

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

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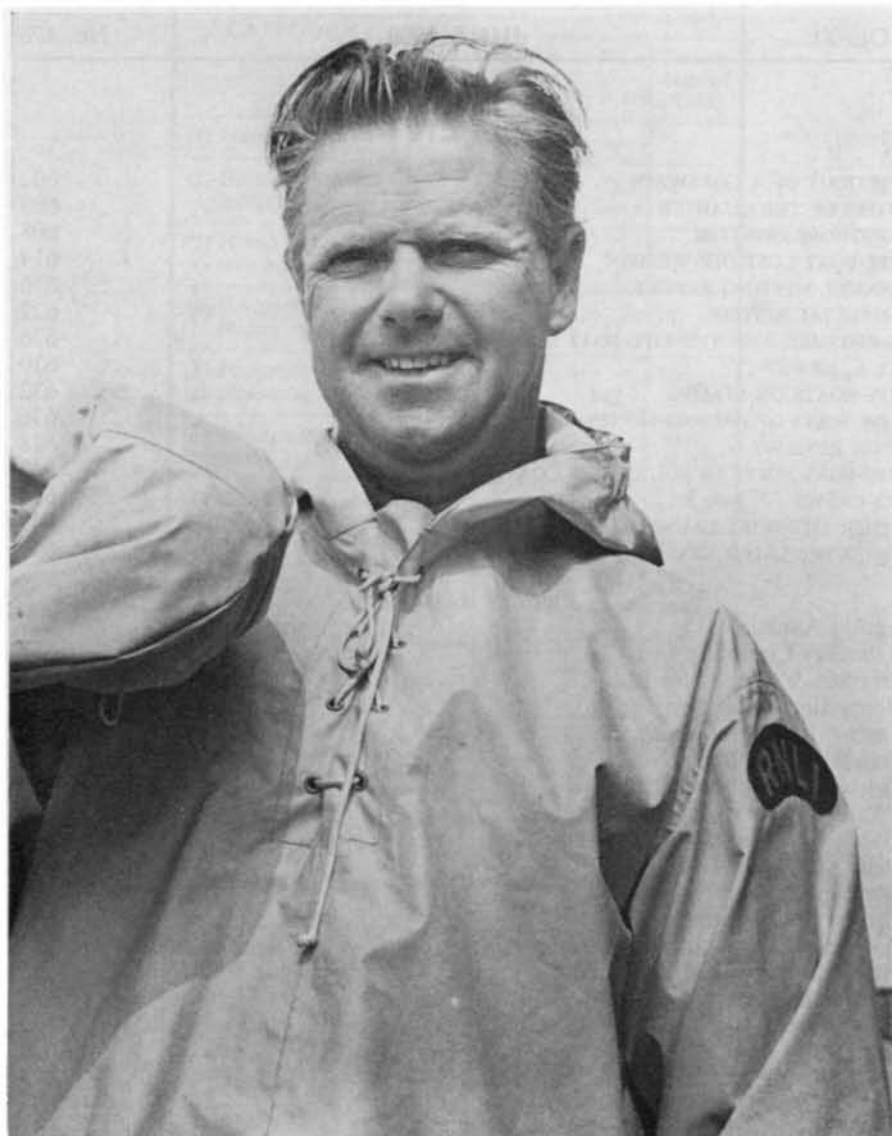
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PORTRAIT OF A COXSWAIN



by courtesy of]

[Sussex Photo Agency

Coxswain John A. Fox, of the Shoreham Harbour, Sussex, life-boat *Dorothy and Phillip Constant*. A member of the local crew since 1946, he was Second Coxswain from November, 1963, to April last year when he was promoted. Since 1946 Shoreham life-boats have launched over 220 times and have saved over 100 lives.

NOTES OF THE QUARTER

THE loss of the whole crew of the Longhope life-boat made a deep impact on the nation as a whole. It evoked feelings not only of sympathy and grief but also of generosity and a widespread determination to express sympathy in a practical form. From the report on page 608 it will be seen that an appeal made by the Lord Lieutenant of Orkney on behalf of the families of the men who gave their lives met with a most generous response—£92,000.

Two Longhope families, the Kirkpatricks and the Johnstons, provided no fewer than six members of the crew of eight. When such a devastating event occurs no financial compensation can even begin to mitigate the sense of loss. To members of life-boat crews, however, who often put out to sea in the knowledge that they are facing grave dangers, it is a satisfaction to know that if they should lose their lives on service the Institution will always, automatically and immediately make provision by way of pensions for their families, quite apart from any benefit received from the State or funds raised privately. The provision of such pensions is indeed one of the most important purposes to which the Institution's general funds are put and one of the most compelling reasons for contributing to them.

NEWSPAPER COMMENT

For the nature of their reports and comments on the disaster the R.N.L.I. owes a clear debt to the newspapers of this country. The volume of editorial comment was so great that space allows for only a few extracts in this journal.



Mr. John G. Francis, of Petts Wood, Orpington, Kent, was at R.N.L.I. Headquarters, London, on 15th May, 1969, presented with a lifeboatman statuette for his voluntary public relations work for the Life-boat Enthusiasts' Society which he founded for the Institution in 1964. Here he is shown with his wife, who helps him to produce the quarterly newsletter, receiving the award from Mr. Patrick Howarth, the Institution's Public Relations Officer. Mr. Francis got the idea for the Society after he had visited Coverack, Cornwall, in 1956 where he met members of the local life-boat crew.



The Duke of Kent has accepted the Institution's invitation to become its next President. This was announced formally at the annual general meeting of the Governors of the Institution on 25th March (see page 618). The Duke of Kent thus succeeds both his father and his mother as President of the Royal National Life-boat Institution. The late Duke of Kent was President from 1936-1942. The late Princess Marina followed him as President from 1943-1968. The photograph was taken on the occasion of the Duke of Kent's visit to Padstow last year to name the new life-boat.

by courtesy of]

[Western Morning News

The Times in a leading article on 20th March wrote of the R.N.L.I.: 'When a service is run with exemplary efficiency and enthusiasm there is no need for it to be administered by the state, even if indirectly. When its spirit is considered by those in it to depend largely upon the voluntary principle state intervention would be actively harmful. . . . The Institution are certainly in need of more financial support, but their position is delicate not disastrous. This is a case for public understanding and for great private generosity.' The *Daily Express* leader on the same day commented: 'What can we do to help? This is the public response to the tragedy of the Longhope life-boat of Hoy. The *Daily Express* investigation into the life-boat service shows the invaluable work of the Royal National Life-boat Institution. But at moments like this the question is inevitably raised: Should not this service be Government financed and run? The answer must be an emphatic No!'

London Life-boat day followed immediately upon the disaster, and the *Evening News* in a leader on 19th March said: 'Londoners, dipping into their pockets and handbags for their life-boat emblems, have received an apt but horrid reminder that they are subscribing to more than an Institution. The loss of the crew of the Longhope life-boat from the Orkneys at this time shows that this annual tribute is going to an organisation of flesh-and-blood, brave men who are ready to dare the very stormy seas that have put their fellows in peril.'

NOTICE

All contributions for the Institution should be sent to the honorary secretary of the local branch or guild, to Stirling Whorlow, O.B.E., Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1 (Tel: 01-730 0031), or direct to the Institution's bankers, Messrs. Coutts & Co., 440 Strand, London, W.C.2, or National Giro account number 545 4050.

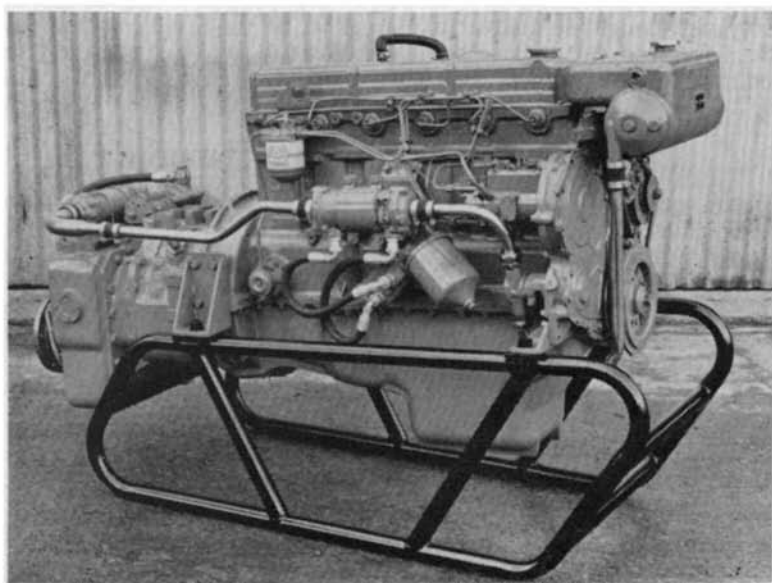
All enquiries about the work of the Institution or about this journal should be addressed to the Secretary.

The next number of the LIFE-BOAT will be published in September, 1969.

Comments from newspapers serving inland communities were striking in the concern they showed. For example, the *Cambridge News* on 19th March noted: 'Land-locked areas such as Fenland may feel that the sacrifice paid by the Longhope life-boat crew is remote from their way of life, where the weather may be unpleasant sometimes but never dangerous. The Elizabethan poet Donne, said: 'Every man's death diminishes me'. And for even the most agricultural area the deaths of this crew are the more affecting because of the risks they deliberately undertook.' The *Montgomeryshire Express* on 22nd March stated: 'The sea is not far from our county, but far enough for its perils to be remote. Only when a disaster like the loss of the Longhope life-boatmen occurs does the cruelty of the sea come home to our landlocked community. But such a tragedy does make an impact, and that is what matters. The people of Montgomeryshire can be moved by a tragedy in distant waters and are prepared to help, if only by means of a monetary contribution.' The special appeals launched by the *Daily Mirror* and *Daily Record* are referred to on page 618.

TELEGRAMS AND LETTERS

Numerous expressions of what people felt were received not only at the Longhope station but wherever the R.N.L.I. operates. The Queen and the Queen Mother both sent telegrams to Longhope expressing sympathy. In the House of Commons a resolution was passed with the following words: 'That this House, in the light of the disaster to the Longhope life-boat, expresses its deep regret at the tragic loss of life of such a gallant crew; conveys its sincere



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sympathy to the bereaved relatives and wishes to record its constant admiration for all members of life-boat crews of the Royal National Life-boat Institution who frequently hazard their lives in seeking to succour and rescue fishermen and mariners in distress'.

Letters from children are always a feature of the mail received at the R.N.L.I. headquarters and after the disaster the numbers grew sharply, and there were many contributions from schools and from individual boys and girls. Some recalled what they had done earlier for the R.N.L.I. through the 'Blue Peter' project and said they wanted to help again.

Contributions came in from many parts of the world. One, for instance, which was sent through the *Daily Telegraph*, was accompanied by the following letter; 'Dear Sir, Sorry I do not know real address of R.N.L.I. so I send to your respectable newspaper and would you please forward my sincere donation for British Heroic Lifeboatmen. Thank you. (signed) Foreign Seaman.' Many of the gifts were substantial and one from a supporter who wishes to remain anonymous was for no less than £10,000.

B.B.C. TELEVISION APPEAL

On Sunday, 16th March, Mr. Raymond Baxter made an appeal on B.B.C. television on behalf of the Institution in England and Scotland. On the same day Brigadier J. W. H. Gow, C.B.E., D.L., J.P., a member of the Committee of Management, also made a radio appeal to Scottish listeners only. Mr. Baxter was able to speak from first-hand knowledge as he had himself had the help of the Whitstable inshore rescue boat a few months earlier. The results of the appeal surpassed all expectations, and contributions in direct response to it amounted in all to over £42,000. The Scottish radio appeal produced over £1,000. Naturally, the Longhope disaster had an effect on the results which could not have been foreseen, but it is perhaps interesting to note that the total amount received in answer to the Institution's last television appeal in 1961 was just over £4,000.

GOVERNORS OF THE INSTITUTION

A special meeting of the Governors of the Institution was held on the 8th May. The main purpose of this was to seek approval for an amendment to the bye-law which laid down the conditions whereby people could become Governors of the Institution. The bye-law had remained in force for a long time and no account had been taken of changes in the value of money. The meeting approved the resolution that henceforth Governors of the Institution should consist of people who had subscribed one sum of £60 or upwards or had made annual payment of £10 or upwards or had rendered other essential services to the Institution.

FROGMEN IN LIFE-BOATS

Following recent suggestions that frogmen might be included in the crews of life-boats and inshore rescue boats, the Committee of Management has instructed Lieut.-Commander L. A. Forbes, R.N., to investigate this possibility. Lieut.-Commander Forbes, who since his appointment to the Institution in 1963 has served as *Inspector of Life-boats in Scotland*, was recently appointed Inspector of Life-boats (General duties). He is a qualified diver.

HELICOPTER WITHDRAWAL

As immediate measures following the withdrawal of the R.A.F. helicopter

service from Manston in Kent, the R.N.L.I. has stationed a second inshore rescue boat at Southend-on-Sea and reopened the inshore rescue boat station at Burnham-on-Crouch. The experimental 40-foot life-boat with a G.R.P. hull, which was described in detail in the March number of THE LIFE-BOAT on page 570 and which has been carrying out evaluation trials off different parts of the coast of Britain, is now continuing her trials in the Thames estuary area. Her operational base is Sheerness and during her trials she is available for life-saving duties.

Ex-Coxswain Douglas Kirkaldie

The death occurred in April this year of ex-Coxswain Douglas Kirkaldie who was from 1946 to 1952 in command of the Ramsgate, Kent, life-boat. He was 81. Mentioned in despatches for decoy work during the Dunkirk evacuation, Mr. Kirkaldie was one of the greatest authorities on the Goodwin Sands. In 1952 he was awarded the Institution's bronze medal for the rescue of people from the s.s. *Western Farmer* wrecked on the Goodwins.

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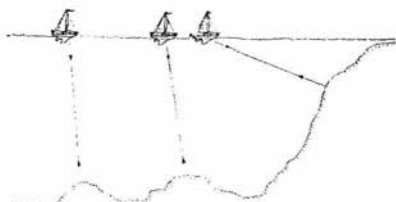


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[Sun Photo

As London Life-boat Day went ahead on 18th March, 1969, the search for the missing Longhope life-boat was announced on newspaper placards all over London.

LONGHOPE DISASTER

ON the night of 17th/18th March, 1969, the Longhope, Orkney, life-boat *T.G.B.* capsized. The whole of her crew lost their lives. This was the first life-boat disaster involving the loss of all or nearly all of the crew since the Seaham Harbour life-boat capsized on 17th November, 1962. The Longhope life-boat had been launched to go to the help of the Liberian vessel *Irene*. This vessel later went aground half a mile south of Grim Ness on the east coast of South Ronaldsay and her crew were rescued by H.M. Coastguard by the use of breeches buoy.

The 70-foot steel life-boat *Grace Paterson Ritchie* was also launched, and after it was feared that the Longhope life-boat might be missing the life-boats at Stronsay, Thurso and Stromness also put out.

The Institution has carried out a detailed inquiry into all the circumstances attending the disaster and its report has been forwarded to the Board of Trade. As a public inquiry is being held, the full account of the service will not be published in *THE LIFE-BOAT* until the September number.

EIGHT MEN IN CREW

There were eight men aboard the Longhope boat. They were Coxswain Daniel Kirkpatrick, Second Coxswain James Johnston, Bowman Raymond Kirkpatrick, Mechanic Robert Johnston, Assistant Mechanic James Swanson, and John Kirkpatrick, Robert Johnston and Eric McFadyen. Robert Johnston, the mechanic, was the oldest member of the crew being aged 62. Two of his sons were also in the crew. The youngest crew member was Eric McFadyen who was aged 24. Coxswain Kirkpatrick also had two sons in the crew. He himself had

an outstanding record as a coxswain, having the exceptional distinction of being awarded the R.N.L.I. silver medal for gallantry three times. The bodies of seven members of the crew were found aboard the life-boat, but that of the eighth, James Swanson, was missing.

As soon as it was known in London that the Longhope life-boat was thought to have capsized Capt. D. G. Wicksteed, R.D., R.N.R., Deputy Chief Inspector of Life-boats, arranged to fly to Orkney. Lord Saltoun, a former member of the Committee of Management and formerly Convener of the Scottish Life-boat Council, also made arrangements to leave for Orkney at once. The other two members of the party to leave without delay were Mr. A. W. Neal, principal clerk of the Operations and Coast Personnel Department, and Mr. G. Berry, Assistant Surveyor of Life-boats.

The Duke of Atholl, who succeeded Lord Saltoun as Convener of the Scottish Life-boat Council, and Miss E. M. Lloyd-Jones, Organising Secretary for Scotland, also flew to Longhope on 18th March.

PENSIONS

When such disasters occur, one of the first concerns of the Institution is of course with the families of crew members who have lost their lives. The widows and dependent children immediately received pensions from the R.N.L.I.'s general funds. The scale applied is that for a Chief Petty Officer in the Royal Navy and at present the amounts are widow under 70 (£6 a week), widow 70 or over (£6 15s.), and children up to the age of 16 (£2 9s. 6d.). Shortly after the disaster the Lord Lieutenant of Orkney launched a special appeal for the families of the men lost. The amount contributed by this fund now stands at over £92,000.

The funeral service for the men who lost their lives was held on 22nd March at Walls Old Parish Church, Hoy. Among the many who attended were the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., and Lady Woods; The Duke of Atholl, Lord Saltoun, the Secretary of the R.N.L.I. Mr. Stirling Whorlow, O.B.E., and the Chief Inspector, Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., as well as other members of the Institution's staff who were in Longhope at the time. Among the other mourners were



by courtesy of]

[The Northern Echo

As soon as news was received of the missing Longhope life-boat a watch was kept for survivors who might have come ashore. Here police officers are scanning the turbulent waves.



by courtesy of]

[Ministry of Defence

The Thurso, Caithness, life-boat *Pentland* (Civil Service No. 31) heading for Scrabster on the north coast of Scotland with the upturned Longhope, Orkney, life-boat *T.G.B.* in tow. The photograph was taken on 18th March, 1969, by a Shackleton long-range aircraft from No.210 Squadron, R.A.F. Ballykelly, Ireland.



by courtesy of]

[Aberdeen Journals Ltd.

A photograph taken in March, 1969, as a boat crosses the bar at Aberdeen harbour during the same period of bad weather which caused the loss of the Longhope life-boat.



by courtesy of]

[The Times

Relatives and friends watching the arrival from Scrabster of the Kirkwall life-boat bringing home to Hoy the seven coffins. . . .



by courtesy of]

[Daily Mirror

The Liberian cargo ship *Irene* aground on South Ronaldsay, Orkney. It was her call for help which led to the Longhope life-boat being called out. The *Irene's* crew were rescued by coastguards.

the Rt. Hon. Jo Grimond, M.P. for Orkney and Zetland, and Mr N. P. Buchan, M.P. for Renfrewshire.

On Sunday, 23rd March, a memorial service was held in St. Magnus Cathedral, Kirkwall, at which some 1,200 people were present.

As reported on page 606, the day before the disaster occurred Mr. Raymond Baxter had made an appeal on B.B.C. television and Brigadier J. W. H. Gow, a member of the Committee of Management, had made a B.B.C. radio appeal in Scotland on behalf of the R.N.L.I. London life-boat day occurred the day following the disaster, and the manner in which the public at large reacted to the events at Longhope was reflected in the contributions made both to the funds launched by the Lord Lieutenant of Orkney and to the R.N.L.I. appeals. The press, the B.B.C. and independent television companies reported and commented on the loss of the Longhope crew with understanding, accuracy and marked sympathy. *The Daily Mirror* in particular launched a special appeal for the R.N.L.I. funds and itself presented a cheque for £1,000. Response to the *Daily Mirror* Appeal amounted to over £10,000. In Scotland the *Daily Record* launched a special appeal both for the dependants and for R.N.L.I. general funds. This produced over £3,000. *The Daily Express* also asked its readers to send any contributions either directly to the R.N.L.I. or through the *Daily Express*.

As a small recognition of the immensely valuable services which he rendered at the time of the disaster and immediately afterwards, the Institution decided to award Mr. J. M. F. Groat, the honorary secretary at Longhope, an award of a statuette.

Our Energetic Mr. Hawkes

No matter what is afoot—agricultural shows, flag days and so on—Mr. A. W. Hawkes, who is an energetic member of the Ipswich branch, can be relied upon to go almost anywhere and to tackle almost any fund-raising scheme. During 1967/1968 Mr. Hawkes personally raised in one financial year more than £150, made up as follows: Ipswich flag day collection with barrel organ, £45 5s. 1d.; Waldringfield regatta collection, £13 9s. 5d.; house to house collection, £5 9s. 7d.; sale of electric table lamps made by him from cider flacons, £66 17s.; Aldeburgh flag day regatta collection, £25. The total raised was £156 1s 1d.

Incidentally, in addition to these personal efforts, Mr. Hawkes was prominent in organising and selling at the R.N.L.I. stand at the Suffolk County Show last year, the proceeds from which amounted to about £133.

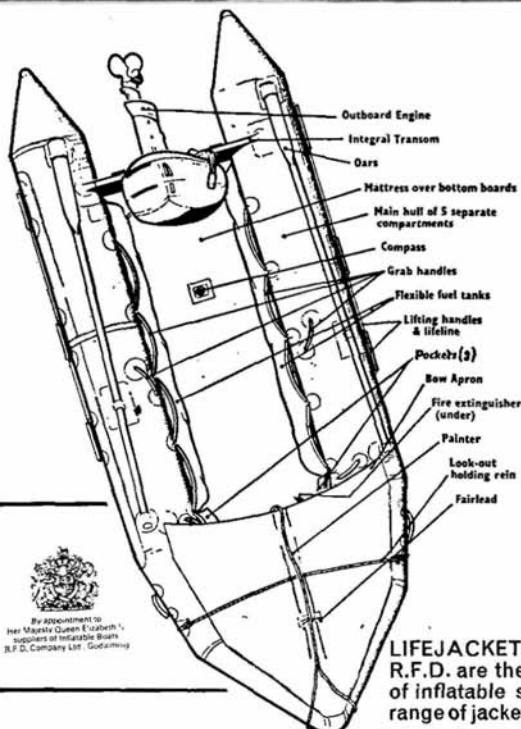
The Maud Smith Award

The late Coxswain Daniel Kirkpatrick, of Longhope, who lost his life when the life-boat capsized on 17th March, had a few days before been told that he had been elected to receive the annual gift of £5 from the Miss Maud Smith endowment for the bravest act of life-saving in 1968, for his courage and seamanship on 1st April, 1968, when the crew of 15 of the trawler *Ross Puma* were rescued by the Longhope life-boat.

The Ralph Glister Award

Police Sergeant D. H. Carter and Police Constable A. E. Farley, of Bournemouth, have each received £5 under the terms of the Ralph Glister Award in recognition of their service in the Bournemouth IRB on 19th May, 1968, to a burning yacht. They saved three people. The award is made to the crew of an IRB who, in the opinion of the Committee of Management, carried out the most meritorious service of the year.

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LIFE-BOAT LOST OFF WESTON

A LIFE-BOAT on temporary duty at the Weston-super-Mare station parted from her moorings on the afternoon of the 12th April, and was driven on to rocks and was so severely damaged that she has had to be written off as a total loss.

The boat was the 41-foot Watson life-boat *Rachel and Mary Evans* built in 1937. She had been stationed at Barry Dock where a 44-foot steel life-boat is now on operational service.

At 2.20 p.m. on 20th April, Mr. C. Smith, the honorary secretary of the Weston-super-Mare life-boat station, received a telephone call from the boathouse attendant telling him that the life-boat was drifting towards the old pier. There was a westerly gale with a very rough sea and a heavy swell, gusts of over 50 knots being reported. It was two hours before high water and, near the life-boat's moorings off Weston slipway, the tide was setting to the north east.

WAS ON THE ROCKS

Maroons were fired and Mr. Smith went to the station. He could see the life-boat had been driven on to rocks to the north east of the old pier. She had evidently cleared the supports and passed under the pier. The first member of the crew to reach the scene was the second assistant mechanic, Michael Watts. He climbed down the rocks and jumped aboard the life-boat. He was able to start the engines, but as he did so the boat ranged off and was caught broadside by a heavy sea. As the stern swung to seaward Mr. Watts put the engines astern in the hope of clearing the rocks. This attempt failed and he therefore stopped the engines. The boat was pounding badly, and as Mr. Watts left the engine controls he was thrown violently across the boat. He was cut and bruised but received no permanent injuries.

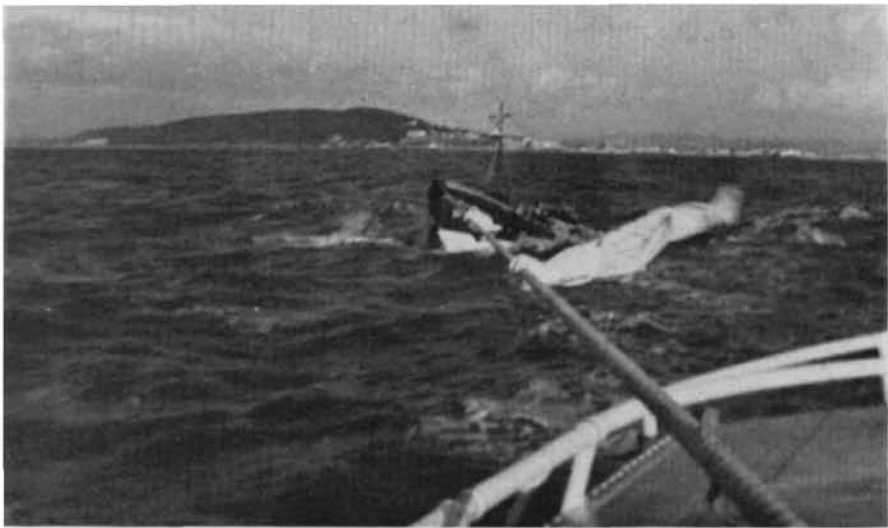
Mr. Michael Watts was joined by his cousin, Bernard Watts, who also went aboard, and under the direction of Coxswain A. W. Payne lines were secured to the life-boat. By this time the engine room was flooded and the engines could not be restarted. Mr. Bernard Watts recovered the anchor which had fallen overboard but in doing so he too was cut and bruised.

It was decided to take certain items of equipment off the boat before she was further damaged. One man who had helped to do this slipped into the sea between the rocks and the life-boat, but he was quickly hauled to safety by three other shore helpers.

FINE SEAMANSHIP

The 44-foot steel life-boat *Arthur and Blanche Harris* was immediately called for from Barry, and at 4.45 she reached the scene. With considerable difficulty and with fine seamanship displayed by Coxswain Frank Tinsley and his crew, the life-boat succeeded in towing the *Rachel and Mary Evans* to Barry Dock. She was then hauled up the slipway into the boathouse, which was also a considerable achievement.

Mr. Frank Futcher, the R.N.L.I.'s Surveyor of Life-boats, immediately went to Barry Dock and made a detailed examination of the wrecked boat. He soon came to the conclusion that the damage was so extensive that the boat could never be put into service again and indeed could not be made seaworthy without enormous expense. All compartments were holed and the boat had floated only on her air cases. Both bilge keels were missing. Two feet of the stern, forward of the hauling plate, were shattered; the bottom planking on the port side was holed or chafed throughout the length of the whole boat apart from the inside



The reserve life-boat, which was on temporary duty at Weston-super-Mare, Somerset, broke from her moorings on 12th April, 1969, and was wrecked. The picture (left) shows her before she was taken in tow by the Barry life-boat and (above) the tow in progress.

by courtesy of

[Mike Nash

of the tunnel; the engine room and the wing compartment on the starboard side had entirely disappeared; and there was a great deal of other damage to report.

After discussion it was decided to break up the hull in the boathouse and to salvage any usable fittings and equipment for return to the R.N.L.I. depot.

LETTERS OF THANKS

Individual letters of thanks signed by Mr. Stirling Whorlow, O.B.E., Secretary of the Institution, were sent to Mr. Michael and Mr. Bernard Watts, and collective letters of thanks for the part played by the crews and helpers were sent to the honorary secretaries at Weston-super-Mare and Barry Dock stations, Mr. C. Smith and Captain G. C. E. Trueman.

NATION-WIDE EFFORT REDUCES LIFE-BOAT DEFICIT

THE Chairman of the Royal National Life-boat Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., told the annual meeting of the Institution at Central Hall, Westminster, on 25th March, 1969, that, following the serious deficit for 1967 of over £400,000, there was a great effort to rectify the situation which resulted in an increase of 6½ per cent. in branch income, while legacies and bequests during the year were a record figure. The ultimate outcome was a deficit of little over £12,000.

Admiral Woods said: 'This is a very great deal better than we expected, but it is by no means negligible, and it does mean a further call on our reserves. Nor are all the reasons for this comparatively small deficit as satisfactory as we might wish. Owing to delays in the construction of new life-boats, and these delays were beyond our control, payments amounting to nearly £100,000 have merely been postponed, and like most charities we have always been very dependent on legacies. They are, of course, as welcome to us as any other form of gift, and we are very deeply indebted for them. But they are almost entirely unpredictable. The importance of doing all we can to increase our income from more regular sources, is, therefore, quite obvious. Yet, allowing for all this, the results of 1968 do show a real improvement in our financial position, even if we are by no means out of the wood yet.'

VOLUNTARY WORKERS

'I remarked earlier that branch income had increased by 6½ per cent. on 1967. This is a truly remarkable achievement, at a time when prices have risen by a comparable amount, and I would like to pay a very sincere tribute to all our voluntary workers and supporters for this truly great effort.'



by courtesy of

[London Express Pictures

The three medal winners (left to right) Coxswain George Jappy of Buckie, Banffshire (bronze medal), Coxswain Derek Scott of The Mumbles, Glamorganshire (bronze medal) and Coxswain John King of Bridlington, Yorkshire (bronze medal).



Mr. Hugh Cudlipp, O.B.E., Chairman of the International Publishing Corporation Ltd., presented awards at the annual meeting of the R.N.L.I. at Central Hall, Westminster, on 25th March, 1969. Here Coxswain Derek Scott of The Mumbles life-boat is shown receiving his bronze medal.

'You will, I am sure, be glad to learn that notwithstanding all the extra efforts which have had to be made we succeeded in reducing both the cost of the administration and the cost of publicity and fund raising.'

On the operational side, Admiral Woods said, the R.N.L.I. had a year in which all records were broken. Year after year the number of occasions on which life-boats and inshore rescue boats were called out to save, or to help to save the lives of others, increased. Perhaps the day might come when the graph, which had been steadily rising over the years, would level out, but there were certainly no signs of it at present. Indeed, they had to make their plans on the assumption that more and more people were putting to sea and more and more demands would be made on the service which was provided. It was noteworthy that for the first time over half the lives saved during the year were saved by inshore rescue boats.

Admiral Woods said that in the technical field 1968 marked the Institution's first steps in the use of glass-reinforced plastics (commonly called fibreglass) for hull construction. The introduction of new materials, after exhaustive trials, could lead towards 'drastically reducing the alarming building costs which we face at this moment'.

BEACH RESCUE

Referring to the recently completed coastal survey of life-boat stations, Admiral Woods said that it was being followed by a similar survey of the inshore rescue boat fleet. They were relating the requirements for these boats to existing conventional life-boat stations and taking into account the new generations of faster life-boats. One particular problem which would be engaging the Institution's attention in the immediate future was that of beach rescue, and the R.N.L.I.'s part in providing this type of rescue service.

Admiral Woods said that on the financial side the R.N.L.I. was seeking new forms of support from new quarters and increased support from others.

The speaker went on: 'We have up and down the country a very fine network

of branches and guilds extending even into small villages of whom you are representatives, but in some of the great cities the support we have received has been less than we might have hoped. One interesting response to the City of London appeal was that certain great finance houses, examining their contributions to the R.N.L.I., realised that they had far from kept pace with changing circumstances. For example, an annual donation of £10 had been decided upon long ago—possibly in the last century—and this had been continued automatically. After reconsideration the figure was changed from £10 to £250 or even £500. This is the kind of change we have to go out for.'

Another important venture was the launching of the Yachtsmen's Life-boat Supporters' Association, known as the Y.L.A. They were fortunate in that Sir Alec Rose both launched this Association and became its first member, and the Institution hoped that every owner or user of a boat would, in due course, become a member of the Y.L.A.

NEW PRESIDENT

Earlier in his address, Admiral Woods, who paid tribute to the late President of the R.N.L.I., Princess Marina, Duchess of Kent, and announced that her son, H.R.H. The Duke of Kent, had agreed to accept the presidency, referred to the Longhope life-boat disaster and the loss of eight men, including Coxswain Daniel Kirkpatrick who was to have received his third silver medal that afternoon.

Admiral Woods, in introducing Mr, Hugh Cudlipp, O.B.E., chairman of the Mirror Group, who presented the awards on behalf of the Institution, recalled that immediately after the Longhope disaster the *Daily Mirror* launched an appeal for funds for the life-boat service, starting this appeal off with a cheque for £1,000. 'We are truly grateful for this wonderful gesture and, indeed, to the news media as a whole for their careful and sympathetic coverage of the Longhope tragedy', added the speaker. Final result of this appeal was over £10,000.

At the invitation of Admiral Woods, Mr. Cudlipp moved the following resolution: '*That this meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary members of the financial branches and of the ladies' life-boat guild in the work of raising funds to maintain the service.*'

Mr. Cudlipp, who admitted to being 'a part-time week-end salt water sailor', said: 'What is different about these men of the life-boats, these weather-beaten men suddenly called in a crisis from a desk in a bank, a bench in a pub or from their nets, is that they are all volunteers and that they are expected to volunteer and to voluntarily put to sea in treacherous weather whilst men in other ships are sheltering.

COURAGE

'In the House of Commons, Mr. William Rogers, Minister of State of the Board of Trade, said it was an act of singular courage for the crew of the Longhope boat to put out in the prevailing conditions. In my own acquaintance of the life-boat service I know that gallantry is not singular among the life-boat volunteers.

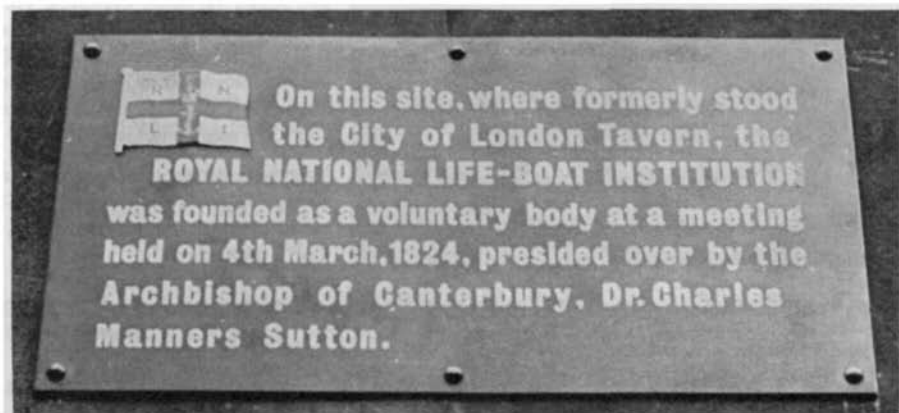
'What the Royal National Life-boat Institution lacks is cash resources, but it makes up for that in an inexhaustible fund of courage in its 5,000 volunteers who stand by to man the boats. Coxswain Kirkpatrick, Coxswain King, Coxswain Jappy and Coxswain Scott and all their crews are proof of the courage. Nobody has to order life-boatmen to put to sea; they do not have to risk their lives; they can stay at home in safety. They certainly do not do it for the money,



by courtesy of]

[Sport & General and Keystone Press Agency Ltd.

The Lord Mayor of London, Sir Charles Trinder, unveiled a plaque on 4th March, 1969, to commemorate the foundation of the R.N.L.I. on 4th March, 1824, at 26 Bishopsgate, London. It was on this site that a meeting was held which led to the Institution being formed. On the Lord Mayor's right is Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., Chairman of the R.N.L.I.



for the 30s. which is the standard allowance for the first two hours, or for the 7s. 6d. for every hour after that, and not for the £100 a year coxswain's allowance. This surely must be the only task in the world where overtime payment diminishes in value as the hours grow longer and the danger increases.

'There may have been room for argument in the past about whether the R.N.L.I. should be voluntary or not. I take the view that on this 150 years of experience, tradition and achievement have settled that argument once and for all. The voluntary principle has been tested and proved', added Mr. Cudlipp.

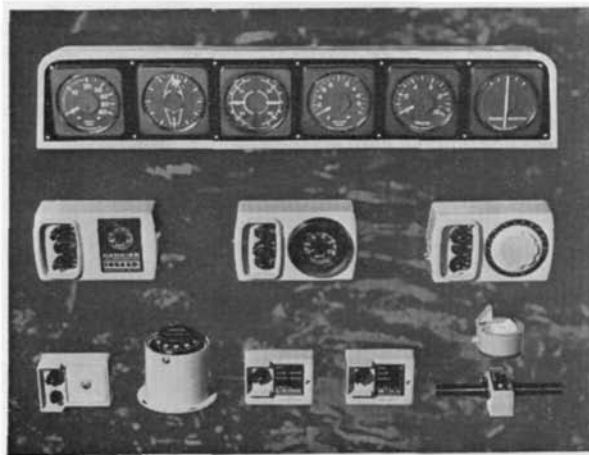
THE AWARDS

Mr. Cudlipp then presented awards for gallantry to the following Lifeboatmen: *Coxswain John King, Bridlington—bronze medal* (THE LIFE-BOAT, March, 1969, page 417); *Coxswain George Jappy, Buckie—bronze medal* (THE LIFEBOAT, September, 1968, page 416); *Coxswain Derek Scott, The Mumbles—bronze medal* (THE LIFE-BOAT, March, 1969, page 546). *The late Coxswain David Kirkpatrick, of Longhope, who was to have received a second bar to his silver medal, had his medal service described in THE LIFE-BOAT, December, 1968, page 531.*

Gold badges for long and distinguished honorary services were awarded to the following: *Mr. W. Ashton, Arundel; Mr. R. N. Crumbie, Orpington; Mrs. L. M. Frazer, Antrim; Mrs. B. A. Golby, Kenilworth; Miss G. M. Howey, Bishop's Stortford; Mrs. M. P. Maslowski, Bathgate; Mrs. V. M. T. Morice, Malvern; Mr. D. F. O'Donovan, Baltimore; Mrs. N. Simpson, Fraserburgh; Mrs. G. Townend, Bridlington; Miss E. Williams, Mumbles.*

After the presentation of awards Lt.-Cmdr. P. E. C. Pickles, M.B.E., R.N.V.R., a member of the Committee of Management, proposed a vote of thanks.

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HELICOPTERS

In the House of Commons in April the Secretary of State for Defence was asked how many times in the last three years the helicopter then at Manston, Kent, had been used to assist in sea rescue operations, and how many people had been rescued by it.

The reply was that fully detailed records were available only for the two years to 31st March, 1969. During this period Manston helicopters took part in sea rescue operations on 100 occasions and 47 people were brought ashore. The following is an analysis of these incidents:

A—Use of a helicopter probably essential for the saving of life (8 lives involved)	6
B—Helicopter used to bring people ashore, but this not essential for the saving of life (39 people involved)	16
C—Rescue already effected by other means	22
D—Other rescue facilities available when the helicopter arrived and no rescue action therefore required	11
E—People believed to be in danger but not so when helicopter arrived	20
F—Drifting wreckage or empty boats adrift	5
G—Abortive searches	14
H—False alarms	5
I—Malicious hoaxes	1
	100

In 1966, when the question of air/sea and mountain rescue units was raised in the House of Commons, it was reported that about 85 per cent. of those rescued were civilians. 'The helicopter organisation, the marine craft units and the mountain rescue teams exist to meet Service requirements, and the assistance they give to the general public is generally speaking . . . a by-product, although a very large one.'

VALENTIA LIFE-BOAT

A collective letter of thanks, signed by the Secretary of the Royal National Life-boat Institution, Mr. Stirling Whorlow, O.B.E., has been sent to Coxswain John Sugrue and the crew of the *Valentia* (Co. Kerry) life-boat for their efforts on 22nd September, 1968, when the motor fishing vessel *Sea Flower* was lost.

The life-boat put out in a south westerly gale gusting to force 10. Visibility was poor, and to save time Coxswain Sugrue took the life-boat close inside Puffin Island. A long search was carried out without success, and it was not until after 6 p.m. the following day that the life-boat crew learnt that the bodies of five men who had been aboard the motor fishing vessel had been washed ashore.

PRESS AWARD

Mr. Ken Adams, of Walton-on-the-Naze, Essex, has been awarded a certificate by the R.N.L.I. as the writer of what was, in the Institution's opinion, the best factual newspaper account of a service by a life-boat published in 1968. His report, which appeared in the *East Anglian Daily Times* on 18th March, described the service by the Walton life-boat to three exhausted anglers on board a cabin cruiser in the River Blackwater area.

STATEMENT OF FUNDS AND

1967 £		£
275,857	ENDOWMENT FUNDS (Income only from which is available for expenditure in accordance with donors' directions)	279,243
630,678	RESTRICTED FUNDS (to be applied as directed by donors)	674,846
906,535		954,089
1,314,362	GENERAL FUND (see page 625)	1,303,598
220,000	PROVISION FOR MANUAL WORKERS' PENSION SCHEME	220,000
<p>NOTE: The cost of replacing the existing fleet is approximately £9,000,000 and the liability for replacements of life-boats at present contemplated is estimated at £650,000, part of which will be met by special gifts and legacies. In addition to this the current programme of capital work includes £190,000 for the construction and adaptation of life-boat houses and other shore works, and improvements to the existing fleet and facilities.</p>		
£2,440,897		£2,477,687

(Signed) W. J. W. WOODS,

Chairman of the Committee of Management.

(Signed) S. M. WHORLOW,

Secretary.

AUDITORS' REPORT TO THE COMMITTEE OF MANAGEMENT

In our opinion the above Statement of Funds and Assets and the annexed accounts for the year ended 31st December, 1968 and its branches for the year ended 30th September

3 Frederick's Place,
Old Jewry, London, E.C.2.
14th March, 1969.

ASSETS AT 31st DECEMBER, 1968

1967 £		£
1,559,665	INVESTMENTS At market value on 31st December, 1966 with subsequent additions at cost (Market value on 31st December, 1968, £2,193,263)	1,590,341
67,000	Deposits	633,000
1,626,665		2,223,341
142,913	PREMISES At cost less amounts written off: Freehold	143,020
51,271	Leasehold	50,313
4,862	SELECTIVE EMPLOYMENT TAX RECOVERABLE	10,632
116,490	BRANCH ACCOUNTS Balances at Branches	105,138
		2,532,444
498,696	Deduct (1967 add): BANK BALANCES	(54,757)
£2,440,897		£2,477,687

OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

Give a true and fair view of the receipts and payments of the Headquarters of the Institution 1968 and of the disposition of funds held at those dates.

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

RECEIPTS AND PAYMENTS ACCOUNTS FOR THE YEAR ENDED 31st DECEMBER, 1968

1967 £	RECEIPTS	£
614,998	Subscriptions, Donations, etc.	641,156
102,486	Investment income	110,620
17,242	Sundry Receipts	21,154
587,857	Legacies for General Purposes	689,616
198,041	Gifts and Legacies for Special Purposes	357,141
500	Gifts for Endowment Purposes	200
1,521,124		1,819,887
	<i>Less: Costs of Publicity and fund-raising:</i>	
16,511	Advertising	£24,685
288,376	Other	279,352
304,887		304,037
£1,216,237	Net Receipts	£1,515,850
1967 £	PAYMENTS	£
	Capital Payments:	
394,708	New life-boats and improvements to existing life-boats	332,501
103,142	Shoreworks and other capital items	57,413
497,850		389,914
	Recurrent Payments:	
276,449	Maintenance and Development of Life-boats	299,359
10,884	Tractors and Carriages	14,567
44,928	Life-boat houses and slipways	60,959
134,885	Stores	109,452
116,439	Depot	151,081
75,480	Life-boat station expenses	32,205
301,529	Coxswains, Mechanics and Crews	318,192
65,526	Inspectorate	66,118
5,020	Station cottages etc.	7,606
84,856	Administration	77,329
2,475	Sundry other payments	1,879
£1,616,321	COST OF THE LIFE-BOAT SERVICE	£1,528,661
£400,084	DEFICIT—EXCESS OF PAYMENTS OVER RECEIPTS	£12,811
	AMOUNT TRANSFERRED TO (1967 MET FROM)	
62,896	ENDOWMENT AND RESTRICTED FUNDS	£44,108
	BALANCE TRANSFERRED FROM GENERAL FUND	
337,188	(see page 625)	56,919
£400,084		£12,811

NOTES: (1) The above account shows the receipts and payments of the Headquarters of the Institution for the year to 31st December, 1968, and of the branches for the year to 30th September, 1968.

(2) Following a change in the basis of allocation the analysis of recurrent payments in 1968 is not strictly comparable with that in 1967.

MOVEMENTS IN GENERAL FUND

1967	£	£	£
1,514,395			1,314,362
	337,188		
	24,000		
361,188			
1,153,207			1,257,443
	160,778		
	377		
161,155			
£1,314,362			£1,303,598

	Balance at 31st December, 1967		1,314,362
	<i>Deduct:</i>		
	Amount transferred to Receipts and Payments Account ..		56,919
	Transfer to Manual Workers Pension Scheme		—
			—
	<i>Add:</i>		
	Surplus on sale of investments		46,155
	Surplus on sale of properties		—
			—
	Balance at 31st December, 1968		£1,303,598

LIFE-BOATMEN'S BENEVOLENT FUND

STATEMENT OF ENDOWMENT FUND FOR THE YEAR ENDED 31st DECEMBER, 1968

1967	£	£	£	£
4,329			4,385	
55			57	
250			253	
4,634			4,695	
249			256	
£4,385			£4,439	
	4,375			
	10			
£4,385			£4,439	

	Balance at 31st December, 1967		4,385
	Subscriptions and donations received and invested		57
	Investment income		253
			—
	<i>Less: Grants to beneficiaries</i>		4,695
			256
	Balance at 31st December, 1968		£4,439
	<i>Represented by:</i>		
	£4,828 Conversion 5½% Stock, 1974, at cost	4,433	
	Bank balance	6	
		—	
			£4,439

(Signed) W. J. W. WOODS,
Chairman of the Committee of Management.

(Signed) S. M. WHORLOW,
Secretary.

AUDITORS' REPORT TO THE COMMITTEE OF MANAGEMENT OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

In our opinion the above account of the Life-boatmen's Benevolent Fund gives a true and fair view of the disposition of the Fund at 31st December, 1968, and the receipts and payments for the year ended on that date.

3 Frederick's Place,
Old Jewry, London, E.C.2.
14th March, 1969.

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

YACHTSMEN AND THE LIFE-BOAT SERVICE

by Commander E. W. Middleton,* V.R.D.

SINCE the end of the war in 1945 the number of calls for life-boat assistance emanating from yachtsmen—a term used as conveniently indicating people who go to sea for pleasure rather than profit—has steadily increased. Life-boat calls to yachtsmen accounted for 50 per cent. of the total of 2,295 launches in 1968.

The reaction of most yachtsmen to this information is to suggest that in fact the people getting into difficulties are not yachtsmen at all but inexperienced lubbers who trail craft to the coast and proceed to sea without either the knowledge or the ability to cope with anything other than a flat calm. Statistics show quite clearly that this explanation will not hold water. All life-boat service reports are carefully analysed and a check over a period of 10 years (1956-1965) shows that by far the greater number of yachtsmen and dinghy sailors needing assistance were fully experienced. Indeed, some of the best known ocean racing vessels have been in distress and assisted by life-boats more than once.

TESTING CONDITIONS

The reason is not far to seek. Just as far more swimmers than non-swimmers are drowned, because they are more often at risk, so far more experienced yachtsmen are at sea in weather which not only tests both man and boat but which may well increase suddenly in violence at an extremely inconvenient moment. Not many beginners set out on long passages, particularly in unsettled weather, and in a blow the inexperienced dinghy sailor rarely gets far enough to need a life-boat. In addition, there are strong indications that the Lord still tempers the wind to the shorn lamb!

Having failed with this suggestion the hardy critic will almost certainly raise the question of salvage, sometimes even going as far as to hint that the R.N.L.I. and the life-boat crews make a good thing out of it. Than this there could hardly be a greater calumny.

Every naval man knows that the salvage laws are based on an equitable reward for assistance rendered in saving property and the amount awarded to a salvor is in direct proportion to the work done and the value of what is saved. In general the 'no cure, no pay' rule applies. Professional seamen have long accepted the salvage laws as fair and equitable and have rarely been heard to complain about them. But at comparatively frequent intervals some yachtsman will cry scandal to high heaven because a life-boat crew have made a claim for salvage after rescuing him and his crew and towing his vessel to safety.

ONLY LIVES

It must be clearly stated that life-boatmen do not volunteer to save vessels—only lives. Like everyone else, they are fully entitled to claim salvage for property saved, if they think fit, and there is nothing whatever that the R.N.L.I. can do about it—other than to refuse to claim salvage as owners of the life-boat. The Institution never does claim salvage so that any court award would be reduced by the amount of the owner's share, which is normally a major portion.

**Cmdr. Middleton has been a member of the Royal Naval Sailing Association since 1937 and joined the R.N.L.I. as a District Inspector in 1946. He subsequently became Assistant Chief Inspector and was Superintendent of the Institution's Stores and Repair Depot when he retired in 1964. He has since carried out a close analysis of all life-boat services over a period of 10 years.*

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by courtesy of]

[David E. Sutcliffe

The Holyhead, Anglesey, life-boat *St. Cybi* (Civil Service No. 9) took part in a double rescue on 6th April, 1969, when she brought into Holyhead a yacht and a sailing dinghy.

In fact, life-boat crews themselves very rarely claim salvage and when they do the amount involved is almost invariably less than would be likely to be awarded in court. Many crews have never made a claim at all, and those that have probably did so in sheer desperation after having been told by the owner of a vessel that he was not really in trouble but thought he might just as well take a pluck as the life-boat was there and it was coming on dark. To a life-boatman who has been hauled out of bed two nights in succession and then meets this sort of remark on his next service the temptation to apply a corrective must be overwhelming. Indeed, it might help if more people got round to saying 'thank you'.

'TINY FRACTION'

A number of senior, experienced yachtsmen, fully aware of the amount of time and money now devoted to dealing with yachting casualties, decided that an effort must be made to increase the contributions from yachtsmen to the R.N.L.I. At the present moment, as far as can be ascertained, the money donated by those who use the sea for pleasure is but a tiny fraction of what it costs to deal with the casualties of their kind. With the cost of the service now running at nearly £2,000,000 a year it is essential that those who enjoy (if that is the word) the protection afforded by the life-boat service should make a generous contribution towards its upkeep. To this end the Yachtsmen's Life-boat Supporters' Association was formed.

If this appeal fails the possible disadvantages to the pleasure-seeking seagoer are many. State control might well mean restrictions, taxes and so on. Worse, it might well mean less dedicated crews of life-boatmen if the change was made to paid, if not pressed, men. For life-boatmen are great individualists and do not take kindly to regimentation.

So this appeal is made to all who put to sea for their own pleasure. Will you join the Y.L.A. ? If so, please get in touch with your branch secretary, who knows



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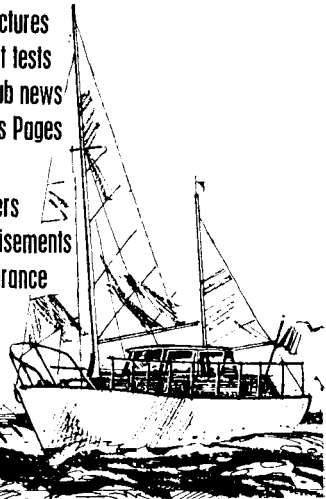
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all about it and has a supply of membership forms. Or write direct to the Secretary (Y.L.A.), Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1, who will send you a form. To be frank this does not entitle you to anything you have not been getting already, other than the right to show your support for the life-boat service by flying the Y.L.A. flag, wearing the tie or attaching the plaque to your vessel or dinghy.

Better still, will you also act as liaison officer for the Y.L.A. in your own club and endeavour to induce fellow members to join? This is a really worthwhile effort with which to show appreciation of the men who risk—and sometimes lose—their lives to save others. Even if some of those they save are those ham-fisted lubbers who ought not to go to sea!

Y.L.A. NEWS

THERE has been a good world-wide response to the Yachtsmen's Life-boat Supporters' Association which, as announced in the last issue of *THE LIFE-BOAT*, was launched by Sir Alec Rose, the round-the-world sailor, at the International Boat Show in London in January. Applications for membership have been received from Kenya, Greece, Persian Gulf, Seychelles, Norway, Switzerland, the Netherlands, Spain, Italy, the U.S.A. and Canada and, of course, the United Kingdom and the Irish Republic.

Mr. L. E. D. Wateridge, of Ruiru, Kenya, who has joined the Y.L.A., said he thought it was 'a splendid scheme'. He added: 'Being up country we are perforce "freshwater sailors" on Lake Naivasha, but even that can have its moments—rescuing the crew of a dinghy sunk by an indignant hippo could rate as unusual even in the wide and magnificent experience of the R.N.L.I.!

On 1st April when Sir Alec Rose opened an extension to the premises of Messrs. Duncan, yacht chandlers, in West Nile Street, Glasgow, there was a Y.L.A. corner.

'CURIOUS PEOPLE'

Mr. L. E. L. Sills, of Keose, Isle of Lewis, in a letter to *Yachting World* for April, 1969, said: 'What curious people yachtsmen are! As far as I know, no R.N.L.I. Life-boat or "Z" Boat has been presented to the life-boat Institution by the yachting community. The Civil Service has presented several life-boats; in no time, those children who watch "Blue Peter" whipped up enough for four "Z" Boats; why should their enthusiasm for the R.N.L.I. reach such heights and the yachting community apparently take little or no interest?

'When one considers the fantastic price of boats these days, even dinghies costing hundreds of pounds, and medium sized cruising boats from £10,000 to £30,000; no yachting gadget costing less than £1; when the petrol we use going to and from our week-end sailing is so expensive; and what the young beer drinkers and the older gin drinkers press eagerly into the pocket of the Chancellor of the Exchequer, as they recount their sailing adventures in the bar—£3 is a very small sum to give to help to pay our whack for any trouble and expense to which we may put the life-boatmen and the R.N.L.I.'

<p>Current Y.L.A. Membership 2,140 (6th June, 1969)</p>



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On the left are two of the three stamps issued in 1963 to mark the holding of the Ninth International Life-boat Conference in Edinburgh. On the right are two stamps from the Netherlands with life-boat themes.

LIFE-BOATS ON STAMPS

by Ian F. Finlay

SHIPS have always been a favourite subject for stamps. Yet among this multiplicity of stamps concerned with the sea, comparatively little attention has been paid to that very necessary aspect of life at sea, namely, the life-boats which are, from time to time, called to rescue those in peril at sea, and, not entirely unrelated thereto, the lighthouses which warn ships of impending danger. Although not as numerous as their importance suggests, these stamps do exist, and we shall now consider some of them.

It is not every article on a thematic aspect of philately that could be started with stamps from Great Britain, so it is all the more pleasing that we can do so in this case. A set of three stamps was issued in 1963 to mark the holding of the Ninth International Life-boat Conference in Edinburgh from 3rd-5th June of that year. These conferences are held every four years, but this was the first since 1924 to be held in Great Britain.

OLD ALDEBURGH BOAT

The 2½d. value shows a Westland Widgeon helicopter lifting a man from a 37-foot Oakley life-boat. Such helicopter life-boat rescues have become quite common since the service was introduced in the late 1940s. The 4d. value shows a late nineteenth-century life-boat that was in use at Aldeburgh. It is unusual in being clinker built, instead of the more conventional common double diagonal skin. The main design of the 1s. 6d. value shows three life-boat men in their

traditional yellow oil-skins, two of the men wearing sou'westers and the other a blue and white service cap. Since then, of course, the new life-jacket and protective suit has been introduced.

We now move on to various other countries that have issued stamps showing life-boats. Our first examples come from the Netherlands, a country which has, more than most in Europe, had to contend with the dangers of the sea. The Netherlands issued a set of two stamps in 1924, commemorating the centenary of the *Dutch Life-boat Services*. One of the stamps shows ships in stormy weather at sea, while the other shows a life-boat ready to be launched. The designs are rather stylised in nature. The Netherlands issued a further set of four stamps in 1933 bearing supplements in aid of seamen's funds. One of the stamps in the set shows a life-boat being rowed towards a sinking ship. The Netherlands have issued many other stamps connected with the sea and ships, but no others dealing with life-boats as such.

HUNGARY

Our next example comes from Hungary and, although it is not perhaps a life-boat in the traditional sense, it does show people being rescued by boat during a flood, so is worthy of inclusion for that reason. The stamp was issued in 1965, again with a surcharge, in aid of a fund for flood victims, when there were serious floods in the Danube. It shows a motor-powered boat carrying victims against a background of inundated houses. Flooding of the Danube is by no means rare in Budapest.

Denmark, in 1960, marked the 400th anniversary of the Danish Lighthouse service by issuing a stamp showing an ancient so-called bascule light which, in previous centuries, performed the function of modern lighthouses.

Norway, too, has more than once referred to her life-boat service on her postage stamps. The 50th anniversary of the National Life-boat Institution was celebrated by a set of four stamps in 1941. Two of the stamps show Colin Archer and a sailing vessel, while the others show a life-boat. The service was founded in Oslo in 1891 and began its activities in 1893 with the life-boat *Colin Archer*. It was named after its builder, Colin Archer, a Norwegian-born Scot, who also built the Polar ship *Fram*. The *Colin Archer* went to the assistance of more than 1,600 vessels during her 40 years' service.

Sweden and Iceland have also issued life-boat stamps as did Germany prior to World War II.

THE UNITED STATES

Moving across the Atlantic, we find that the United States issued a stamp in 1945 to commemorate the U.S. Coast Guard Service. Although the United States Coast Guard was originally created by an Act of Congress approved in January, 1915, its antecedents, the revenue cutter service and the lighthouse service, go back to 1790, when the revenue cutter service was approved by Washington, largely for the protection of the coasts and to look after the maritime interest of the newly constituted United States. The former lighthouse service had had its beginning one year earlier, in August 1789. The stamp shows landing craft and a supply ship, recalling the part played by the service in World War II.

Finally, we have a stamp from the Cayman Islands, a group in the British West Indies. Until August 1962, they formed a dependency of Jamaica, but then became a Crown Colony. The stamp comes from a pictorial set issued in 1953 and shows the lighthouse at South Sound on Grand Cayman island.

LIFE-BOAT CARDS AND CALENDARS

This year life-boat supporters will have a choice of four Christmas cards and three prices. There will be a 5d. card illustrated by a bowl of traditional Christmas flowers and berries; a plain white card bearing the Institution's crest in full colour and embossed which will sell at 6d.; also at 6d. will be a similar card but illustrated by the R.N.L.I. house-flag, again in full colour and embossed; and finally, selling at 9d., a card bearing a reproduction of a cartoon depicting a life-boat service in a humorous way specially drawn for the R.N.L.I. by Giles of *Daily Express* fame.

Buying life-boat Christmas cards is an easy way of helping the service and it is hoped that the reintroduction of a choice will help to increase sales considerably.

The usual life-boat pictorial calendar will again be on sale. The months will be spread over both sides of six pages and each will be headed by an attractive colour photograph of a seascape, several of them having direct life-boat associations. An innovation this year is the inclusion of tide tables which will be of help to those planning a visit to the coast. The cost of this calendar will be 7s., post free, complete with a special cardboard envelope.

The life-boat pocket calendar will again be available at 4d. The illustration this year shows a 17-foot Dell Quay dory—one of the small fast rescue craft of the R.N.L.I.—undergoing trials off Littlehampton.

An informative leaflet, showing colour reproductions of the Christmas cards and calendars, together with an order form, will be enclosed with the September number of THE LIFE-BOAT.

THE GROSVENOR CIRCLE DRAMA GROUP

The Royal National Life-Boat Institution's drama group, 'The Grosvenor Circle', staged their third production, 'Make it Murder', by Jack Last, at the Abbey Community Association Theatre on 27th and 28th March, 1969. In spite of lack of support due to pressure of work, the production was felt to be a success. Although the group has attracted relatively little attention in the past, it is now gaining ground and it hopes to enter a play for the Westminster Drama Festival in November.

Anybody interested in assisting the group, in any capacity whatever, would be welcomed. For further details apply to Miss I. Wootton, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1 (Tel.: 01-730 0031).

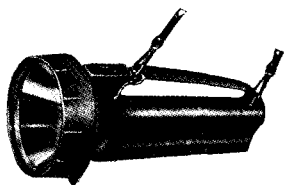
TAPED PRECAUTIONS

The Medical Recording Service and Sound Library, Kitts Croft, Writtle, Chelmsford, Essex, has produced a recording on 'How to enjoy the sea while staying alive'. It deals with simple safety precautions, runs for 33 minutes, and has 14 35 mm coloured slides to accompany it. Copies may be hired for 14 days for 6s., including postage, from their library. Tapes are available on 5-inch reels or cassettes.

THE JOURNAL

The cost of producing 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.

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NEW WAYS OF RAISING MONEY

Four girls of St. Margaret's House, Huyton College, Huyton, Liverpool—Janet Cranna, Penny Thomber, Jenny Giffin and Anne Mortimer—sent the following letter to the R.N.L.I.: 'Enclosed is a postal order for 14s. 6d. which is the total sum of our savings throughout the term. We decided to give up various vices for Lent and said that if we broke the rules we would cough up at 3d. a time. As you can see we are very weak-willed, but perhaps it is just as well . . .'

Charging 5s. for admission, which included refreshments, the Stockwood ladies' life-boat guild raised £10 when they arranged a wig party at a member's house. Wigs were lent by local hairdressers free of charge. A £1 donation was made by the hairdressers with the promise that, if further wigs were sold, a further commission would be paid to the guild.

'I have great pleasure', declared a thankful woman, 'in enclosing a cheque for £100. . . . We were caught in a bad storm some ten nights ago and were being driven dangerously on shore. We were, in fact, fully prepared for the eventuality of going on the rocks—but we inched out of the bay we were driven into and eventually made a harbour on the Moroccan coast after 17½ hours of storm. Our two lives were saved—so perhaps this small contribution . . . might provide an item which in itself may one day save two lives.'

In sending the R.N.L.I. £1 10s., a Banbury, Oxfordshire, woman of 92 wrote: 'I consider it a crying shame that the life-boat service is not better supported. . . . One never knows when it could be our turn to need the help of the life-boat. Would to God there had been one near when I lost my father and brother in a sailing accident in the Shannon . . . years ago. . . .'

The 3C's Youth Club, Christ Church Congregational, Friern Barnet, in sending the R.N.L.I. £3 12s. 6d., explained: 'Recently we decided to have our own club badge but instead of giving each member a badge we charged a small sum and it was decided to send the money to a charity'.

Knitting for the R.N.L.I. has been a fund-raising means for a long time. For instance, Miss L. Rogers, a member of the Highgate Ladies' Leisure Club, who is a keen flag day collector, knitted pullovers and bedjackets last year which brought in £9 15s. 9d. for the Institution.

The winner of a bottle of whisky at a recent dance at Rhyt, Flintshire, drank it—with the support of his friends—and placed a note inside promising to pay £5 to the local funds of the R.N.L.I. if the finder would send the bottle back. He then asked the life-boat crew to throw it overboard when they were next out on exercise.

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BOOK REVIEWS

● Another valuable contribution to life-boat history has been made by Grahame Farr in his latest volume in the Wreck and Rescue Series. This tells the story of the South Devon life-boats (*Wreck and Rescue on the Coast of Devon*, D. Bradford Barton Ltd., Truro, price 32s.).

As in all his earlier volumes Mr. Farr has unearthed some remarkable stories of rescues and attempted rescues, not all of which were carried out by life-boats. He includes, for instance, the wreck near Plymouth in 1796 of the East-Indiaman *Dutton*. The captain of H.M.S. *Indefatigable*, Sir Edward Pellew, was driving to keep an appointment with the vicar of Charles church and on hearing what had happened ordered his coachman to take him to Plymouth Hoe. After arranging for a number of pilots to put out to the wreck he climbed hand over hand to the *Dutton* by the line used by the officers to escape. He then took charge, and among his other exertions was to draw his sword to hold off a number of soldiers who were trying to get at the spirit stores. The *Dutton* eventually broke up, but more than 600 people were reported to have been saved.

Another strange story is that of James Craggs, a Yealm boatman, who spotted a mysterious movement among the tangle of spars and sails hanging over the side of a wrecked vessel. He thought it might come from a torn piece of sail flapping in the wind but decided to investigate. This he did at considerable personal risk, and as a result he succeeded in saving the captain's wife, whose last conscious act had been to attempt to climb over the rails. For this he received the first silver medal awarded by the R.N.L.I. for a rescue off the Devon coast.

There are also colourful accounts of the arrival of new life-boats at their station. The first Salcombe life-boat, for instance, was launched at Kingsbridge after being drawn from the railway station in a procession which included a detachment from H.M. Coastguard, the Ancient Order of Foresters, the Manchester Unity of Odd-fellows, pilots, fishermen, school-children and three different bands.

Among the more unusual life-boat services recorded was one for which Coxswain Walter Crowther of Plymouth was awarded the bronze medal for a rescue from a Royal Australian Air Force flying boat which had been torn from her anchor by a drifting coaster. Another was carried out by the *Hope Cove* life-boat in 1896, when an early Russian tanker with a cargo of petroleum went aground and caused what was then the unusual sight and smell of oil pollution.

A working party of the Committee of Management of the R.N.L.I. is today carrying out a review of future operational requirements, and the changes which have occurred have included the closing of a small number of life-boat stations. Mr. Farr's latest work shows how much more frequently such closures occurred in the past and how they were all brought about by the availability of new kinds of life-boats with greater range or greater speed. His book recounts the histories of 10 life-boat stations. Of these only four, Plymouth, Salcombe, Torbay and Exmouth, are operational today. That there was local opposition to certain of the closures may be gauged from the fact that when the life-boat was withdrawn from Torquay towards the end of the First World War a ship's life-boat was provided by a private individual and was known as the Torquay harbour life-saving boat. Only one service carried out by this boat was recorded and after six years the boat was taken out of service.—P.H.

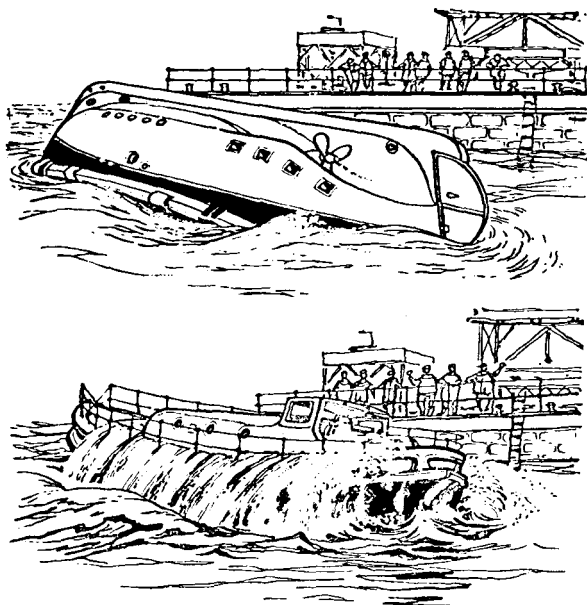
● Children today have plenty of opportunities to learn about the life-boat service. In addition to the television programmes which 'Blue Peter' and others have provided there has in recent years been a wealth of books about life-boats

written for children of different ages. The latest of these is an excellent short work by the headmaster of Fosseway Junior School, Bath. This is *Life-boats and Life-boatmen*, by E. G. Jerrome (Basil Blackwell, Oxford, price 8s. 6d.). With striking economy and simplicity of words Mr. Jerrome gives a broad picture of the life-boat service of a kind which young children will readily understand.

There are many excellent line drawings and a number of colour illustrations. One of these, very sensibly, shows the stamps issued by the G.P.O. to mark the International Life-boat Conference in 1963.

Those of us who have tried to explain technical aspects of the life-boat service in simple terms may well envy Mr. Jerrome the facility with which he describes the Oakley self-righting life-boats: 'In 1958 a new kind of "self-righter" was designed by Richard Oakley. If it tips over on the starboard (right) side, it turns over and comes upright again in about 10 seconds. If it tips on the port (left) side, it does not turn over but comes back again.

In a test of a self-righting boat it was turned upside-down in the water like this:



It immediately turned itself over so that it was the right way up.'—P.H.

● *The Irish Lighthouse Service* by T. G. Wilson (Allen Figgis, Dublin, 42s.) is a beautifully printed, well illustrated and attractively written history. It tells the story of lighthouses and lightvessels on and around the Irish coast from the time when St. Dubhan came over from Wales and established a beacon light at what is now known as Hook Point. His beacon consisted of a strong upright surmounted by an iron basket to which access was gained by a ladder at one side. The basket was filled every night with coal, charcoal, wood or tar and this was kept ablaze until the morning, the saint being his own lighthouse keeper. At different stages, responsibility for the Irish lights rested with the Customs service and the Ballast Board of Dublin, the present controlling body being, of course, the Irish Lights Commissioners.

The great story of the rescue from the Daunt Rock lightvessel by the Ballycotton life-boat in 1936 is duly recorded and rightly described as being 'among the proudest records of the R.N.L.I.'—P.H.

● The Royal Life-saving Society's newest production *Life Saving and Water Safety* (5s.) is a most informative and useful booklet prepared by the Society's National Technical Committee. In his foreword, Earl Mountbatten of Burma writes: 'Our object, of course, is to save life, but in mastering the technique there is a physical and mental challenge which will be found to provide a splendid and worthwhile form of recreation for people of all ages, particularly the young'.

The different life-saving methods recommended are clearly and skilfully illustrated.—P.H.

● *British Ships and Seamen*, by Grant Uden (Macmillan, St. Martin's Press, price 8s. 6d.) comes in two volumes—book I: *The Ships*, book II: *The Seamen*—and they are from the Sources of History Series. For the student these two volumes provide a compact and fascinating account of ships and seamen from the earliest records up to the present day. Naturally, there is some emphasis on the brave days of sail and there are valuable chapters on communications and salvage.

But possibly it is Book I, with its lively account of the life and working conditions of that independent and indomitable character the British seaman, which will quicken the pulse and enliven the mind of the ordinary reader, for these books will have a special place on the shelf or bedside table of those who love the sea and ships. Life-boats and life-boatmen find their place in the chapter on 'The safety of ships', but the £50,000 quoted for the 37-ft. Oakley type life-boat is on the high side—at the moment, at least. The present figure is £38,500.—E.W.M.

● *A Hundred Years of Life-Saving, 1869-1969*, by D. J. Hancox, a member of the Life-boat Enthusiasts' Society, is an excellent booklet giving the history of the Weymouth life-boat station, which celebrates its centenary this year. It sells at 2s. 6d., postage 6d., and may be obtained from the author at 209 Portland Road, Wyke Regis, Weymouth, Dorset.

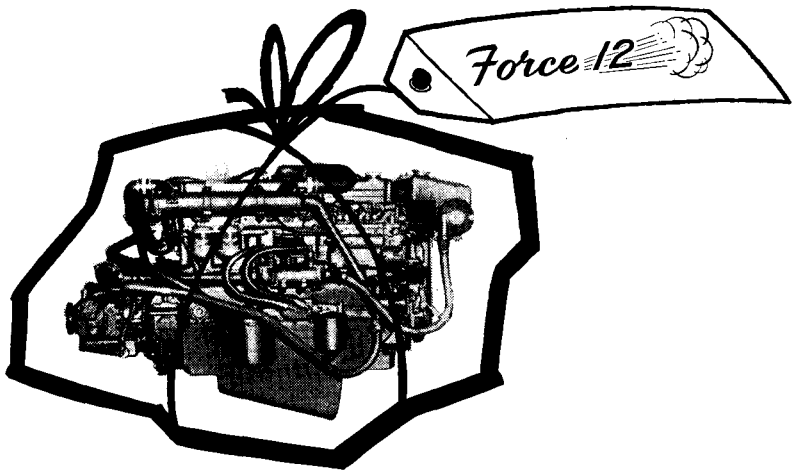
As Mr. E. J. Gordon Wallace, chairman of the Weymouth branch, says in a brief foreword: 'Mr Hancox makes no claim to journalistic expertise—he has written the story in a straightforward, factual manner with no frills . . .'.

Based on material provided by R.N.L.I. headquarters, plus some fruitful research among local records and newspapers, this booklet gives a very full account of the station.

In the first 55 years—the period of the sailing and pulling life-boats—there were 45 launches and 29 lives saved, but in the 44 years to date—the period of the motor life-boat—there have been at least 270 launches and 250 lives saved. Being at once a yachting headquarters, a popular port of call for visiting yachts, a port with a certain amount of commercial traffic, a cross-Channel terminal and a naval base, the Weymouth-Portland area has needed and will still need its life-boat station for generations to come.—J.G.F.

● An interesting publication on the Ramsey life-boat station is available from Mr. B. T. Swales, honorary secretary, 24 West Quay, Ramsey, Isle of Man. Written by Major Keith G. Groves, chairman of the Ramsey branch, *The Story of the Ramsey Life-boat Station Established 1829 and The Founding of the R.N.L.I. by Sir William Hillary in 1824* costs 2s. 6d., postage 6d.

The publication, which is fully illustrated and is the result of most detailed and thorough research, contains a portrait of Sir William Hillary and a reproduction in his own handwriting of a hitherto unpublished letter from the founder. Authors of life-boat histories are happily to be found at all ages. Major Groves is in his 80th year.—C.R.E.



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DECEMBER

No. 1 Life-boat Area

Buckie, Banffshire - At 3.35 p.m. on 14th December, 1968, the coastguard told the coxswain that a yacht was in difficulties four to five miles north east of Buckie. The life-boat *Laura Moncur* slipped her moorings at 3.45 in a south south easterly gale with a moderate sea. The tide was flooding. The life-boat came up with the yacht *Thistle* which had engine trouble. There were two men and three children on board. The yacht

was taken in tow to Buckie, the life-boat returning to her station at 5.15.

No. 2 Life-boat Area

Workington, Cumberland - At midnight on 2nd December, 1968, the coxswain reported that a fishing boat was overdue. The life-boat *Manchester and Salford XXIX* slipped her moorings at 12.20 in a moderate easterly wind with a smooth sea. The tide was ebbing. The fishing boat fired a flare and the life-boat came up with her six miles west of Work-



by courtesy of]

[Arthur W. Dick

The Flamborough life-boat *Friendly Forester* going out on exercise in a south east gale and snow-storm on 12th March, 1969.

ington. She carried a crew of three. A net had fouled her propeller. The life-boat took the fishing boat *Empress* in tow to Workington and returned to her station at 1.55 a.m.

At 2.20 p.m. on 3rd December, 1968, the coastguard told the honorary secretary that the fishing boat *Gwen* with two men on board, which had sailed from Maryport at noon the previous day bound for Workington, had not arrived. At 2.30 p.m. the life-boat *Manchester and Salford XXIX* slipped her moorings. The tide was ebbing. The life-boat came up with the *Gwen* one and a quarter miles south east of Hestan Island. Her half shaft had broken. The life-boat towed the *Gwen* to Workington, and returned to her station at 7 o'clock.

No. 3 Life-boat Area

Seaham, Co. Durham – At 1.14 p.m. on 14th December, 1968, it was learnt that the crew of a boat were waving a red flag south of the harbour entrance. At 1.20 the life-boat *Will and Fanny Kirby* was launched. There was a strong south easterly breeze with a rough sea. The tide was ebbing. The life-boat came up with the coble *Moirra* with a crew of three one mile south east of the harbour. Her engine had failed. The life-boat took her in tow to Seaham. Owing to poor weather conditions the life-boat made for moorings at Sunderland, and returned to her station at 11.45 a.m. on 16th December.

No. 4 Life-boat Area

Lowestoft, Suffolk – At 12.38 p.m. on 20th December, 1968, the coastguard reported that a sick man aboard the trawler *Jamaica* required medical attention. The life-boat *Fredrick Edward Crick*, with a doctor on board, slipped her moorings at 1.15 in a south westerly gale with a rough sea. It was three hours after high

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1st December to 28th February: Launches 217, lives saved 73

water. The life-boat came up with the trawler a half mile north of West Holme buoy. The sick man was taken aboard the life-boat and landed at Lowestoft where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 2 o'clock.

No. 6 Life-boat Area

St. Peter Port, Guernsey – At 8.40 p.m. on 12th December, 1968, the signal station told the honorary secretary that a sick crew member aboard the tanker *Chanakya Jayanti* of Bombay required medical assistance. The life-boat *Euphrosyne Kendall*, with a doctor and St. John Ambulance Brigade workers on board, slipped her moorings at 9.2 in a light easterly breeze with a slight

sea. The life-boat came up with the tanker four miles south of Guernsey at 9.55. The sick man was taken ashore for hospital treatment, and the life-boat returned to her station at 12.10 a.m. on 13th December.

No. 7 Life-boat Area

Fishguard, Pembrokeshire – At 1.5 a.m. on 20th December, 1968, it was learnt that the coaster *Eden Fisher* had sighted red flares to the west of Strumble Head. At 1.30 the life-boat *Howard Marryat* was launched. There was a south south westerly gale with a rough sea. The tide was ebbing. The life-boat came up with the fishing boat *Mandala* with one man on board at 4 o'clock. He was taken aboard the life-boat and the *Mandala* taken in tow. At 5.10 the

IRB CREWS No. 3



by courtesy of]

[Croydon Advertiser

Last year an IRB was commissioned at Selsey, Sussex, where there has been a conventional life-boat station since 1861. The IRB crew consists of three fishermen—two who fish for lobsters and one who fishes for white fish. Here they are shown about to launch with a life-boat inspector.

tow line parted and the fishing boat sank. The life-boat returned to her station at 8.40.

Barry Dock, Glamorganshire – At 4.55 p.m. on 15th December, 1968, news was received that a boat was in difficulties off Sully island. The life-boat *Arthur and Blanche Harris* on evaluation trials at the station slipped her moorings at 5.15 in a strong westerly wind with a rough sea. It was two hours after high water. The life-boat came up with a cabin cruiser with four people on board off Lavernock point. The cruiser's engine had broken down. The life-boat took her in tow to Barry, and returned to her station at 6.15.

No. 8 Life-boat Area

Lytham-St. Anne's, Lancashire and New Brighton, Cheshire – At 7.44 p.m. on 2nd December, 1968, it was learnt that the shrimp boat *Boy David* with two men on board was overdue at Southport. After further enquiries had been made the life-boat *Mary Stanford*, on temporary duty at New Brighton, slipped her moorings at 9.25 in a gentle east south easterly breeze with a slight sea. The tide was flooding. The Lytham-St. Anne's life-boat *Sarah Townsend Porritt* slipped her moorings at 10.35 and took the IRB in tow to search close to the shoals if necessary. The *Sarah Townsend Porritt* came up with the *Boy David* with engine trouble three miles south of Wall End buoy and took her in tow to Lytham. The IRB and *Sarah Townsend Porritt* returned to their stations at 3.30 a.m. on 3rd December, 1968, and the *Mary Stanford* at 4.15 a.m.

No. 10 Life-boat Area

Valentia Co. Kerry – At 1.15 a.m. on 22nd December, 1968, Valentia radio station told the honorary secretary that the m.f.v. *Sea Flower* of Castle-townbere was in distress in the Ardgroon harbour area. Maroons



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were fired at 1.20. There was a south westerly gale gusting to storm force. The weather was overcast with poor visibility and it was low water. The *Rowland Watts* life-boat slipped her moorings at 1.35. The life-boat took the shortest route to Ardgroon harbour, about thirty-three miles away, passing close inside Puffin island. At 3.35 the m.f.v. *Ard Beara* warned that rocks were awash close to the casualty and at 5.15 she reported that her lights had disappeared. At this time the life-boat was about 10 miles away. The life-boat arrived in the distress area at around 6.15 and started the search using parachute flares. She was assisted by the *Ard Beara* and at daylight both boats picked up wreckage and life-jackets. At 2.40 p.m. two bodies were reported to be floating in life-jackets off Ardea Castle. The life-boat went to this position but found nothing. At 6.5 Valentia radio informed the life-boat that the police had found all five bodies washed ashore. At this time the life-boat was in Sneem harbour, where she remained for the night. The life-boat left Sneem harbour at 9 o'clock on 23rd December and secured at Valentia at 12.50 p.m. A letter of thanks, signed by the Secretary of the Institution, Mr. Stirling Whorlow, O.B.E., was sent to the coxswain and crew of the life-boat in recognition of their services on this occasion.

IRB LAUNCHES

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

No. 7 Life-boat Area

Mudford, Hampshire – At 8.17 p.m. on 21st December, 1968, a police patrol car on the harbour side reported hearing cries for help from the direction of Hengistbury head. The IRB was launched at 8.20 in a light west south westerly breeze and

a choppy sea. It was one hour after low water. She found a cabin cruiser—her propeller shaft had sheared—which had gone ashore on Blackberry point island. The crew had been trying to repair this for over two hours and were suffering from exposure. The IRB took the crew of two off the cabin cruiser and landed them at the quay. She returned to her station at 8.52.

JANUARY

No. 2 Life-boat Area

Workington, Cumberland – At 7.35 p.m. on 5th January, 1969, the coast-guard reported that distress flares had been sighted off Workington. The life-boat *Manchester and Salford XXIX* slipped her moorings at 8 o'clock. It was low water. The life-boat came up with the m.f.v. *Peel Castle of Fleetwood with a crew of four* on the North Bank at 8.15. A mooring line had fouled her propeller. The life-boat stood by while efforts were made to clear the obstruction. Eventually the line was severed and the vessel was taken in tow to harbour. The life-boat returned to her station at 2.55 a.m.

No. 4 Life-boat Area

Cromer, Norfolk – At 9.34 a.m. on 22nd January, 1969, it was reported that the m.f.v. *Thistle with a crew of three* had broken down a mile and a half north east of the life-boat station. The life-boat *Ruby and Arthur Reed* was launched at 9.41. It was one and a half hours before high water. The life-boat came up with the fishing vessel at 9.58 and took her in tow to Great Yarmouth, returning to her station at 5 o'clock.

No. 5 Life-boat Area

Ramsgate, Kent – At 12.2 p.m. on 17th January, 1969, the east pier

watchman told the honorary secretary that a small motor boat had broken down in Pegwell bay. The life-boat *Michael and Lily Davis* slipped her moorings at 12.11 in a south easterly gale with a rough sea. The tide was ebbing. The life-boat came up with the motor boat *Cetar* at 12.22. The *Cetar*, with a crew of two, was taken in tow to Ramsgate, and the life-boat returned to her station at 12.30.

No. 6 Life-boat Area

St. Mary's, Scilly Islands – At 3.30 a.m. on 23rd January, 1969, it was learnt that the French trawler *Kruguen* had broken down eight miles west south west of the Bishop Rock lighthouse. The life-boat *Guy and Clare Hunter* was launched at 3.40. It was low water. The life-boat came up with the trawler, which carried a crew of six, at 5.36, and took her in tow to St. Mary's, returning to her station at 8 o'clock.

No. 7 Life-boat Area

Angle, Pembrokeshire – 31st January, 1969, the coastguard reported that an ex-R.N.L.I. life-boat on passage from Newlyn to Rosslare had developed engine trouble and required life-boat assistance. The *Richard Vernon and Mary Garforth of Leeds* was launched at 4.30 in a west north westerly gale with a rough sea. It was two hours before high water. She came up with the casualty at the St. Govan lightvessel at 6.28 and took her in tow. The gale and heavy seas caused the two to part on four occasions, but each time the tow was reconnected, the boats eventually reaching Milford Haven safely at 9.40. The life-boat returned to her station at 12.15 p.m.

No. 10 Life-boat Area

Valentia, Co. Kerry – At 3.16 p.m.

on 23rd January, 1969, Valentia radio station informed the honorary secretary that the m.v. *Thekla* of Haven Ems was disabled two miles north of Dolus head. The life-boat *Rowland Watts* slipped her moorings at 3.34 in a strong south westerly wind with a rough sea. The tide was ebbing. The life-boat came up with the *Thekla* at 4.5. She carried a crew of twelve. There was also a pilot and his helper on board. The *Thekla* was taken in tow to Valentia, and the life-boat returned to her station at 7.20.

IRB LAUNCHES

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

No. 7 Life-boat Area

Mudford, Hampshire – At 5.50 p.m. on 5th January, 1969, the coastguard told the honorary secretary that distress flares had been sighted about half a mile off Hengistbury head. The IRB was launched at 5.53. It was low water. She found the cabin cruiser *Samdeel*, with two adults and one child on board, close to the groyne. Her rudder had been damaged and her propeller fouled. The crew were unable to steer and as the IRB could not tow the cabin cruiser she was anchored and her crew taken off. They were landed at the quay, and the IRB returned to her station at 6.35.



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FEBRUARY

No. 1 Life-boat Area

O.N. 70-002 at Kirkwall – On 7th February, 1969, the life-boat *Grace Paterson Ritchie* saved the trawler *Emma Sophie* and her crew of four. A full account of this service will appear in the September issue of THE LIFE-BOAT.

No. 2 Life-boat Area

Workington, Cumberland – At 11.34 p.m. on 5th February, 1969, the coastguard informed the honorary secretary that the fishing boat *Janetta*, with a crew of two, had broken down six and a half miles north west of Workington. At 11.54 the life-boat *Manchester and Salford XXIX* slipped her moorings in a south south westerly wind with a moderate sea. It was two hours before high water. The life-boat came up with the *Janetta* at 12.25 a.m. and took her in tow to Workington, returning to her station at 1.30.

No. 4 Life-boat Area

Harwich, Essex – At 5.23 p.m. on 3rd February, 1969, the duty pilot informed the honorary secretary that a catamaran with two people on board was adrift near Platter's buoy. The life-boat *Margaret Graham* slipped her moorings at 5.30 in a light north westerly breeze with a slight sea. It was three hours after high water. The Dutch motor ferry stood by the drifting boat until relieved by the m.v. *Essex Ferry* of Harwich. The catamaran continued to drift and was one mile east of the Cork Spit buoy when the life-boat came up at 5.50. The life-boat got a line on board the catamaran and started to tow. This was made difficult by the unusual construction of the drifting boat coupled with a freshening wind and a choppy sea. The casualty was berthed safely at Harwich, and the life-boat returned to her station at 7.10.

No. 5 Life-boat Area

Bembridge, Isle of Wight – At 12.32 p.m. on 2nd February, 1969, the coastguard reported that the yacht *Alekton*, with two people on board, had broken down on the east side of Ryde pier and needed the assistance of the life-boat. At 12.47 the life-boat *Jesse Lumb* was launched in a moderate north north westerly wind with a corresponding sea. It was one hour after high water. The life-boat came up with the yacht at 1.30 and took her in tow to Bembridge, returning to her station at 2.56.

Walmer, Kent – At 1.20 p.m. on 11th February, 1969, news was received that the motor boat *Fairway* of Deal, with four anglers on board, had broken down threequarters of a mile south east of the life-boat house. At 1.32 the life-boat *Charles Dibdin (Civil Service No. 32)* was launched in a fresh southerly wind with a moderate sea. It was two hours before high water. The life-boat came up with the motor boat at 1.52. A member of the life-boat crew was put aboard and the four anglers were transferred to the life-boat. The motor boat was taken in tow to Deal, and the life-boat returned to her station at 2.45.

OCTOBER

Margate, Kent – At 2.35 p.m. on 31st October, 1968, a flare was sighted by the honorary secretary and the coxswain about a half mile north east of Margate jetty. The life-boat *North Foreland (Civil Service No. 11)* with her crew already on board was awaiting the signal to launch to participate in a film sequence. She went immediately in a strong south south westerly breeze with a moderate sea. It was shortly before low water. She came up with the tug *Brett* carrying a crew of two, five minutes later. The tug was taking water rapidly and was already sink-

ing fast by the stern. The life-boat put a man on board and took the tug in tow to a sand bank west of Margate pier. While the tow was in progress the coxswain requested the assistance of the fire brigade to pump out the tug. On beaching the tug the life-boat returned to harbour to pick up the firemen and their equipment. They were then transferred to the tug together with a

further member of the life-boat crew. As pumping started the life-boat withdrew to carry out the film schedule close to the tug. At 4.18 the water was pumped clear and the engines restarted. The life-boat then escorted the tug to Ramsgate where she was berthed. The two life-boatmen were picked up and the life-boat left Ramsgate at 8.45, returning to her station at 9.30.

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 642, 646 and 648, the following launches on service were made during the months December 1968, January, February, 1969, inclusive:

- Aith, Shetland** – February 26th.
- Aldburgh, Suffolk** – January 31st.
- Angle, Pembrokeshire** – December 26th.
- Appledore, Devon** – December 30th.
- Arbroath, Angus** – February 12th.
- Ballycotton, Co. Cork** – December 24th and January 10th.
- Barrow, Lancashire** – December 28th and 29th.
- Barry Dock, Glamorganshire (O.N. 806)** – February 6th.
- Barry Dock, Glamorganshire (O.N. 1005)** – February 6th and 17th.
- Bembridge, Isle of Wight** – February 7th.
- Blackpool, Lancashire** – December, 28th, January 12th and 14th.
- Blyth, Northumberland** – February 5th.
- Bridlington, Yorkshire** – December 9th, 27th, 30th, January 5th and February 27th.
- Caister, Norfolk** – February 18th.
- Clacton-on-Sea, Essex** – December 21st and February 7th.
- Clovelly, Devon** – December 28th, 30th, January 24th, 31st and February 2nd.
- Courtmacherry Harbour, Co. Cork** – January 18th and February 18th.
- Coverack, Cornwall** – January 12th.
- Cromer, Norfolk** – January 3rd, 7th, 14th and February 2nd.
- Cullercoats, Northumberland** – December 14th.
- Dover, Kent** – February 12th.
- Dunbar, East Lothian** – January 20th.
- Dungeness, Kent** – January 22nd.
- Dun Laoghaire, Co. Dublin** – December 13th and January 1st.
- Eastbourne, Sussex** – December 27th, 28th and January 31st.
- Eyemouth, Berwickshire** – December 24th.
- Falmouth, Cornwall** – February 19th.
- Filey, Yorkshire** – December 14th, January 5th, 15th and February 23rd.
- Fishguard, Pembrokeshire** – December 4th.
- Fleetwood, Lancashire** – December 28th and January 12th.
- Fowey, Cornwall** – February 28th.
- Galway Bay, Co. Galway** – December 2nd (twice), 4th, 23rd, January 16th, 20th, 23rd, 27th and February 27th.
- Great Yarmouth and Gorleston, Norfolk (Reserve life-boat 44-001)** – February 2nd.
- Gourdon, Angus** – December 8th.
- Harwich, Essex** – December 5th, 12th, January 17th and February 13th.
- Hastings, Sussex** – January 22nd.
- Humber, Yorkshire** – December 28th, January 1st, 3rd, 23rd, February 6th and 23rd.
- Lerwick, Shetlands** – December 14th, February 7th and 16th.
- Llandudno, Caernarvonshire** – January 7th.
- Lochinver, Sutherlandshire** – December 18th.
- Lowestoft, Suffolk** – December 15th, 22nd, 29th, January 17th, 2nd and February 9th.
- Lytham-St Anne's, Lancashire** – December 28th and January 12th.
- Mallaig, Invernesshire** – December 20th.
- Margate, Kent** – December 18th.
- Moelfre, Anglesey** – December 16th.
- Mumbles, Glamorganshire** – January 30th.

New Brighton, Cheshire – December 1st, 2nd, 8th and February 23rd.
Newhaven, Sussex – December 16th.
New Quay, Cardiganshire – December 24th.
Padstow, Devon – January 19th.
Penlee, Cornwall – December 10th and January 17th.
Plymouth, Devon – December 25th, January 3rd, 20th, 21st.
Plymouth, Devon (Reserve life-boat No. 754) – February 13th.
Plymouth, Devon (Reserve life-boat No. 759) – February 16th.
Portrush, Co. Antrim – January 16th.
Ramsey, Isle of Man – December 14th and 19th.
Ramsgate, Kent – January 2nd and 19th.
Redcar, Yorkshire – January 29th.
St. David's, Pembrokeshire – January 28th and 30th.
St. Ives, Cornwall – January 18th and February 2nd.
St Mary's, Scilly Isles – January 18th.
St. Peter Port, Guernsey – December 2nd, 16th, February 16th and 27th.
Scarborough, Yorkshire – February 23rd.
Seaham, Durham – December 3rd.
Selsey, Sussex – January 17th.
Sheringham, Norfolk – February 9th.
Shoreham Harbour, Sussex – December 1st and 27th.
Skegness, Lincolnshire – January 4th 1969.
Southend on Sea, Essex (Reserve life-boat No. 730) – December 31st and February 7th.
Stornoway, Outer Hebrides – December 20th and February 8th.
Stromness, Orkneys – December 27th, January 6th, February 6th and 10th.
Stronsay, Orkneys – February 8th.
Teesmouth, Yorkshire – January 16th and 26th.
Thurso, Caithness-shire – February 6th.
Torbay, Devon – December 1st, 27th, 29th and January 10th.
Valentia, Co. Kerry – December 22nd.
Walmer, Kent – December 12th and January 4th.
Walton and Frinton, Essex – February 15th.
Wells, Norfolk – January 15th.
Weston-super-Mare, Somerset – February 2nd.
Weymouth, Dorset – January 12th.
Whitby, Yorkshire – January 17th.
Workington, Cumberland – December 8th and January 3rd.
Yarmouth, Isle of Wight – December 23rd and January 25th.
Life-boat 70-002 – February 6th, 7th and February 12th.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 646 and 647, the following launches on service were made during the months December 1968, January and February, 1969, inclusive:

Aberystwyth, Cardiganshire – December 19th.
Blackpool, Lancashire – January 12th and February 3rd.
Broughty Ferry, Angus – January 15th.
Eastney, Hampshire – December 21st.
Eastney, Hampshire (17-001) – December 21st.
Flint, Flintshire – January 9th, February 2nd and 14th.
Great Yarmouth and Gorleston, Norfolk – December 3rd and 9th.
Harwich, Essex – February 13th.
Hastings, Sussex – December 27th.
Largs, Ayrshire – January 9th.
Littlestone on Sea, Kent – December 26th.
Llandudno, Caernarvonshire – December 15th and January 7th.
Lyme Regis, Dorset – January 17th.
Lymington, Hants – February 23rd.
Lytham-St. Anne's, Lancashire – December 22nd and 28th.
Mudford, Hampshire – January 19th and 31st.
Poole, Dorset – December 28th.
Pwellheli, Caernarvonshire – February 7th.
Queensferry – December 22nd and January 28th.
Southend-on-Sea, Essex – January 5th.
Southwold, Suffolk – January 3rd.
Tynemouth, Northumberland – February 9th.
Yarmouth, Isle of Wight – January 25th.
17-01 – December 21st.



by courtesy of]

[Middlesex County Times

The gathering at Walford School, Ealing, for the cheque handing-over (see below). The school has adopted the Whitstable IRB.

SCHOOL ADOPTS WHITSTABLE IRB

Following the sponsored walk last November, there was a presentation ceremony at Walford School, Ealing, early this year to hand over to the R.N.L.I. a cheque for £1,017 11s.—the proceeds from the walk and other small events. The school has adopted the Whitstable IRB, and a special plaque was handed over to the school to commemorate the event.

CULLERCOATS NEWS

Although the Cullercoats, Northumberland, life-boat station has been closed, support for the life-boat service is as strong as ever it was. All local fund-raising events are to go on as usual, those for the rest of the year being a coffee morning on 1st October, the annual meeting on 15th October, and the Christmas fair on 19th November.

BARMOUTH MUSEUM

Barmouth, Merionethshire, has opened a maritime museum in the upper part of the old boathouse on the quayside near where the IRB is stationed. While many exhibits have already been acquired the museum is anxious to obtain more life-boat items.



by courtesy of]

[The Times

A new life-boat was named *Vincent Nesfield* by Mr. Esmond Knight, the actor, at a ceremony at Eastbourne on 9th April, 1969. The life-boat was provided from the proceeds of the Joyce Giddins Fund and two legacies. She has joined the reserve fleet.

Eastbourne Naming Ceremony

The new Eastbourne life-boat *Vincent Nesfield*, which is a 37-foot Oakley, was named by Esmond Knight, the actor, at Eastbourne on 9th April, 1969, the boat having been provided from the proceeds of the Joyce Giddins Fund and legacies left by the late Mr. James Cowls, of Portleven, Cornwall, and Mr. Mr. Thomas Ringer, of Docking, Norfolk.

The life-boat was dedicated by the Rev. M. L. Godden, M.A., Vicar of Glynde, and Mrs. Joyce Giddins presented the boat to the Institution. She was accepted by Air Vice-Marshal Sir Geoffrey R. Bromet, K.B.E., C.B., D.S.O., D.L., a Vice-President of the Institution, on behalf of the R.N.L.I.

CAPT. E. G. NEWTON

With the appointment of Capt. F. H. Edwards as honorary secretary of the Falmouth branch, Falmouth remembers the long association with the Institution—some 15 years—of the late honorary secretary, Capt. E. G. Newton, who took a personal interest in the welfare of all those connected with the sea.

Birmingham Appeal

The appeal by the Lord Mayor of Birmingham for a new *City of Birmingham* life-boat has now reached £25,000. The target is £40,000.