard informed the honorary secretary that a sailing dinghy was in difficulties on the west



by courtesy of]

[Western Mail

An injured man being landed at Barry after a dash by the local lifeboat *Arthur and Blanche Harris* from the island of Flat Holm in the Bristol Channel.

bank of the East Winner. The IRB was launched at 5.50 in a fresh south westerly wind and a choppy sea. The tide was flooding. The IRB took off a man and a woman and then passed a line to the third crew member. Afterwards the dinghy was towed to the IRB station which was reached at 6.20.

Yarmouth, Isle of Wight – At 3.37 p.m. on 27th September, 1968, a passenger off the Lymington to Yarmouth ferry boat reported seeing a capsized sailing dinghy one mile north of Yarmouth. The IRB was launched at 3.40 in a fresh west south westerly breeze with a rough sea. The tide was ebbing. The IRB rescued the dinghy's only crew member, returning to her station at 3.58.

Bembridge, Isle of Wight – At 11.2 a.m. on 2nd September, 1968, the coastguard told the honorary secretary that the motor yacht *Hamsan* had struck the East Bembridge Ledge. A few minutes later he reported that a man, a woman and three children had taken to a rubber dinghy and were attempting to reach the shore. The IRB was launched at 11.15 in a strong south westerly breeze and a rough sea. It was three hours after high water. The dinghy was towed ashore, and then the IRB went out to the yacht and brought another man to safety. The IRB returned to the yacht and inspected her with a view to refloating her on the flood tide. At 5 o'clock the IRB was relaunched and took the survivors back to the yacht. An IRB crew member was put aboard and the *Hamsan* was refloated. The IRB returned to her station at 6 o'clock.

No. 6 Life-boat Area

Port Isaac, Cornwall – At 1.18 p.m. on 2nd September, 1968, the coastguard informed the honorary secretary that two men were in difficulties at Trebarwith. The IRB was launched at 1.20 in a light south westerly

breeze and a moderate sea. It was high water. One man was found in the water and taken aboard the IRB. A search was then made for the other man in conjunction with a helicopter, but without success. The IRB returned to her station and landed the survivor at 2 o'clock. She returned to Trebarwith and carried out a further intensive search again without success. She finally returned to her station at 3.27. It transpired that one man entered or slipped into the sea when endeavouring to rescue his dog. The second man went to his assistance but could not hold him and was subsequently drowned.

Newquay, Cornwall – At 4.14 p.m. on 5th September, 1968, during a local sailing contest, a heavy squall caused many of the 78 dinghies to capsize and the nine rescue boats engaged for the championships were not sufficient to cope with the situation. The IRB was launched immediately in a moderate north easterly breeze and a rough sea. It was high water. She patrolled outside the general area of the meeting and picked up the crews of two dinghies. The four men were landed safely and their dinghies towed in by other rescue craft. The IRB returned to her station at 5.45.

Exmouth, Devon – At 11 a.m. on 1st September, 1968, the IRB was launched to stand by some canoes which were taking part in a race. There was a strong south westerly wind and a moderate sea. It was high water. Within a few minutes of the start of the race a canoe was in difficulties in the squally conditions. The IRB passed a line and towed her towards the shore. When they were within five yards of the shore a large curling wave swept both IRB and canoe right up on to the beach. The IRB was relaunched, with the assistance of three life-guards, and went to the assistance of another canoe which had got into difficulties while trying to cross the Pole sands.

A third canoe was then seen to capsize, so the IRB left the one they were dealing with and went to her assistance, but the crew had righted her by the time she was reached. The IRB returned to the second canoe and towed her ashore, first of all standing by until all the remaining canoes were well up river in sheltered waters. The IRB reached her station at 1.15 p.m.

St. Ives, Cornwall – On 6th September, 1968, the IRB was launched to a motor boat and speedboat. A full account of this service appears on page 551.

No. 7 Life-boat Area

Pwllheli, Caernarvonshire – At 6.5 a.m. on 20th September, 1968, the coastguard informed the honorary secretary that two red flares had been sighted between Pwllheli Gimlet rock and Abersoch beach. The motor mechanic then reported that a yacht moored in Pwllheli harbour was firing red flares. The IRB was launched at 6.10 in a strong south westerly gale with torrential rain and a scudding sea. She went alongside the yacht *Juliemar* and found a man and a woman and two children in a very wet condition and extremely seasick. They were taken ashore, and the IRB returned to her station at 6.35 a.m. A donation was made to the Institution's funds.

Porthcawl, Glamorganshire – At 1.10 p.m. on 15th September, 1968, the coastguard reported that a dinghy with two men on board was in difficulties and shipping water off Trecco bay. The IRB was launched at 1.13 in a strong north easterly wind and a moderate sea. It was two hours after high water. On reaching the scene the IRB found the dinghy had sunk and a life-guard had swum out to the men. One of the survivors was on his surf float and the other was clinging to it. The IRB took the two men aboard, and returned to her

station at 1.27. The life-guard swam back to the beach.

Mudford, Hampshire – At 9.58 a.m. on 23rd September, 1968, it was learnt that a sailing dinghy had capsized off Blackberry point. The IRB was launched at 10 o'clock in a fresh south westerly wind with a choppy sea. It was high water. Two people who were found clinging to the dinghy were taken on board the IRB. With the dinghy in tow, the IRB returned to her station at 10.20.

At 2.10 p.m. on 1st September, 1968, a member of the public informed an IRB crew member that a small sailing yacht was on the bar and her crew of two were waving for assistance. The IRB was launched at 2.12 in a strong south westerly wind and a moderate sea. The tide was flooding. The yacht *Janmir* was taken to the quay. After the yacht had been moored, the IRB returned to her station, arriving at 2.25.

No. 8 Life-boat Area

Moelfre, Anglesey – At 6.25 p.m. on 1st September, 1968, the coastguard informed the honorary secretary that the motor boat *Sheila* was in difficulties three miles north north east of the life-boat station. The IRB was launched at 6.30 in a fresh south westerly wind and a moderate swell. It was two hours after high water. The IRB came up with the motor boat with three people on board and took her in tow to Moelfre beach. Her engine had failed and she was being carried out to sea. The IRB returned to her station at 7.25.

At 11.25 a.m. on 2nd September, 1968, while the crew of the life-boat were preparing for an exercise that afternoon, the second coxswain sighted a small rowing boat which had capsized about three and a half miles south of the boathouse. The IRB was already afloat and set out immediately in a moderate south

westerly wind and a choppy sea. It was low water. She found the rowing boat still capsized with the oars missing and the crew in the water. The three men were taken aboard the IRB and the boat was towed to Benelech beach where the survivors were treated for shock. The IRB returned to her station at 12.45 p.m.

Llandudno, Caernarvonshire – At 3.50 p.m. on 9th September, 1968, the police informed the IRB crew that a rowing boat was drifting towards the Great Orme lighthouse and two people were signalling for assistance. The IRB was launched at 3.51 in a moderate south south easterly wind and a choppy sea. It was three hours after high water. She made for the scene and found the rowing boat *Sarah*. The boat was towed to the slipway at Llandudno, and the IRB returned to her station at 4.45.

West Kirby, Cheshire – At 11 a.m. on 23rd September, 1968, the honorary secretary was told that the trimaran *Queen of the Isles* moored off West Kirby was flying a distress signal. The IRB was launched at 11.30 in a westerly gale with heavy seas. It was high water. As the IRB was being launched, a message was received that a sailing dinghy with a crew of two had capsized. The IRB made for the dinghy first and brought two men ashore. She then went to the trimaran and brought ashore two adults and two children. The IRB returned to her station at 12.15 p.m.

Abersoch, Caernarvonshire – At 12.25 p.m. on 23rd September, 1968, the coastguard reported that a dinghy was in difficulties south east of Benar head. The IRB was launched at 12.34 in a strong south westerly wind with a rough sea. It was high water. The IRB found the dinghy which had been dismasted and had capsized several times. The IRB took the owner and the dinghy ashore, returning to her station at 1.15. The

owner made a gift to the crew and to the Institution's funds.

See page 596 for other IRB services

OCTOBER

No. 1 Life-boat Area

Barra Island, Outer Hebrides – At 11.45 p.m. on 30th October, 1968, the coastguard reported that a small motor boat with one man on board was overdue from South Uist. The life-boat *R. A. Colby Cubbin No. 3* slipped her moorings at 12.25 a.m. on 31st October in a strong north easterly breeze with a rough sea. The tide was flooding. After a search the man was found on Fiary island. His boat had sunk. The life-boat took the man on board, returning to her station at 9 o'clock.

No. 3 Life-boat Area

Tynemouth, Northumberland – At 10.20 a.m. on 13th October, 1968, the coastguard told the honorary secretary that a small boat had fired red flares two miles off the harbour. At 10.39 the life-boat *Tynesider* was launched in a strong west south westerly wind with a choppy sea. The tide was ebbing. The life-boat came up with the motor boat *Try* adrift with four people on board. The four were taken on board the life-boat which then took the motor boat in tow to North Shields. After the rescued people had been put back on board the motor boat, the life-boat returned to her station, arriving at 12.30 p.m.

At 9.20 p.m. on 5th October, 1968, the coastguard reported that a small boat was firing red flares two miles from the lookout. Ten minutes later the life-boat *Tynesider* was launched in a calm sea and an ebbing tide. At 9.55 she found the motor boat *Merlin* with a crew of three, one mile from Tyne piers. Her engine had broken down. The life-boat took her in tow to safe moorings on the Tyne, and returned to her station at 10.55.

Cullercoats, Northumberland – At 1.33 p.m. on 12th October, 1968, a member of the crew saw a small boat fire a flare one and a half miles north east of the Tynemouth coastguard lookout. The life-boat *Sir James Knott* was launched at 1.50 in a south westerly gale with a moderate sea. It was low water. The life-boat found the cabin cruiser *Rothsay*, with four people on board, two miles east of Cullercoats bay. The cabin cruiser – it had engine trouble – was taken in tow to Albert Edward dock. As the life-boat was leaving the dock she saw the fishing boat *Tina* with two adults and four children on board signalling for help. The life-boat went alongside the *Tina*, which had engine trouble, and took her in tow to the dock. The life-boat returned to her station at 4.5.

No. 4 Life-boat Area

Humber, Yorkshire – At 12.25 a.m. on 13th October, 1968, it was learnt that a small boat with five men aboard was ashore near Patrington Haven. As the tide was ebbing the small boat was in no immediate danger. The boarding boat was launched with some difficulty and the life-boat *The Princess Royal (Civil Service No. 7)*, with the boarding boat in tow, slipped her moorings at 2 o'clock. There was a strong south westerly wind gusting to gale force with a rough sea. It was one hour before low water. The life-boat made for the scene but was unable to find the casualty, which was then asked to fire a flare. Because of her position it was decided that the life-boat should lay off and the boarding boat be used to transfer the men. The boarding boat was manned by the bowman and another member of the crew. As the boarding boat was about to leave, the heavy swell swept the boarding boat against the life-boat and the boarding boat's outboard engine support brackets sheared, causing the engine to fall into the sea. Fortunately the

engine was quickly recovered by means of a safety rope. Now that the engine could not be used, the boarding boat had to be rowed three-quarters of a mile to the casualty. This was found to be the barge *Reise* working with the dredger *Queen of Holland*. As the five men did not want to leave the barge the boarding boat returned to the life-boat. Worsening weather conditions, however, caused the master of the *Queen of Holland* to advise the five men to leave. The boarding boat returned to the barge and the five men were transferred to the life-boat. The life-boat, which took the five men to the dredger, returned to her station at 10.40.

No. 5 Life-boat Area

Hastings, Sussex – At 12.43 p.m. on 10th October, 1968, the honorary secretary was informed that six men aboard the dredger *William All Press* were in danger and the assistance of the life-boat was requested to take them off. At 12.57 the life-boat *Fairlight* was launched in a strong south westerly breeze with a rough sea. The tide was flooding. The life-boat came up with the dredger two miles west of the life-boat station. The six men were taken aboard, the life-boat returning to her station at 1.45.

Ramsgate, Kent – On 11th October, 1968, the life-boat *Michael and Lily Davis* rescued four people from a yacht. A full report appears on page 550.

No. 6 Life-boat Area

St. Marys, Scilly Islands – At 9.43 a.m. on 21st October, 1968, the honorary secretary learnt that the captain of the tanker *Oscilla* was in a coma and had to be brought ashore. The life-boat *Guy and Clare Hunter*, with a doctor on board, was launched at 10.4. The tide was ebbing. The captain was embarked and the life-boat returned to her station at 12.35

p.m. The captain's life was saved by the life-boat.

No. 7 Life-boat Area

Fishguard, Pembrokeshire – At 2.17 p.m. on 15th October, 1968, the coastguard informed the honorary secretary that red flares had been seen from a yacht three miles north of the north breakwater. The life-boat *Howard Marrayat* was launched at 2.30 in a strong to gale force west south westerly wind and a rough sea. It was two hours after high water. The life-boat found the yacht *Natuna* four miles north east of Divers head. The *Natuna* had been on passage from Holyhead to Southampton when her engine failed off Fishguard. She was unable to make any headway under sail and was being driven in an easterly direction. The life-boat took the yacht in tow to Fishguard, returning to her station at 4.50.

Barmouth, Merionethshire – At 2.3 a.m. on 5th October, 1968, the coastguard reported that the ketch *Garland Stone* was aground on the causeway north of Barmouth and was leaking badly. The life-boat *The Chieftain* was launched at 2.19. It was low water. The life-boat came up with the ketch at 4.31. A line was passed and she was refloated. The life-boat slipped the tow and a member of the life-boat crew went aboard the ketch to assist in navigation. She entered the harbour escorted by the life-boat, which returned to her station at 9.12.

Barry Dock, Glamorganshire – At 10.5 a.m. on 13th October, 1968, the coastguard reported that a flare had been seen off Sully island. The life-boat *Rachel and Mary Evans* was launched at 10.15 in a south westerly gale with a rough sea. The tide was ebbing. The life-boat found the yacht *Zingari* with her sails torn and her engine broken down. The yacht, which had a crew of four on board, was taken in tow to the yacht club, and the life-boat returned to her station at 11.5.

Mumbles, Glamorganshire – On 3rd October, 1968, the reserve life-boat *Cunard*, on temporary duty at the station, went to the aid of the dredger *Steepholm*. A full account of this service appears on page 546.

Swanage, Dorset – At 4.38 p.m. on 26th October, 1968, it was learnt that a sailing dinghy with five people on board had capsized in the Peveril Ledge tide race. The life-boat *R.L.P.* was launched at 4.47. The tide was ebbing. The life-boat found that the dinghy had been righted and two of the five people had managed to regain the boat. The dinghy, however, was being filled again by the choppy seas and the five survivors – they were cold and exhausted – were taken on board the life-boat, where they were wrapped in blankets. The bowman was put aboard the dinghy to bail her out while the life-boat took her in tow. The life-boat returned to her station at 5.25 p.m. The five made a donation to the Institution's funds.

No. 10 Life-boat Area

Fenit, Co. Kerry – At 11.10 p.m. on 21st October, 1968, the honorary secretary was informed that a fishing boat was ashore at Waherees. The life-boat *Hilton Briggs* slipped her moorings at 11.45. It was low water. By means of a small dinghy, which the life-boat had taken with her, two members of the crew boarded the fishing boat *Ocean Star* at 1.30 a.m. Lines were taken to the fishing boat but it was decided not to take her in tow. The fishing boat's crew were taken on board the life-boat, and she returned to her station at 4.15 a.m. The *Ocean Star* became a total wreck.

See page 595 for other life-boat launches

IRB LAUNCHES

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

No. 2 Life-boat Area

Barrow, Lancashire – At 11.24 a.m. on 6th October, 1968, the motor

mechanic heard that a man was in the water between Walney island and Sheep island. The IRB was launched at 11.30. The tide was flooding. The IRB found the man stranded on a sand bank with the water up to his chin. He was taken on board and landed at Walney island. The IRB returned to her station at 11.50.

No. 3 Life-boat Area

Filey, Yorkshire – At 12.20 p.m. on 13th October, 1968, the coastguard learnt that a yacht had capsized in Filey bay. The IRB was launched at 12.25 in a gentle gusting to fresh west south westerly wind with a moderate sea. The tide was ebbing. The life-boat *Robert and Dorothy Hardcastle* was launched at 12.45. The IRB found the yacht with a crew of two four miles south east of the station. Two people were embarked and the yacht taken in tow. As the men were suffering from exposure they were transferred to the life-boat. The IRB returned to her station at 1.25, and the life-boat at 1.50.

No. 5 Life-boat Area

Whitstable, Kent – At 8.52 p.m. on 22nd October, 1968, the coastguard reported that flares had been seen off Shellness on the south east corner of the Isle of Sheppey. The IRB was launched at 8.57. It was two hours after low water. She carried out a search of the area and maintained radio communication with the coastguard mobile search party on shore. The IRB found a small speedboat with four men on board. They were very cold and did not know where they were. The IRB towed the boat to Harty Ferry, returning to her station at 11.5.

Eastney, Hampshire – At 4.45 p.m. on 2nd October, 1968, a member of the IRB crew saw a sailing dinghy capsize several times in Langstone harbour. The IRB was launched at 4.46 in a strong south westerly breeze

with a choppy sea. The tide was flooding. The IRB found the sailing dinghy with her rigging damaged aground on Sinah sands. The dinghy's crew of two were taken on board the IRB. After towing in the dinghy the IRB returned to her station at 5.21. A donation was made to the Institution's funds.

Walmer, Kent – At noon on 20th October, 1968, the members of the IRB crew saw that the rescue boat of a local sailing club had broken down about three-quarters of a mile to the north east of the life-boat house. The IRB was launched immediately in a moderate south westerly wind and a corresponding sea. The tide was flooding. She came up with the rescue boat and took her in tow. The IRB returned to her station at 12.40.

Shoreham Harbour, Sussex – At 3.48 p.m. on 27th October, 1968, it was learnt that a dinghy was in difficulties about one and a half miles south west of Shoreham harbour. The IRB was launched at 3.50 in a moderate to fresh south south westerly wind and a corresponding sea. It was high water. After a short search the IRB found the dismasted dinghy one mile west of the harbour. *The crew of two, who had previously been in the water, were taken aboard the IRB which made for Shoreham harbour with the dinghy in tow.* The IRB returned to her station, being ready for service at 4.50.

No. 7 Life-boat Area

Mudford, Hampshire – At 2.36 p.m. on 1st October, 1968, the IRB was launched following a report of flares being fired off Southbourne. There was a fresh south westerly wind with a moderate swell. The tide was flooding. The IRB found the fishing boat *Captain Jule* with a fouled propeller. Her anchor rope had parted and she was drifting towards a beach strewn with concrete blocks. The IRB passed her an anchor and

warp so that the amount of drift could be checked. The fishing boat's crew of two were embarked, and the IRB stood by to await the arrival of a shore boat. The IRB, having transferred the fishing boat's crew to the shore boat, assisted in connecting a tow line to the casualty. After retrieving her gear the IRB returned to her station, reaching it at 3.55.

Porthcawl, Glamorganshiré – On 3rd October, 1968, the IRB took part in a joint rescue of seven men from the dredger *Steepholm*. A full report appears on page 546.

Aberystwyth, Cardiganshire – At 5.30 p.m. on 20th October, 1968, a member of the public informed the honorary secretary that a dinghy with four people on board was making very little headway off Castle rocks. The IRB was launched at 5.35. It was high water. The IRB took off two women and towed the dinghy with two men on board to the harbour. She returned to her station at 6.10.

No. 8 Life-boat Area

Beumaris, Anglesey – At 11.40 a.m. on 16th October, 1968, it was learnt that a sailing dinghy with three people on board was in difficulties about one mile to the east of Beumaris pier. She was being steadily driven out to sea. The IRB was launched immediately. She came up with the dinghy, which was on a training exercise from the Outdoor Activities Centre, and took off two girl students who said the dinghy had capsized several times. The helmsman stayed aboard the sailing dinghy to steer and bail her out on the way back. The IRB towed her to the slipway. She then made for a second sailing dinghy with three pupils from the centre on board which was making very little headway. This dinghy was also towed to the slipway. The IRB returned to her station at 12.45 p.m.

See page 596 for other IRB launches

NOVEMBER

No. 1 Life-boat Area

Life-boat 70-002 on passage – At 10.50 a.m. on 7th November, 1968, while the *Grace Paterson Ritchie* life-boat was on passage to Westray, the coastguard told the coxswain that the doctor on Rousay had requested the assistance of the life-boat to take a seriously ill patient from Rousay to Kirkwall. Course was altered at 11.52 and at 12.55 the life-boat berthed at Rousay. There was a strong south easterly wind with a moderate sea. It was shortly after high water. At 1.30 the sick man was embarked, accompanied by a nurse, and at 2.45 he was landed at Kirkwall where an ambulance was waiting to take him to hospital.

No. 3 Life-boat Area

Bridlington, Yorkshire – At 10.52 a.m. on 5th November, 1968, the coastguard informed the honorary secretary that the coble *Kate & Violet* had broken down one mile east of the coastguard station. At 11.15 the life-boat *William Henry and Mary King* was launched. The tide was ebbing. At 11.32 the life-boat came up with the coble with 14 people on board and took her in tow to Bridlington, returning to her station at 2.30.

Redcar, Yorkshire – At 4.40 p.m. on 24th November, 1968, it was learnt that the coble *Valhalla* had lost her propeller. The life-boat *Aguila Wren* was launched at 5.5 in a fresh south westerly wind with a moderate sea. The tide was flooding. The life-boat came up with the coble three miles east of the Saltscar buoy. The *Valhalla*, with a crew of two, was taken in tow. The life-boat returned to her station at 6.45 p.m.

No. 5 Life-boat Area

Bembridge, Isle of Wight – At 6.40 p.m. on 21st November, 1968, informa-



by courtesy of]

[Ray Wood

On 28th September, 1968, the Harwich life-boat *Margaret Graham*, which is a 44-foot steel boat, landed the skipper of the barge *Spithead* who had head injuries after falling from the foredeck to the main deck.

tion was received that flares had been seen south east of Nomansland fort near the Warner Shoal. The life-boat *Jesse Lumb* was launched at 7.5. The tide was flooding. The life-boat found the cabin cruiser *Tangerine* with three people aboard, east of Nettlesome point. Her propeller had been fouled. The *Tangerine* was taken in tow to moorings at Under Tyne, the life-boat returning to her station at 8.22.

Ramsgate, Kent – At 7.31 a.m. on 3rd November, 1968, the coastguard reported that flares had been seen in Sandwich bay at the entrance to the river Stour. The life-boat *Michael and Lily Davis* slipped her moorings at 7.40 in a southerly gale with a rough sea. The tide was flooding. The

life-boat found the motor boat *Jim*, with two people on board, aground two and a quarter miles north west of Ramsgate. She was taken in tow to Ramsgate. The life-boat returned to her station at 9.50.

No. 6 Life-boat Area

The Lizard–Cadgwith, Cornwall – At 5.52 a.m. on 9th November, 1968, it was learnt that flares had been sighted three miles south east of the Lizard. The life-boat *The Duke of Cornwall (Civil Service No. 33)* was launched at 6.18. The tide was flooding. The life-boat found the barge *Queen* with two people on board. The barge was on passage from the Scillies to Falmouth when her engine seized. The life-boat

took the barge in tow to Falmouth and returned to her station at 2 p.m. The Coverack life-boat *William Taylor of Oldham* was launched at 6 a.m. on 9th November and returned to her station at 8.20, when it was known her services were no longer required.

At 10.14 a.m. on 10th November, 1968, the coastguard informed the honorary secretary that the *Nonsuch*, a 65-ton replica of a 17th-century Hudson Bay Company trading vessel, with a crew of seven, was in difficulties in heavy seas south west of the Lizard. The trawler *Jill* was escorting the vessel. The life-boat *The Duke of Cornwall (Civil Service No. 33)* was launched at 10.40 in a south by east gale with a very rough sea. The German vessel *Sundern* was standing by the *Nonsuch*. The life-boat came up with the *Nonsuch* at 12.32 p.m. eight to 10 miles south west of the Lizard light. It was decided to take her in tow to Falmouth. Great difficulty was experienced in towing the *Nonsuch* and four lines parted during the operation. One fouled the *Nonsuch's* propeller. The life-boat towed the *Nonsuch* as far as Blackhead, using the anchor wire, and here it was decided to hand the tow over to the tug *Warrior*. The life-boat escorted the tug *Warrior*, trawler *Jill*, and *Nonsuch* into Falmouth which was reached at 9.10. The owners of the *Nonsuch* made a gift to the life-boat crew.

Clovelly, Devon – At 8.35 p.m. on 23rd November, 1968, the deck watch of life-boat 70-001 informed the staff coxswain that cries for help were coming from the beach to the east of Clovelly. The searchlight was switched on and the IRB carried aboard the life-boat *Charles H. Barrett (Civil Service No. 35)* was launched at 8.40. There was a fresh breeze from the south west and a moderate sea. The tide was flooding. Guided by the life-boat's searchlight the IRB found two youths

stranded half-way up the cliff face. They were taken aboard the IRB in a shocked condition and later transferred to the life-boat. After treatment they were landed at Clovelly at 8.47. The IRB was restowed aboard the life-boat at 9 o'clock.

No. 7 Life-boat Area

Poole, Dorset – At 3.45 a.m. on 17th November, 1968, it was learnt that flares had been seen near the training bank outside the harbour. The life-boat *Bassett Green* slipped her moorings at 4.5 in a fresh east north easterly wind with a rough sea. The tide was flooding. The life-boat found the yacht *Wind*, with a crew of two, aground on the training bank. The bowman went aboard to help the crew as the yacht was taking in water. The life-boat took the *Wind* in tow to Poole and returned to her station at 6 o'clock.

Barry Dock, Glamorganshire – At 4.2 p.m. on 27th November, 1968, the coastguard told the coxswain that a yacht was in difficulties close inshore in Font-y-Gary bay. The life-boat *Arthur and Blanche Harris*, on evaluation trials at the station, slipped her moorings at 4.15. The tide was ebbing. The life-boat found the yacht *Tia Maria III* with four people on board a quarter of a mile off shore. A line was passed and the yacht, which had engine trouble, was taken in tow to Barry. The life-boat returned to her station at 5.30.

Tenby, Pembrokeshire – On 14th November, 1968, the life-boat *Henry Comber Brown* was launched to the help of the motor vessel *Mante*, for which a special award was granted. A full account of this service appears on page 552.

No. 8 Life-boat Area

Hoylake, Cheshire – At 12.43 p.m. on 23rd November, 1968, while the life-boat *Oldham IV* was on exercise, a report was received from the coastguard that a dinghy had capsized off Sandhay slipway. There was a

fresh south westerly wind with a moderate sea. The tide was flooding. The life-boat immediately made for the scene and picked up a man and his young son. The boy, who was suffering from exposure, was landed and taken to hospital. As the dinghy had been swept ashore, the life-boat returned to her station at 1.40.

No. 10 Life-boat Area

Arranmore, Donegal – At 1 p.m. on 27th November, 1968, the honorary secretary was informed that a trawler which had broken down was drifting towards the rocks east of Owey island. The life-boat *W. M. Tilson* slipped her moorings at 1.40 in a fresh north easterly wind with a choppy sea. The tide was flooding. The life-boat took the trawler, with a crew of four on board, in tow to Burtonport, returning to her station at 6 o'clock. The trawler had been bought in France and was on passage to Killybegs when her engine failed.

Galway Bay – At 4.10 a.m. on 6th November, 1968, it was learnt that there was a seriously ill man on *Inishmaan* island. The life-boat *Joseph Hiram Chadwick*, with a doctor on board, slipped her moorings at 5.10. There was a strong east north easterly wind gusting to gale force with a rough sea. The tide was ebbing. The doctor went ashore. Meanwhile, the life-boat went to the leaside of the island to embark the patient at 8.15. Because of low water at Rossaveel the life-boat took the sick man and doctor to Galway docks, reaching the docks at 11 o'clock. The life-boat left Galway at 12.30 p.m. and returned to her station at 3.45. The man's life was saved.

See page 595 for other life-boat launches

IRB LAUNCHES

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

No. 2 Life-boat Area

Helensburgh, Dunbartonshire – At 2.55 p.m. on 14th November, 1968,

information was received that two sailing dinghies had capsized. One was assisted ashore by R.A.S.C. personnel at Rhu Nangen. The IRB was launched at 3 o'clock in a moderate north easterly wind and a corresponding sea to assist the second dinghy. She found the sailing dinghy *Quinque* with one man aboard, her second crew member having been thrown out when she capsized. The IRB found him some distance from the dinghy and took him aboard. After taking off the second survivor, the IRB then towed in the dinghy, returning to her station at 3.55.

No. 4 Life-boat Area

Southend-on-Sea, Essex – At 1.19 p.m. on 3rd November, 1968, a report was received that a man was waving an oilskin from the cabin top of a small motor boat which was drifting out with the tide between Mulberry and Thorpe bay. The IRB was launched at 1.23 in a strong to gale force north westerly wind and a rough sea. It was two hours after high water. She found the motor boat, which had five men on board, two miles north east of the pier. The motor boat was towed to Thorpe bay. The IRB returned to her station at 2 o'clock.

Shoreham Harbour, Sussex – At 2.46 p.m. on 2nd November, 1968, the coastguard informed the second coxswain/mechanic that a canoe had capsized about half a mile south west of Shoreham harbour. The IRB was launched at 2.50 in a light north westerly breeze and a moderate swell. It was five hours after high water. A youth was found in the water clinging to the canoe, and after he had been taken aboard the IRB the canoe was taken in tow to Shoreham harbour. The IRB returned to her station at 3.14.

No. 5 Life-boat Area

At 3.40 p.m. on 3rd November, 1968, the coastguard informed the

second coxswain/mechanic that a motor boat appeared to be in difficulties off the harbour mouth. The IRB was launched at 3.42 in a fresh north north westerly wind. It was nearly high water. The IRB found that the motor boat *Gipsev Ski* had drifted about half a mile further out. The crew of three were taken off and the motor boat taken in tow. The IRB returned to her station, arriving at 5.15.

No. 7 Life-boat Area

Atlantic College, Glamorganshire –

At 5.8 p.m. on 11th November, 1968, the coastguard reported that four men were marooned on the wreck of the dredger *Steepholm* on the Tusker Rock. The three rescue boats X7, X5 and X4 were launched at 5.12 in a light east south easterly wind with a slight sea. The tide was flooding. Heavy surf was breaking at the scene of the wreck. X7 found that the four men had been stranded when their dinghy broke away. As they were in no immediate danger X7 went to look for the dinghy. X7 found the

dinghy, and X4 took it to Ogmores beach three-quarters of a mile away. X7 then went alongside the wreck and took off the four men. The crew had to pick the right moment to effect the rescue as the waves were 6-8 feet high at times. X7 landed the men at Ogmores while X4 salvaged the dinghy. X5 was used as a radio link with the shore. All three boats returned to their station at 6.56. The secretary of the Institution sent letters of appreciation to the crew of IRB X7.

No. 8 Life-boat Area

Lytham-St. Anne's, Lancashire – At 3 p.m. on 24th November, 1968, while the IRB was on exercise, two sailing dinghies were seen to capsize a quarter of a mile off shore. She picked up a man from one of the dinghies as he had lost his hold and was drifting away. She then went to the other dinghy and picked up the man who was clinging to her. Both men were landed at Lytham and the IRB returned to her station at 3.30.

See page 596 for other IRB services

The Longhope Life-boat Disaster

As we were going to press we learnt with deep regret of the loss on the night of 18th March, 1969, of the Longhope, Orkneys, life-boat *T.G.B.*, Coxswain Daniel Kirkpatrick, three times holder of the Institution's silver medal, and seven other members of his crew. The life-boat had answered an SOS from a crippled Liberian tanker whose crew were subsequently rescued by coastguards. An inquiry is being held and full details of the disaster will appear in the June issue of *THE LIFE-BOAT*. A portrait of Coxswain Kirkpatrick, arranged for this issue before his death, appears on page 538; an account of his silver medal service to the trawler *Ross Puma* last year appeared in the December, 1968, number of *THE LIFE-BOAT*.

OTHER LIFE-BOAT LAUNCHES

In addition to the services by life-boats which resulted in saving lives and which are recorded in full on pages 575, 586, 590, the following launches on service were made during the months September to November, 1968, inclusive:

Aith, Shetlands – October 11th.
Aldeburgh, Suffolk – October 17th.
Angle, Pembrokeshire – October 8th and 15th.
Appledore, Devon – September 17th.
Arbroath, Angus – September 16th, October 11th, 28th, November 6th and 10th.
Arklow, Co. Wicklow – September 23rd.
Arranmore, Donegal – September 8th and November 15th.
Ballycotton, Co. Cork – November 19th.
Baltimore, Co. Cork – November 7th.
Barmouth, Merionethshire – November 19th.
Barra Island, Outer Hebrides – September 6th.
Barrow, Lancashire – November 2nd.
Barry Dock, Glamorganshire (O.N. 806) – October 13th and 17th.
Barry Dock, Glamorganshire (O.N. 1005) – September 4th, October 7th, 13th and 17th.
Bembridge, Isle of Wight – October 12th, 20th, 30th and November 25th.
Berwick-upon-Tweed, Northumberland – September 28th, October 31st and November 17th.
Blyth, Northumberland – September 9th, October 7th.
Bridlington, Yorkshire – September 15th, October 3rd, 6th, 21st and November 28th.
Caister, Norfolk – September 2nd and 30th.
Campbeltown, Argyllshire – October 4th, November 5th and 11th.
Clacton-on-Sea, Essex – September 11th, 20th (twice), October 15th and November 8th.
Clogher Head, Co. Louth – September 28th.
Cloughey-Portavogie, Co. Down – September 29th.
Coverack, Cornwall – November 9th.
Cromer, Norfolk – September 6th, 18th, 22nd, October 31st, November 9th and 15th.
Dover, Kent – September 7th, 27th and October 2nd.
Dungeness, Kent – September 11th, 30th and November 12th.
Dun Laoghaire, Co. Dublin – September 21st, 29th, October 26th.
Eastbourne, Sussex – September 14th, October 8th, 20th and 22nd.
Exmouth, Devon – September 6th.
Eyemouth, Berwickshire – September 28th.
Falmouth, Cornwall – September 4th, 18th and October 11th.
Fenit, Co. Kerry – November 16th.
Filey, Yorkshire – October 13th and November 29th.
Fishguard, Pembrokeshire – September 13th and October 27th.
Flamborough, Yorkshire – October 5th and November 24th.
Fleetwood, Lancashire – September 10th, October 27th and 31st.
Fowey, Cornwall – November 16th.
Fraserburgh, Aberdeenshire – October 24th.
Galway Bay, Co. Galway – September 26th, October 9th, 17th, November 17th and 30th.
Great Yarmouth and Gorleston, Norfolk – September 15th, 22nd, October 8th, 13th, November 3rd and 10th (twice).
Harwich, Essex – September 15th, 28th, October 7th, 24th, 27th, November 2nd and 28th.
Hastings, Sussex – September 1st and October 23rd.
Helvick Head, Co. Waterford – September 20th.
Holyhead, Anglesey – September 19th and 28th.
Howth, Co. Dublin – September 14th and October 9th.
Humber, Yorkshire – September 13th, October 6th, 10th, 22nd, November 24th, 28th and 30th.
Kilmore, Co. Wexford – October 29th.
Kirkcudbright – October 5th.
Lerwick, Shetlands – October 21st and November 7th.
The Lizard-Cadgwith, Cornwall –
Lochinver, Sutherlandshire – September 25th and 26th.
Longhope, Orkneys – September 6th, 10th and November 18th.
Lowestoft, Suffolk – September 29th and October 27th.
Lytham-St. Anne's, Lancashire – October 20th.
Mallaig, Inverness-shire – November 1st.
Margate, Kent – September 5th, 6th, 9th, 11th, 16th, 30th, October 6th and 20th.
Minehead, Somerset – November 12th.

Montrose, Angus – November 10th.
The Mumbles, Glamorganshire – September 24th, November 6th and 30th.
Newbiggin, Northumberland – November 25th.
New Brighton, Cheshire – September 15th, 21st, October 12th, 20th, November 2nd and 16th.
Newhaven, Sussex – September 8th, October 20th and November 22nd.
New Quay, Cardiganshire – September 5th and 12th.
North Sunderland, Northumberland – September 21st and October 31st.
Padstow, Cornwall – September 6th.
Peterhead, Aberdeenshire – September 15th and November 5th.
Plymouth, Devon – October 9th.
Porthdinllaen, Caernarvonshire – September 15th.
Portrush, Co. Antrim – September 2nd and October 1st.
Port St. Mary, Isle of Man – October 3rd.
Pwllheli, Caernarvonshire – October 8th.
Ramsey, Isle of Man – September 14th.
Ransgate, Kent – October 11th and 24th.
Redcar, Yorkshire – October 17th and November 16th.
Rhyl, Flintshire – October 23rd.
St. David's Pembrokeshire – September 16th and November 6th.
St. Helier, Jersey – October 8th and 20th.
St. Ives, Cornwall – September 11th.
St. Mary's Scilly Islands – September 6th, 8th, 19th, 20th, 27th and October 18th.
St. Peter Port, Guernsey – October 8th, 26th and November 6th.
Salcombe, Devon – September 2nd, 9th and 15th.
Scarborough, Yorkshire – October 21st.
Selsey, Sussex – September 2nd and November 3rd.
Sennen Cove, Cornwall – September 8th and November 11th.
Shoreham Harbour, Sussex – October 23rd and November 3rd.
Skegness, Lincolnshire – September 22nd and November 7th.
Southend-on-Sea, Essex – September 20th, 29th and November 19th.
Stornoway, Outer Hebrides – September 4th and October 15th.
Stromness, Orkneys – September 10th.
Stronsay, Orkneys – September 30th, October 29th, 31st and November 18th.
Sunderland, Co. Durham – September 15th and 26th.
Swanage, Dorset – September 2nd, 4th, 23rd, October 13th and November 12th.
Teesmouth, Yorkshire – September 9th, October 22nd and November 16th.
Tenby, Pembrokeshire – September 7th and 14th.
Thurso, Caithness-shire – November 9th and 10th.
Torbay, Devon – September 3rd and November 15th.
Tynemouth, Northumberland – October 8th and 18th.
Walmer, Kent – September 27th, October and November 13th.
Walton and Frinton, Essex – September 21st, October 7th and November 2nd.
Wells, Norfolk – November 28th.
Weymouth, Dorset – September 23rd, 30th and October 13th.
Whitby, Yorkshire – October 6th.
Wicklow, Co. Wicklow – November 16th and 29th.
Workington, Cumberland – September 20th, October 6th, November 19th and 20th.
Yarmouth, Isle of Wight – September 9th and 22nd.
Life-boat 44-001 – September 17th.
Life-boat 70-001 – November 11th.
Life-boat 70-002 – September 11th, 29th, October 2nd, 25th, 31st, November 7th, 15th and 18th.

Late Report:

Southend-on-Sea, Essex – July 22nd.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 579, 588, 593, the following launches on service were made during the months September to November, 1968, inclusive:

Aberdovey, Merionethshire – September 6th.
Abersoch, Caernarvonshire – September 1st.
Aberystwyth, Cardiganshire – September 2nd, 3rd, 9th, and October 17th.
Atlantic College, Glamorganshire – November 11th, 17th, and 27th.
Barrow, Lancashire – October 6th and November 2nd.
Beaumaris, Anglesey – September 1st, 5th, 20th, 22nd and October 23rd.

Bembridge, Isle of Wight – September 5th.
 Blackpool, Lancashire – September 9th, 11th and October 6th.
 Blyth, Northumberland – October 6th.
 Borth, Cardiganshire – September 6th.
 Boulmer, Northumberland – September 2nd.
 Bournemouth, Hampshire – September 1st, 9th 22nd and October 4th.
 Bridlington, Yorkshire – September 18th and 22nd.
 Brighton, Sussex – September 8th.
 Broughty Ferry, Angus – September 8th, 23rd, October 19th and 29th.
 Bude, Cornwall – September 4th and 12th.
 Clacton-on-Sea, Essex – September 1st and 14th.
 Conway, Carnarvonshire – November 2nd.
 Criccieth, Caernarvonshire – September 14th, 19th, and October 8th.
 Cullercoats, Northumberland – October 20th, 21st and 22nd.
 Dunbar, East Lothian – September 16th.
 Eastbourne, Sussex – September 8th, October 21st, 22nd and 26th.
 Eastney, Hampshire – September 1st and 22nd.
 Eastney Hampshire (18-02) – September 1st, 8th and 22nd.
 Eastney, Hampshire (17-01) – September 25th.
 Exmouth, Devon – September 2nd, 29th and October 16th.
 Filey, Yorkshire – September 9th.
 Fleetwood, Lancashire – October 27th and November 1st.
 Flint, Flintshire – October 26th.
 Great Yarmouth and Gorleston, Norfolk – October 8th, November 23rd and 24th.
 Hartlepool, Durham – October 21st and 29th.
 Harwich, Essex – September 2nd and October 12th.
 Hastings, Sussex – September 1st, 10th and October 4th.
 Helensburgh, Dumbartonshire – September 28th, 29th (twice), 30th, October 20th and November 18th.
 Holyhead, Anglesey – October 5th.
 Horton and Port Eynon, Glamorganshire – September 21st and October 1st.
 Howth, Dublin – September 3rd, 14th and October 9th.
 Humber Mouth (Cleethorpes), Lincolnshire – October 6th, 12th, 22nd and 23rd.
 Kinghorn, Fife – September 12th.
 Kippford, Kirkcudbrightshire – September 26th and October 5th.
 Little and Broad Haven, Pembrokeshire – September 1st.
 Littlehampton, Sussex – September 22nd (twice), 27th, 29th, October 19th and November 12th.
 Littlestone-on-Sea, Kent – September 14th.
 Llandudno, Caernarvonshire – October 7th (twice), 14th, and November 2nd.
 Lymington, Hampshire – September 8th.
 Lytham-St Anne's, Lancashire – October 20th and 27th.
 Margate, Kent – September 9th, 16th, 22nd, October 17th and 20th.
 Morcambe, Lancashire – October 20th.
 Mudeford, Hampshire – September 9th, 22nd (twice) and 30th.
 Newquay, Cornwall – September 4th, 6th (thrice) 10th and October 27th.
 New Quay, Cardiganshire – September 5th, 11th and 12th.
 Plymouth, Devon (18-01) – September 8th, 28th, November 10th and 17th.
 Poole, Dorset – September 1st.
 Poole, Dorset (18-03) – September 1st (thrice) and 8th.
 Porthcawl, Glamorganshire – October 3rd, 6th, 20th and 26th.
 Port Isaac, Cornwall – September 9th and 14th.
 Port St. Mary, Isle of Man – October 7th.
 Port Talbot, Glamorganshire – September 7th.
 Redcar, Yorkshire – September 5th, October 1st, 6th and 21st.
 Rhyl, Flintshire – September 8th and 27th.
 Rye Harbour, Sussex – September 11th and 22nd.
 St Agnes, Cornwall – September 8th.
 St. Ives, Cornwall – September 22nd, October 3rd and 24th.
 Selsey, Sussex – September 22nd and 29th.
 Shoreham Harbour, Sussex – September 27th, 29th, October 6th, 18th, 26th and November 2nd (twice).
 Silloth, Cumberland – October 6th.
 Southend-on-Sea, Essex – September 1st (thrice), 2nd (thrice), 14th, 22nd, 25th, 28th, October 1st, 6th, 13th and 20th.
 South Queensferry, West Lothian – October 19th.
 Southwold, Suffolk – September 1st, 9th and 15th.

Sunderland, Co. Durham – September 2nd and 19th.
 Torbay, Devon – September 1st, 2nd and 3rd.
 Tramore, Co. Waterford – September 1st.
 Tre-Arddur Bay, Anglesey – September 1st and 2nd.
 Tynemouth, Northumberland – October 6th.
 Walmer, Kent – September 1st (twice) and 21st.
 West Kirby, Cheshire – November 24th (twice).
 West Mersea, Essex – September 1st (twice), 8th (twice) and 22nd.
 Whitstable, Kent – September 9th, 16th, 24th, October 24th and November 2nd.
 Yarmouth, Isle of Wight – September 9th and 30th.

Late Reports:

Amble, Northumberland – August 13th.
 Lyme Regis, Dorset – July 5th, 15th and 27th.
 Southwold, Suffolk – August 27th and 28th.

RECORD OF RESCUES IN 1968

1968 month	Number of times life-boats called out on service	Lives saved by life-boats	Craft saved by life-boats	Number of times IRBs called out on service	Lives saved by IRBs	Craft saved by IRBs	Lives saved by shore-boats in cases recognised by the Institution
January ..	54	19	6	13	3	—	13
February ..	51	29	6	14	2	2	2
March ..	77	21	7	21	9	6	7
April ..	95	55	13	89	27	8	21
May ..	74	47	12	93	46	17	10
June ..	113	54	21	206	87	33	32
July ..	121	48	16	197	66	24	48
August ..	160	41	16	265	124	42	52
September ..	118	54	12	166	101	29	22
October ..	102	61	13	74	22	11	12
November ..	82	46	13	26	17	3	4
December ..	69	22	6	14	2	1	—
	1,116	497	141	1,178*	506*	176*	223

SUMMARY OF SERVICES IN 1968

Number of times life-boats called out on service	1,116
Number of times inshore rescue boats called out on service	1,178
	<hr/>
	2,294
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Number of lives saved by life-boats	497
Number of lives saved by inshore rescue boats	506
Number of lives saved in shore-boat cases recognised by the Institution	223
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	1,226
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*Including 35 services, and 14 lives and 8 craft saved, by 4 fast rescue/boarding boats.

CLASSIFICATION OF SERVICES AND LIVES SAVED BY LIFE-BOATS

CATEGORY	Services		Lives Saved	
	No.	Percentage of Total	No.	Percentage of Total
(1) Naval vessels ..	5	·4%	—	—
(2) Foreign going merchant vessels	31	2·8%	17	3·4%
(3) Home trade merchant vessels ..	30	2·7%	5	1·0%
(4) Commercial fishing vessels ..	207	18·5%	131	26·4%
(5) Powered pleasure craft ..	200	18·0%	142	28·5%
(6) Sailing pleasure craft ..	165	14·8%	126	25·4%
(7) Manually propelled pleasure craft ..	45	4·0%	10	2·0%
(8) Aircraft ..	34	3·0%	—	—
(9) Hovercraft, hydrofoils or other amphibious craft ..	1	·1%	—	—
(10) Boring rigs ..	2	·2%	—	—
(11) Conveyance of sick or injured people and/or doctors ..	100	9·0%	9	1·8%
(12) Relief of light-vessels, etc. ..	6	·5%	1	·2%
(13) People stranded or who have fallen off cliffs	44	3·9%	12	2·4%
(14) Bathers, skin divers and water skiers, etc.	23	2·1%	—	—
(15) Animals ..	1	·1%	—	—
(16) Unidentified distress signals	149	13·4%	—	—
(17) Miscellaneous, not fitting into any of the above categories ..	73	6·5%	44	8·9%
TOTALS:	1116	100%	497	100%

CLASSIFICATION OF SERVICES AND LIVES SAVED BY INSHORE RESCUE BOATS

CATEGORY	Services		Lives Saved	
	No.	Percentage of Total	No.	Percentage of Total
(1) Naval vessels ..	—	—	—	—
(2) Foreign going merchant vessels	3	·2	—	—
(3) Home trade merchant vessels	3	·2	—	—
(4) Commercial fishing vessels ..	34	2·9	13	2·4
(5) Powered pleasure craft ..	237	20·2	142	28·1%
(6) Sailing pleasure craft ..	343	29·2	212	42·0%
(7) Manually propelled pleasure craft ..	146	12·4	56	11·1%
(8) Aircraft ..	14	1·2	—	—
(9) Hovercraft, hydrofoils or other amphibious craft ..	2	·2	—	—
(10) Boring rigs ..	—	—	—	—
(11) Conveyance of sick or injured people and/or doctors ..	15	1·3	2	·4%
(12) Relief of light-vessels, etc. ..	—	—	—	—
(13) People stranded or who have fallen off cliffs	128	10·9	46	9·1%
(14) Bathers, skin divers and water skiers, etc.	122	10·4	27	5·3%
(15) Animals ..	—	—	—	—
(16) Unidentified distress signals	26	2·1	—	—
(17) Miscellaneous, not fitting into any of the above categories ..	105	8·8	8	1·6
TOTALS:	*1178	100·0	*506	100·0%

*—Including 35 services and 14 lives saved by four fast rescue/boarding boats.