

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

VOL. XL

SEPTEMBER 1969

No. 429

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PORTRAIT OF A COXSWAIN



by courtesy of]

[Dennis Coutts

Coxswain Richard Walsh, of the Rosslare Harbour, County Wexford, life-boat—the new 48-foot 6-inch Oakley which is described on page 678. He became bowman in 1938, second coxswain in 1941 and finally coxswain in 1946. Coxswain Walsh was awarded the Institution's silver medal in 1954 for the part he played in the service to the tanker *World Concord* which broke in two on 27th November, 1954. Since he joined the Rosslare life-boat it has been launched 255 times and has saved 381 lives.

NOTES OF THE QUARTER

WITH the conclusion of the Procurator Fiscal's enquiry, which was held at Kirkwall on 10th June, 1969, it is possible for the Institution to publish its own findings on the circumstances leading to the loss of the Longhope life-boat's crew on 17th March. These are set out in some detail on page 662.

The R.N.L.I.'s conclusions are entirely consistent with those reached at the Procurator Fiscal's inquiry, and perhaps the most telling is that which states simply that the Longhope life-boat capsized after being overwhelmed by 'very high seas and maelstrom conditions'. As was made clear by the Sheriff in his summing up, there was no evidence of negligence of any kind, no evidence that the life-boat and her equipment were other than first-class, and no evidence of failure to take any necessary precautions.

Many people have inquired about the future of the Longhope life-boat and of the Longhope station. After a close examination of the life-boat, the Committee of Management of the R.N.L.I. decided that she should be repaired and then re-enter the service of the Institution. Repair work is in hand at Messrs. William Osborne's yard at Littlehampton, and only when this has been completed will a decision be made whether to allocate the life-boat to a particular station or to place her in the reserve fleet.

During the summer months a life-boat, manned by a coxswain and a mechanic on the staff of the R.N.L.I., and local volunteers, has been operating in the Scapa Flow area. The Committee of Management's final decision about the future coverage of the Longhope area will be made in due course.

SOLENT CLASS LIFE-BOATS

A new class of life-boat, 48 feet 6 inches in length and with a steel hull, has now been introduced, and the first life-boats of this class are on service at Lochinver on the north-west coast of Scotland and at Rosslare Harbour in Co. Wexford, in Ireland.

The eight boats of this class have been built or are still under construction at yards in Cowes and Southampton, and the new class has, therefore, been given the name Solent. The Solent life-boat is based on the design of the Mark II Oakley 48 foot 6 inch life-boat which has a wooden hull. In re-designing for steel construction the boat was given natural righting capability without the necessity for a transferring water ballast as in the Oakley class. A full description of the Solent type life-boat appears on page 678.

LIFE-BOATS AND FISH FINGERS

The 48 foot 6 inch life-boat now stationed at Rosslare Harbour was shown to the press on 17th July, 1969, the showing being immediately followed by a ceremony held on board the motor vessel *Cowes Castle* in Southampton, at which a new method of raising money for the R.N.L.I. was publicly announced. This is the campaign known as 'help launch a life-boat' mounted by Birds Eye Foods Ltd. From 18th July to 5th September more than 8½ million specially printed packs of Birds Eye fish fingers were on sale. Every one of these carried a message about the life-boat campaign and all had a special token on the back. The value of these tokens were 4d., 8d., and 1s. according to the size of the pack, and Birds Eye Foods Ltd. undertook to pay the money equivalent of all the tokens returned towards the cost of a new life-boat for the R.N.L.I. Immediate support for the campaign came from Tesco, whose chairman, Sir John Cohen, announced that every token left in a Tesco store would be worth double its face value, and they would provide the protective clothing and life-jackets for the crew of the new boat.



by courtesy of]

[Daily Mirror

In May, 1969, the *Daily Mirror* handed over a cheque for £10,192 to the R.N.L.I. in tribute to the eight men who lost their lives when the Longhope, Orkney, life-boat capsized. Most of the money came from readers. Mr. Hugh Cudlipp (left), chairman of the International Publishing Corporation, presented the cheque to Mr. C. G. Freke, a Vice-President of the Institution. Also present were Mr. L. A. Lee Howard, *Daily Mirror* editor, and Mr. Edward Pickering, chairman of IPC Newspaper Division.

FURTHER OPERATIONAL CHANGES

Further changes in the deployment of the rescue craft of the R.N.L.I. were decided upon at a meeting of the Committee of Management in July. The principal change decided upon was to withdraw the life-boat from Caister in October. The Caister station has a splendid history of life-saving dating back to 1857. Since then Caister life-boats have saved the lives of more than 1,800 people, but with the establishment of a fast 44-foot life-boat at Gorleston it is now considered that there is no longer a need for a life-boat at Caister.

Perhaps the most celebrated incident in the whole Caister history occurred in November, 1901, when the No. 2 life-boat, which had been launched in a whole gale to the help of a vessel ashore on the Barber Sands, ran on the sands herself and turned over. A former second coxswain, James Haylett, who was aged 78 and had two grandsons and one son-in-law in the life-boat, rushed into the surf and at great personal risk succeeded in rescuing two men. Nine of the crew of 12 were drowned. At the inquest which followed the suggestion was put to James Haylett that the life-boat might have been returning after failing to accomplish her mission. In words which suddenly became famous overnight, Haylett replied: 'Caister men never turn back'. Haylett received the R.N.L.I. gold medal for gallantry which was presented to him by King Edward VII at Sandringham.

It was also decided to establish a new inshore rescue boat station at Craster in Northumberland. This has brought the number of IRB stations which are operational in the summer months up to 102. The 44-foot steel life-boat, *Arthur and Blanche Harris*, has completed its evaluation period at Barry Dock and has now definitely been allocated to this station. The two IRBs at present at Weston are continuing in service. At Blackpool trials will be carried out with a fast twin-screw rescue boat, and at Minehead with a standard IRB.

ANONYMOUS GIFTS

Two large anonymous gifts or offers of gifts, both of them of a slightly mysterious nature, have been received in recent months. One was for £25,000, and in accordance with the wishes of the donor the gift was acknowledged through the personal column of *The Times* to Charles Brown. The Institution knows nothing of the donor except that his name is almost certainly not Charles Brown.

A few weeks earlier a man, who wishes to remain anonymous, offered to donate £10,000 to the R.N.L.I. towards the cost of a new life-boat to be named *Aberdovey* provided three other people could be found who would each give the same amount. His other stipulation was that all three people should have an interest in, or connection with, *Aberdovey*. Unfortunately so far the three other people have not been forthcoming.

VOLUNTARY SYSTEM IN SWEDEN

The question whether the voluntary system is the most efficient way of running a life-boat service has recently been aired publicly in Sweden. Both the *Swedish Shipping Gazette* and the *Navy Gazette* published articles on this subject, and an official reply advocating the advantages of a voluntary system was sent by the Swedish Life-boat Society Svenska Sällskapet för Räddning af Skeppsbrutne.

At the annual general meeting of the Swedish Society, Captain Hans Hansson again spoke in favour of the voluntary system, and his opinion was supported by the Directors of the Board of Telecommunications, the Board of Shipping and the Board of Customs as well as by Naval and Air Force representatives. A representative from the Sailors' Union also stated that if the Swedish Life-boat Society were not a private institution it might not enjoy the excellent international co-operation it at present experienced.

New Member

Rear Admiral D. J. Hoare, C.B., M.I.MECH.E., M.R.I.N.A., Headmaster of the United World College of the Atlantic, St. Donat's Castle, Glamorganshire, has joined the Committee of Management of the R.N.L.I.

Admiral Hoare was a specialist engineer in the Royal Navy. After service during and after the last war in H.M.S. *Exeter*, H.M.S. *King George V*, H.M.S. *Vanguard* and H.M.S. *Condor*, he was appointed Chief Staff Officer (Technical) to the Commander in Chief, Plymouth. He retired from the Royal Navy in 1962 when he took up his post at St. Donat's Castle.

The United World College of the Atlantic is one of nine IRB stations established experimentally by the R.N.L.I. in 1963. The rescue boats at St. Donat's are manned by members of the staff and pupils of the College. Experimental work on the development of fast rescue boats for the Institution has been carried out under Admiral Hoare's supervision.

R.N.L.I. STAFF CHANGES

Captain Nigel Dixon, R.N., has been appointed Secretary of the Royal National Life-boat Institution. He will succeed Mr. Stirling Whorlow, O.B.E., who is retiring at the end of the year from the post of Secretary after nearly 40 years in the service of the Institution.

Captain Dixon entered the Royal Naval College, Dartmouth, as a cadet in 1933. In the last war he saw active service in a variety of sea appointments. These included commanding an anti-submarine trawler in the North Atlantic and motor gun boats in the Straits of Dover and the North Sea. He was mentioned in despatches.

Among post-war appointments he held were those of Deputy Director, Defence Operations Staff, Ministry of Defence; and Naval Attache, Ankara, Tehran and Baghdad.

He retired from the Royal Navy in 1966 and joined the Royal National Life-boat Institution in January, 1967, as Personal Assistant to the Chief Inspector of Life-boats, Lieut.-Commander W. L. G. Dutton. He is married with one son and lives at Twyford, near Winchester.

Mr. Whorlow joined the staff of the R.N.L.I. in 1930. He was appointed Assistant Secretary in 1953 and became Secretary in 1961.

During the last war he served in the 3rd County of London Yeomanry, taking part in the African, Sicilian and Italian campaigns of the Eighth Army, and was twice wounded. His home is in London. He is unmarried.

* * . *

Mr. John Atterton has been appointed Deputy Secretary. Mr. Atterton, who is 50, first joined the Institution's staff in 1936 and worked in the Chief Inspector's department, and subsequently in various departments in the Secretary's General Office. He was appointed Assistant Secretary in 1963. During the war he served in the Royal Corps of Signals.

The following appointments and movements of staff are also reported:

Lieut.-Commander D. B. Cairns, R.N.R., to Head Office as Inspector of Life-boats (Staff 2).

Commander L. A. Forbes, R.N., to Inspector of Life-boats (General Duties).

Lieut.-Commander P. F. Gladwin, R.N.R., to Inspector of Life-boats, No. 2 Area.

Lieut.-Commander H. H. Harvey, V.R.D., R.N.R., to Superintendent of Depot.

Mr. R. D. Pike to Inspector of Life-boats, No. 7 Area.

Lieutenant E. D. Stogdon, R.N.V.R., Superintendent of Depot, to the Institution's Head Office as Inspector of Life-boats, Inshore Rescue Boats.

Mr. G. E. Price, Assistant District Organising Secretary (South West), to take over duties as District Organising Secretary of a new district with headquarters at Bedford.

Lieut.-Commander P. F. B. Roe, R.N., appointed as Inspector of Life-boats, No. 8 Area.

Commander P. D. Sturdee, O.B.E., R.N., as Personal Assistant to the Chief Inspector of Life-boats.



Captain Nigel Dixon, R.N., who becomes Secretary of the R.N.L.I. at the end of the year.

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 December, 1969.

To Help Kiss of Life

A nylon mouthpiece with a surrounding sheet, costing only 3s., which can be of practical use to those applying mouth-to-mouth respiration, has been produced by a firm at Hythe in Kent. It is known as a Resusciate and consists of a nylon mouthpiece incorporating a one-way valve surrounded by a soft P.V.C. sheet measuring eight inches square. It folds into an area of less than two square inches, and is supplied in a polythene packet. Supplies are available in multiples of 10 from Portex Ltd., Hythe.

Those who feel squeamish about undertaking the operation should be able to do so with its aid without qualms. Nevertheless it must always be remembered that fetching and adjusting any apparatus may waste valuable seconds in what is always a dire emergency.

LIFE-BOAT AT INVESTITURE

When the investiture of the Prince of Wales took place in July at Caernarvon, Wales, the Porthdinllaen life-boat was in attendance. The crew were entertained aboard H.M.S. *St. David* of the Cardiff R.N.R. Division. On the way home the life-boat crew called at Fort Belan, the home of Lord Newborough, where they were given hospitality.

Dog Went As Well

When 26 members and friends of the Beckbury Youth Club—Beckbury is a small village of some 300 people near Bridgnorth in Shropshire—organised a sponsored walk on Whit Sunday, Timmy, a local dog, went with them. Altogether a total of 741 miles was walked and the proceeds—over £256, or nearly £10 per head for each walker—went to the R.N.L.I. Some of the walkers wore life-boat jerseys and woollen hats, and bunting and flags decorated Beckbury on the day.

Ex-Coxswain Peter McPhee

The death occurred on 21st May, 1969, of ex-Coxswain Peter McPhee, who was coxswain of the Islay, Inner Hebrides, life-boat for some 13 years—from 1934 to 1947. He retired because of ill health, and was 76 when he died.

Stamp Sale Benefits Life-boats

H. R. Harmer Ltd., the philatelic auctioneers and experts, of New Bond Street, London, this year sold ship stamps and donated a proportion of the proceeds—£400—to the R.N.L.I.

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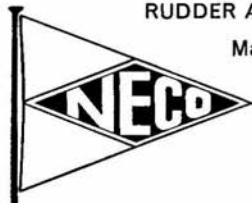
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A detail from a painting by Dr. E. H. Sears, of Minstead, Lyndhurst, Hants, of the last moments of the Longhope life-boat before the seas lifted her up so that she was found hours later upturned.

LONGHOPE AND LYME REGIS ACCIDENT INQUIRIES

THE LOSS of the whole crew of eight of the Longhope life-boat, which capsized on the evening of 17th March, 1969, was reported in the June number of THE LIFE-BOAT. When the June number went to press the circumstances attending the disaster were still sub judice, and a Procurator Fiscal's inquiry was held at Kirkwall on 10th June. The jury unanimously found that seven of the members of the crew died by drowning, their bodies being found in the sea in the upturned life-boat four miles south west of Torness Point in the Island of Hoy. The body of the eighth man, James Swanson, had not been recovered.

The Sheriff, addressing the jury, stated that no evidence had been heard indicating or implying negligence, nor had there been any evidence that the boat and equipment was other than first-class, nor had there been any evidence that precautions or procedure which ought to have been taken had not been taken. The jury returned its formal verdict without retiring.

LIBERIAN VESSEL

It is now therefore possible to publish the details of the events leading up to the disaster so far as they are known.

The vessel in distress to which the Longhope life-boat *T.G.B.*, which is one of the 47-foot Watson class, went was the Liberian ship *Irene*. The *Irene* subse-

quently grounded half a mile south of Grim Ness on the east coast of South Ronaldsay, and her crew were rescued by H.M. Coastguard using breeches buoy.

The first indication that the *Irene* was in distress reached the honorary secretary of the Longhope life-boat, Mr. J. M. F. Groat, in a message from the auxiliary coastguard at Brough Ness at 7.29 p.m. The position of the casualty had not been reliably established but was given as five miles east of Halcro Head, North Ronaldsay. The auxiliary coastguard requested that the Longhope life-boat be launched. The same request was made to Mr. Groat by H.M. Coastguard at Kirkwall. The maroons were fired at 7.40 p.m. and the Longhope life-boat was launched 20 minutes later with a crew of eight on board.

SEA VERY ROUGH

There was a south easterly gale in the Pentland Firth estimated at the time at Force 9. The sea was very rough and there was a heavy swell. Visibility, which H.M. Coastguard estimated as between half and three miles, was reduced at times by rain and snow flurries. When the life-boat left Longhope the flood tide—the east-going stream—had been making for about an hour.

At 8.40 p.m. the Longhope life-boat gave her position as three miles south east of Cantick Head lighthouse. At 9.7 she was reported one mile east of Swona Island. A few minutes later the look-out at Brough Ness coastguard station stated the life-boat clear of the Lother Rocks. About 9.30 she bore 160° from the look-out and was then estimated to be mid way between Brough Ness and Pentland Skerries heading east.

Ten minutes earlier, at 9.20, the principal keeper at Pentland Skerries lighthouse sighted the life-boat in line with the Lother Rocks, which were about two miles away from him. It was at 9.28 that the last officially recorded signal from the Longhope life-boat was received by Wick radio. This message acknowledged a signal giving the latest position of the *Irene*. Two minutes later the principal keeper saw the life-boat to the north of the lighthouse, and he last saw her stern light to the eastward about one mile away about 9.35. These two sightings were confirmed by his two assistants.

Meanwhile the 70-foot life-boat *Grace Paterson Ritchie*, which was lying at Kirkwall, had also put out at 8 p.m. at the request of H.M. Coastguard.

The *Irene* grounded half a mile south of Grim Ness at 9.15. The first man was brought ashore by H.M. Coastguard at 12.42 in the early hours of the 18th March, and at 1.30 a.m. the last member of her ship's company was landed.

At 10.5 p.m. on 17th March H.M. Coastguard at Kirkwall asked Wick radio to inform the Longhope life-boat that conditions alongside the *Irene* were 'almost impossible'. The information was also passed to the *Grace Paterson Ritchie*.

FEAR FOR LIFE-BOAT'S SAFETY

By 10.30 p.m. the coastguard began to feel doubts about the safety of the Longhope life-boat. Coast rescue emergency parties were sent to vantage points on the east coast of South Ronaldsay to search. The whole of the search was co-ordinated by H.M. Coastguard, close contact being maintained with the inspector of life-boats, Lieut. B. Miles, and the Longhope honorary secretary.

At 11.5 the Kirkwall coastguard asked the *Grace Paterson Ritchie* to make for a position two minutes south of the *Irene* and to rendezvous with the Longhope life-boat. The *Grace Paterson Ritchie* reached the position given at 11.15 and fired a parachute flare. There was no reply. Staff Coxswain Ian C. Ives then made for a position one mile south east of Old Head. In the high seas visibility was very poor and the staff coxswain reported to Kirkwall coastguard that there

was virtually no hope of seeing the Longhope life-boat in these conditions. Kirkwall coastguard agreed that a search should be conducted at daylight with the help of aircraft.

This was done. A Shackleton aircraft from R.A.F. Kinloss and a helicopter from R.N.A.S. Lossiemouth co-operated with the *Grace Paterson Ritchie* and with the Stronsay, Thurso and Stromness life-boats, all of which put out on the morning of 18th March.

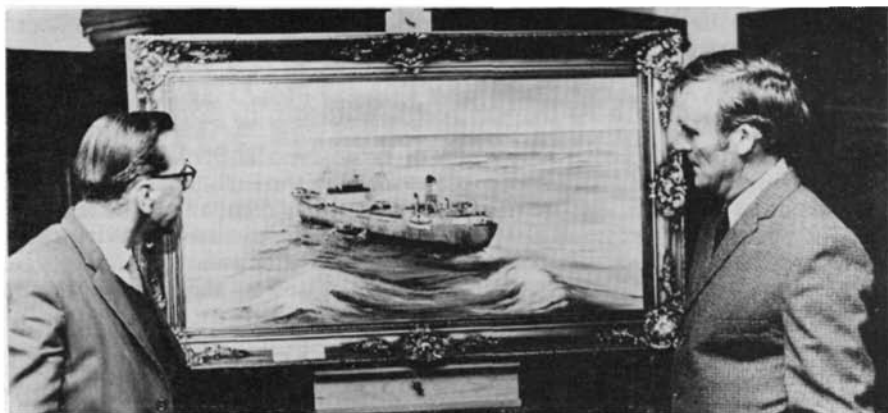
It was not until 1.40 p.m. that the Thurso life-boat sighted the Longhope life-boat upturned four miles south west of Tor Ness. She took her in tow to Scrabster Harbour escorted by the Stromness life-boat. Scrabster Harbour was reached at 8.55.

Only seven bodies were recovered, six of them with life-jackets on. The coxswain, Daniel Kirkpatrick, was not wearing a life-jacket. The door of the port side of the wheelhouse was found open, and it is probable that the missing man, James Swanson, was either lost overboard before the capsized or that his body was lost through the open door.

THE FINDINGS

In the June number of THE LIFE-BOAT details were given of the funeral and other arrangements, and it is now possible to publish the findings of the Committee of Management of the Institution after a detailed inquiry had been conducted. These findings were:

- (a) The action of the honorary secretary to launch Longhope life-boat at the request of H.M. Coastguard to the assistance of the Liberian steamer *Irene* (2,600 tons) was correct. After the honorary secretary had authorised the launching of the life-boat, all subsequent action, which includes the safe navigation of the life-boat, was the responsibility of the coxswain.
- (b) The action taken by the staff coxswain in command of 70-002, lying at



An oil painting of the Walton-on-the-Naze life-boat aiding the grounded collier *Ypapanti*, off the Essex coast in the November gales of 1966, was the centre of attraction at a dinner and life-boat film show in aid of the R.N.L.I. at the Frinton Lodge Hotel, Frinton-on-Sea, Essex, on 25th April. The painting was reconstructed from an aerial photograph of the life-boat, the *Edian Courtauld*, alongside the *Ypapanti* which eventually broke up after running aground on the Long Sand Head. The artist (left) Mr. Lew Broom, of Little Clacton, is a teacher at the Gunfleet Secondary School in Walton. With him in the picture is the Coxswain Frank Bloom who was awarded the R.N.L.I.'s bronze medal for his part in rescuing the crew of the *Ypapanti*. An anonymous well-wisher made it possible for the painting to be raffled. It was won by Mr. Douglas Garton who has since refused an offer of £50 for the painting. 'To me, it is priceless', he said.

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- Kirkwall, in proceeding immediately to the assistance of *Irene* when requested by H.M. Coastguard to do so was correct. Observing the tidal conditions at the time, this boat was particularly well positioned.
- (c) The condition of the hull and machinery of Longhope life-boat at the time of launching was in all respects first class. The crew were very experienced and had complete confidence in both the coxswain and boat.
 - (d) The evidence available suggests that the Longhope life-boat capsized shortly after 2135 B.S.T. on Monday, 17th March, 1969, while proceeding eastwards between South Ronaldsay and Mickle Skerry lighthouse, after being overwhelmed by 'very high seas and maelstrom conditions'. The most likely position for these conditions to be met would be where the flood tide running south down the east coast of South Ronaldsay meets the east-going stream north of the Pentland Skerries, which is about the position the life-boat was last seen.
 - (e) There is no evidence to indicate a failure in the boat's M.F. R/T equipment. If (d) above is agreed the Longhope life-boat was heard by Wick Radio shortly before capsizing.
 - (f) The sequence of events that led to this capsize cannot be determined but it is possible that the sea which damaged the superstructure was the initial cause. The failure of the glass could have occurred as the direct result of the sea conditions or from distortion due to weather damage sustained by the metal superstructure.

Lyme Regis

Another incident involving loss of life, into which a detailed inquiry was made, occurred on 17th January, 1969, when Robert Jefford, a member of the Lyme Regis inshore rescue boat crew, lost his life in an IRB capsizing accident.

At 5.45 p.m. on that day the honorary secretary of the Lyme Regis IRB station, Wing Commander F. A. Buckingham, R.A.F. (retd.), was informed by Mr. Kenneth Gollop that a catamaran had broken adrift in the harbour. He asked permission for the IRB to be launched. Considering that the immediate harbour area would be sheltered to a large degree from the prevailing weather and the men who would man the IRB were very experienced, Wing Commander Buckingham authorised the launching of the IRB but advised extreme caution.

The IRB was launched at 5.50 with a crew of three. They were Robert Jefford, Roy Gollop and John Chase.

There was a Force 9 south westerly gale at the time but weather conditions inside the harbour were not difficult. The sea just outside the gap of the landward end of the north wall was not breaking. When the IRB was launched it was an hour and a quarter before high water.

OUTSIDE HARBOUR

By the time of launching the catamaran had already drifted over the sand bar through the gap and was just outside the harbour. However, it was still in the relative shelter of the north wall. The sea outside the gap was not breaking although it was breaking inshore of the catamaran's position. To the east the full force of the weather was felt.

The IRB left the harbour through the gap, but the catamaran drifted so fast that she was soon out of the lee with the IRB following her.

About 150 yards from the north wall and the same distance from the shore the engine cover of the IRB came loose. John Chase stopped the engine to refasten it in position. The engine was restarted at the first pull and ran well.

The IRB's crew originally intended to run a line to the north wall, though not

necessarily to tow the catamaran, but they were now so far away that they decided in favour of towing.

The IRB was brought alongside the catamaran at a point where the effects of wind and weather was fully felt. Roy Gollop scrambled aboard with a line. John Chase was left at the tiller of the IRB with Robert Jefford tending the tow rope.

The tow line tended by Robert Jefford was successfully passed on the bight around the engine bracket of the IRB. Towing began, but because of the sea conditions and the weight of the catamaran the IRB became extremely difficult to handle, and it was found hardly possible to head the catamaran to seaward.

Robert Jefford then took the tow line in hand to adjust the heading of the IRB. When both boats were off Cobb Gate a wave swung the inshore rescue boat off the sea and broadside to it. John Chase, who was still at the tiller, saw a huge sea coming. He shouted to Robert Jefford to drop the tow line so that he could swing the boat back to stem this sea. It was too late, and the sea caught the IRB on the beam, capsizing her and throwing her two occupants into the water. Roy Gollop was still aboard the catamaran.

Roy Gollop found a line and threw it to John Chase, who grasped it and was pulled to the catamaran's stern. He could not be hauled aboard and the sea washed him between the two hulls. He still had hold of the rope, and Roy Gollop pulled him out from between the hulls. A large sea then forced John Chase to let go of the line, and he was washed clear of the catamaran.

Meanwhile Robert Jefford had been seen floating on his back with his life-jacket on. Roy Gollop tried to release the bow line of the catamaran in order to join it to his other rope so that it would be long enough to throw to Robert Jefford. Before this could be done Roy Gollop was washed off the catamaran by a large wave.

A number of people on shore, including men who served in the IRB, made for Church Cliff beach where they expected the men to come ashore. Kenneth Gollop brought two coils of rope from his ship and cut the lashings on one of them.

Graham Turner, who was aged 19, grabbed the end of a coil of rope on seeing John Chase being washed towards the beach. At grave risk to himself he rushed into the heavy surf and grabbed Chase by his life-jacket. Both men were severely pounded by the sea but Graham Turner maintained his hold on the rope with one hand, and the helpers pulled both men ashore.

Meanwhile Roy Gollop was also washed ashore and succeeded in scrambling clear, but there was no sign at this point of Robert Jefford.

ROPE THROW

Some observers at Gun Cliff saw Robert Jefford in the water. He was being violently tossed by the confused, turbulent sea. He was wearing his life-jacket and was evidently still conscious.

A rope was thrown to him from the high wall by Mr. C. Quick. Robert Jefford grabbed the rope but he was not seen to have secured it to himself.

He was then near a groyne and helpers on the rope pulled him clear from this towards the wall running north and south. Here the seas were extremely turbulent and he was swept violently towards the wall.

Robert Jefford seems to have maintained his hold on the rope, and the helpers succeeded in keeping him clear for a time of the heavy water crashing against the wall. A succession of heavy waves then dashed him against the wall. The line went slack and he was seen to be swept under by succeeding heavy seas. He was next seen face downwards being washed in and out by the sea. At this time he was not wearing his life-jacket which could be seen floating near him.

By this time Roy Gollop arrived at Gun Cliff and without hesitation he grabbed a line and secured it to himself. He was then lowered over the wall. He tried to make for Robert Jefford but was buffeted by heavy seas and after being dragged under he was lifted on a ledge on to the wall about six feet from the bottom. Although he wanted to make a further attempt, it was clear that he was exhausted and could do nothing. He was therefore hauled up and taken to hospital. Robert Jefford's body was recovered at 11.30 from the beach about a mile from the town in the Black Vane area.

Letters of thanks, signed by the Chairman of the Royal National Life-boat Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., were sent to Graham Turner and Roy Gollop for their efforts in saving or attempting to save life. At the same time the Committee of Management came to the conclusion that the launch of the IRB for salvage purposes was contrary to regulations.

COASTGUARDS HONOURED

Mr. William Rodgers, M.P., Minister of State, Board of Trade, who has special responsibility for marine safety, on 4th June, 1969, presented the shield for the most meritorious wreck service of 1968-69 to the Broughness and the Deerness Coastguard Rescue Companies. This was for their rescue by breeches buoy of the crew of the *Irene* at the time of the Longhope life-boat disaster on 17th March, 1969.

BLIZZARD DID NOT DETER

ADDITIONAL monetary awards have been paid to the crew of the Courtmacsherry Co. Cork, life-boat for the service they undertook to the French trawler *Obelix* on 18th February, 1969, in the worst local weather for years.

Mr. G. R. Walton, the No. 10 Area Inspector of Life-boats, reported: 'This long and arduous service was carried out in a well-calculated manner. After completing the service to the French trawler, they stayed at sea in case required for the second distress call rather than return to the relative comfort of Kinsale.'

So cold was the weather that when the crew returned to harbour their hands and faces were swollen by the effects of the snow blizzard.

At about 11 p.m. it was learnt that the *Obelix* was drifting on to the Old Head of Kinsale and was by then within a quarter of a mile of the shore. Another French trawler was reported to be trying to get a line aboard the casualty.

Accordingly, the maroons were fired at 11.03 p.m. and the life-boat, *Sir Arthur Rose*, which is a 46-foot Watson type, slipped her moorings seven minutes later.

The wind was easterly, force 9, gusting to force 10, with a heavy sea. Visibility was fair, but there were intermittent snow showers.

LINE ABOARD

Soon after leaving harbour information was received that the trawler had cleared the Old Head. At 12.45 the life-boat reached the casualty to find that her companion trawler had already got a line aboard and both were safely riding out the storm.

Coxswain J. P. Barry decided that conditions on the Courtmacsherry bar

prevented a night crossing. He was already on the way to Kinsale for shelter when a further Mayday message addressed to Land's End radio was intercepted. Due to interference the life-boat was unable to receive the message clearly. Coxswain Barry therefore decided to remain at sea in case the new casualty should turn out to be in his area. The life-boat rode out the gale in the vicinity of the two trawlers and returned to her station at 10.05 a.m., securing on the mooring at 10.30 on 19th February.

BIRTHDAY HONOURS

The following were among those honoured by the Queen in the Birthday Honours:

Privy Counsellor

Mr. James H. Hoy, D.L., M.P. for the Leith Division of Edinburgh since 1950. R.N.L.I. Committee of Management member.

G.B.E.

Sir Charles Trinder, Lord Mayor of London, *ex officio* member of the Committee of Management of the R.N.L.I.

C.B.E.

Mr. Ralph Hiscox, lately chairman of Lloyd's, and *ex officio* member of the Committee of Management.

O.B.E.

Mr. Robert L. Wessel, chairman, Leicester life-boat branch.

M.B.E.

Mr. Richard R. Sayer, honorary secretary, Newhaven life-boat branch.

B.E.M.

Mr. Richard M. Evans, coxswain, Moelfre, Anglesey, life-boat.

Mr. Malcolm MacDonald, coxswain, Stornoway (Lewis), Outer Hebrides, life-boat.

Mr. Alfred D. Maddrell, coxswain, Port Erin, I.o.M., life-boat.

Mr. John R. Plummer, coxswain, Caister, Norfolk, life-boat.

OBITUARY

Commander Oscar Henderson

Commander Oscar Henderson, C.V.O., C.B.E., D.S.O., R.N., a member of the Committee of Management since 1948 and chairman of the Belfast branch, died on 3rd August at the age of 77.

Commander Henderson was one of the best known and best respected figures in the public life of Northern Ireland. For nearly 25 years he was Comptroller and private secretary to the Governor of Northern Ireland; he was President of Century Newspapers, which publishes the Belfast *Newsletter*, and one of the first directors of *Ulster Television*.

Few men can have given more devoted and valuable service to the R.N.L.I. Characteristic of his concern with all aspects of its work was a report received earlier this year from the assistant secretary in the Belfast office, Mrs. E. McMaster, who wrote: 'Commander Henderson has been seriously ill but he is now recovering. He contacts me on the telephone most days. Today he asked

if I would write and tell you that he will be unable to attend Committee of Management meetings. . . . He is particularly anxious, however, to receive details of the branch collections for the year ended 30th September, 1968, as he would like to check what has been raised in Ireland in comparison with the expenditure'.

His widow, Mrs. Oscar Henderson, has also been an outstanding worker for the R.N.L.I. She was awarded the gold badge in 1952 and a bar to the gold badge in 1965.

Mr. Norman Wates

The Committee of Management suffered another severe loss with the death on 21st July of Mr. Norman Wates, J.P., who joined the Committee in 1961 and served on a number of sub-committees. He was chairman of Wates Ltd. (civil engineering contractors) and in the last war served on the War Office committee which designed the Mulberry Harbour. He was a keen yachtsman and an underwriting member of Lloyd's.

Mr. C. E. Link

Mr. Charles Ernest Link, who in 1963 received the highest award the R.N.L.I. can make to an honorary worker, appointment as Honorary Life Governor, died on 29th July, 1969. For many years he worked tirelessly for the R.N.L.I. in the City of London, being chairman of that branch for 19 years. For 35 years he issued an annual personal appeal to the wholesale meat and provision trades, the response to which in all amounted to nearly £35,000.

He was chairman of J. D. Link & Gillham, wholesale provision merchants, of Smithfield, and active in the public life of the city. He represented the Ward of Farringdon Without on the Court of Common Council for 22 years and became Chief Commoner.

CENTENARIES AND NAMING CEREMONIES

The following life-boat stations celebrated their centenaries this year: Weymouth, Dorset; St. David's, Pembrokeshire; Salcombe, South Devon; and Wells, Norfolk.

At Selsey, Sussex, on 10th June the 48-foot 6-inch Oakley *Charles Henry* was named by Lady Sarah Fitzalan-Howard. Mrs. Graham Doggart, chairman of the Selsey life-boat station branch, opened the proceedings, Sir Eric A. Seal, K.B.E., C.B., a Vice-President of the R.N.L.I. and Chairman of the Finance Committee, handed over the life-boat, and Mr. D. D. Cockayne, the station honorary secretary, accepted her.

The new St. Ives, Cornwall, life-boat *Frank Penfold Marshall*, a 37-foot Oakley self-righting type, was named on 12th June by Mrs. Dagmar Marshall in memory of her husband, the late Lt.-Col. Frank Penfold Marshall, O.B.E. Surgeon Capt. F. W. Baskerville, C.B.E., L.M.S.S.A., R.N. (retd.), a member of the Committee of Management of the R.N.L.I., accepted the life-boat on behalf of the Institution, and Capt. T. Stevens, honorary secretary of the St. Ives station, received her on behalf of the branch.

Lady Woods, wife of Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., Chairman of the R.N.L.I., named the new Rhyl, Flintshire, life-boat *Har-Lil* on 4th July. The life-boat, which was provided out of a legacy left by Miss J. B. Watts, of Newton Mearns, Renfrewshire, is a 37-foot Oakley. Admiral Sir Wilfrid Woods handed over the boat to the care of the Rhyl branch, and the boat was accepted by Mr. J. M. Owen, honorary secretary of the Rhyl station.



courtesy of]

[Motor Boat and Yachting

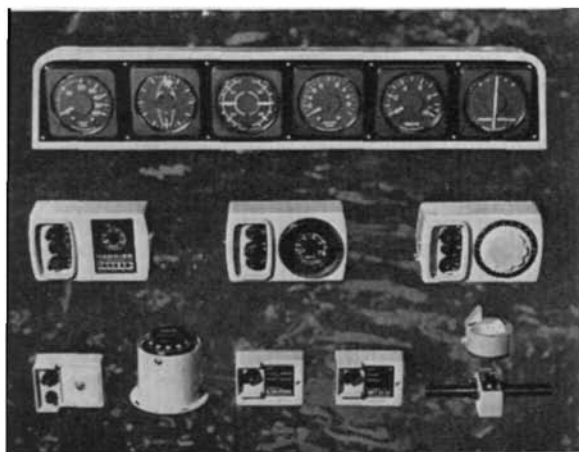
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DIFFICULT CLIFF OPERATION

A FRAMED letter of thanks, signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., has been addressed to Coxswain C. J. Crockford and crew of the Tenby, Pembrokeshire, life-boat for the part they played on 21st-22nd May, 1969, when a boy fell over a cliff.

At 7.23 p.m. a message was received that a boy had fallen over the cliff at Manorbier, and the maroons were fired at 7.26.

The reserve life-boat *Crawford and Constance Conybeare*, on temporary duty at the station, slipped her moorings taking a 16-foot punt in tow.

The life-boat arrived at the scene at 8.5 to find the R.A.F. tender from Tenby, together with her inflatable boat, already on the scene, as well as a naval helicopter from R.N.A.S. *Brawdy* and the coastguard cliff rescue unit.

Neither the helicopter nor the coastguard rescue team could reach the casualty due to the overhang of the cliffs, though a coastguard was lowered down the cliff face in a vain attempt.

The casualty was an 11-year-old boy whose body could be seen under water apparently trapped in a basin-shaped gully between rocks at the base of the cliff. The gully was roughly pear-shaped, the entrance from seaward being about 15 ft in width, but opening out to a width of some 40 ft and having an overall length of about 70 feet.

An attempt to enter the gully was made by the R.A.F. tender's inflatable boat. This attempt had to be abandoned because of the danger of fouling the propeller in the heavy surge, which was running at the base of the cliffs, and the difficulty of controlling the boat under power in the prevailing conditions.

USED OARS

The second coxswain, Joshua Richards, and crew members John John and Michael Crockford then entered the boarding boat and attempted to reach the casualty. The narrow entrance was negotiated under oars with the boat being fended clear of the rocks. Inside the gully there was still a heavy surf running, and while Joshua Richards held the boat in position with the oars, the other two attempted to recover the body using a grappling iron.

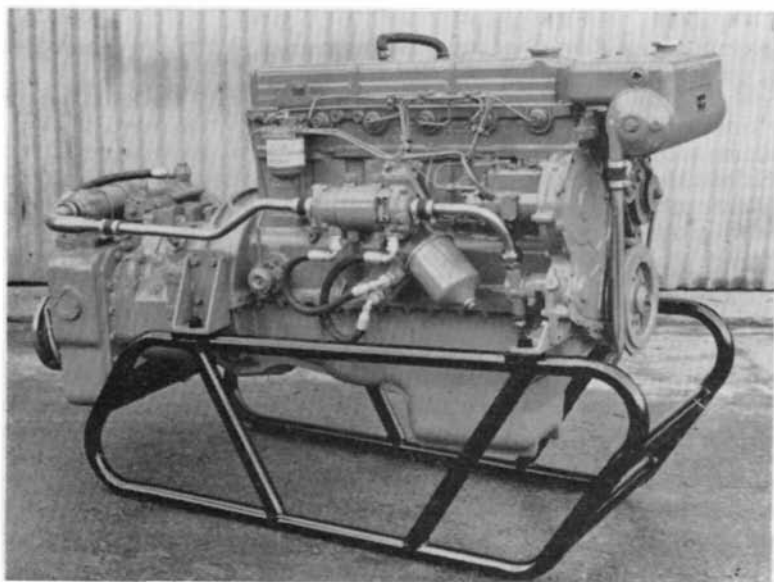
After half an hour without success the attempt was abandoned and the boarding boat returned to the life-boat. Since the body was trapped well under water it was decided to make another attempt when the tide had fallen. The life-boat therefore returned to her station. She reached Manorbier again at 2.30 a.m. on 22nd May, again with the boarding boat in tow.

The same three crew members again manned the boarding boat as they re-entered the gully in the faint twilight. It was found, however, that with the tide dropping the surge had also dropped considerably, and once inside the gully Mr. John went over the side with a line which he secured round the body of the boy. The body was then recovered and the boarding boat returned to the life-boat which reached her station at 6.25.

RESCUE ON THE BAR

MR. SIDNEY HOOK, a local pilot and member of the inshore rescue scheme at Teignmouth, Devon, has been awarded the thanks of the R.N.L.I. inscribed on vellum, and Mr. Samuel G. Hook and Mr. James P. Boyne have been presented with vellum service certificates for the rescue of three men from a capsized R.N. Gemini boat on the bar at Teignmouth on 4th March, 1969.

Mr. Hook, with his brother, Mr. Samuel Hook, and Mr. Boyne boarded the

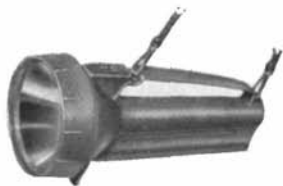


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motor pleasure boat *Restless* at her mooring and at 11 a.m., five minutes after the boat capsized, made for the casualty.

There was a strong east north easterly wind and a heavy confused broken sea in the vicinity of the very shallow bar area. The weather was overcast, there was rain and snow and it was extremely cold.

Mr. Sidney Hook was aware that there was barely enough water on the bar for the *Restless*, which draws three feet. By driving her at full speed he managed to get her over the bar despite a severe buffeting and breaking seas. The boat was lifted by one particularly heavy wave and took the ground heavily on the starboard bilge.

BOAT AND MEN SAVED

Once clear in deeper water, Mr. Sidney Hook approached the three men in the water from seaward and, in the face of heavy sea conditions, his crew managed to take the survivors aboard. A second approach was made and the capsized boat taken in tow.

It was not possible to return the Gemini boat or the survivors to H.M.S. *Iveston* as sea conditions were too bad. Another Gemini boat was lowered from the naval vessel and the casualty and survivors were transferred by this boat to *Iveston*.

On the homeward journey over the bar *Restless* again touched bottom but, with the wind fair, this was not as heavy as on the outward journey. She returned to harbour at 12.30 p.m.

SPRAY HAZARD

FOR a long search in bad weather on 22nd March, 1969, for the fishing boat *Crusader* additional monetary awards have been paid to the crew of the Ilfracombe, North Devon, life-boat.

At 2.20 a.m. it was learnt that a fishing vessel had sunk 10 miles from Morte Point. Maroons were fired at 2.45 and at 3 o'clock the life-boat *Lloyd's II*—a 37-foot Oakley built in 1966—launched. The weather was overcast, visibility was fair with a south east wind force 5, and there was a moderate sea.

The life-boat arrived in the search area at 4.15 p.m. The Clovelly life-boat *Charles H. Barrett* (Civil Service No. 35) and other vessels were already in the area. An intensive search was started with the Clovelly life-boat concentrating on the western part of the area and Ilfracombe life-boat on the eastern.

Meanwhile weather conditions were deteriorating with the wind backing to east and increasing to force 6. Visibility was by then poor. Although the life-boat had been taking spray on board from the start of the service, the increasing wind and by now rough sea increased the spray which was continually lashing the decks.

COLD AND WET

At 6.36 p.m. the three vessels which had been assisting in the search continued on passage, while the two life-boats continued searching. At daylight an R.A.F. helicopter joined the search but without results. The search was called off at 12 o'clock and Ilfracombe life-boat returned to her station, arriving at 2.45.

'Although this proved to be a no service', says the official report, 'an intensive search was carried out with the whole crew being continually drenched in cold driving spray for some 12 hours. With little or no shelter in their open life-boat, and no heating, this was an arduous service carried out in an efficient manner although the crew were extremely cold and wet.'

THE LONG SEARCH

A FRAMED letter of thanks, signed by the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., has been addressed to each of the crew of the Lerwick, Shetlands, life-boat for the escort service they provided to three Norwegian fishing vessels on 15th March, 1969. The men are: Coxswain John Sales, B.E.M., Second Coxswain William Buchan Sales, Acting Bowman Peter Leith, Motor Mechanic Peter Hewitt Paterson Clark, Assistant Mechanic John Aitken Mouat, Crew member H. A. Hughson, Crew member A. Fraser and Crew member J. Smith.

At 8.55 a.m. Mr. Magnus M. Shearer, the honorary secretary, was informed by the Lerwick coastguard that several Norwegian fishing vessels were in difficulty about 60 miles south of Shetland and required escort to a safe harbour.

The maroons were fired at 9.55, and the Lerwick life-boat *Claude Cecil Staniforth* slipped her moorings. She made for the area at 10.10, a course being set due south from Bressay lighthouse.

There was a south easterly gale with a very rough sea. Visibility throughout the service varied from nil to half a mile in the almost continuous squalls of snow and sleet. It was one hour before high water. The conditions on the morning of 15th March were reported by experienced observers to have been 'the worst for many years', it being noted that on this occasion the height of the sea was such that it was breaking across the causeway connecting the North and South Havens in Fair Isle for the first time for over 25 years.

At 10.48 news was received that the fishing vessels were steering north at four knots and for the next five hours the life-boat continued on a southerly course, maintaining the maximum speed possible in the prevailing conditions.

Throughout this period the pitching and pounding motion of the life-boat was violent in the extreme. Coxswain Sales, a life-boatman of long experience, described the sea as 'phenomenal'. It was undoubtedly as a result of falling into the trough behind one such sea that the bilge keels of the life-boat were sprung, causing flooding in some of the double bottom compartments.

Throughout the early part of the service it proved virtually impossible ashore to establish the exact position of the distressed fishing vessels. Messages from the vessels concerned were being passed in Norwegian to Rogaland radio which relayed by telex to Wick radio, but confusion was caused by the fact that other Norwegian fishing vessels were in difficulty in the same area. At the same time R.A.F. Shackleton aircraft and a Norwegian warship had also been asked to take part in the search.

BRESSAY LIGHTHOUSE

At 12.35 p.m. the life-boat reported her position as 18 miles south of Bressay lighthouse, and at 12.55 Lerwick coastguard informed her of the position of the fishing vessels. They were still steering north at four knots.

By 3.2 the life-boat had reached a position 38 miles south of Bressay lighthouse and, by dead reckoning, was estimated to be in the vicinity of the distressed vessels.

Visibility at the time was almost nil, and the radar was affected by the snow and the height of the seas. Coxswain Sales feared he might pass the fishing vessels without sighting them, particularly as it had not then been firmly established whether the various estimates of their position could be relied on. Accordingly, the honorary secretary decided that the life-boat should turn back if no contact had been made by 3.30, and the life-boat duly altered course to north at that time.

At 3.45 the *Strallaug II*, one of the fishing vessels concerned, contacted the life-boat direct, giving her estimated time of arrival at Lerwick as 7 to 8 p.m. It was then obvious that the life-boat and fishing vessels were very close to one another and a careful radar watch was maintained.

At 6.15 the life-boat passed Mousa Island, and, after consultation with the honorary secretary by R/T, Coxswain Sales decided to lie close by Bressay lighthouse until the boats had been sighted and then to escort them into Lerwick harbour.

At 7.40 three small fishing vessels were finally sighted heading north just to seaward of

Mousa Island. The life-boat immediately started to fire parachute flares to assist them, and a rendezvous was made at 9 o'clock. The life-boat finally escorted the vessels to a berth in Lerwick harbour, arriving at 9.30.

Y.L.A. NEWS

THE Yachtsmen's Life-boat Supporters' Association is going from strength to strength as word gets about that a yachtsman who is not a member is like a ship without a rudder. As reported in the June issue of *THE LIFE-BOAT*, there is growing interest in the Y.L.A. abroad as well as at home.

Mr. A. J. Tyler, of North Harrow, Middlesex, reports that the Whitsun life-boat weekend arranged by the Felixstowe Ferry sailing club was a great success. About £170 was raised for the life-boat service.

After the club had laid most of their plans, they were asked by the local fishermen if they could join in. They agreed to support a motor boat race from the club line, round the Cork lightship, and back. There were 17 starters.

In company with their local pilot, the club met the Harwich life-boat *Margaret Graham* at sea, fired maroons in welcome, and the salute was returned by the life-boat. A large number of motor boats then escorted the life-boat in. Among the guests at the club were all the wives of the life-boat crew.

Mrs. Peter Burwood presented the 'Sir Alec Rose Life-boat Cup'. Sir Alec, in turn, sent the club a good luck telegram.

Mr. A. M. Bentley, chairman of Air Rhodesia, Salisbury Airport, Rhodesia, said in a letter to the R.N.L.I.: 'On opening my May edition of *Yachting*



by courtesy of] [Felixstowe Times

When the Felixstowe Ferry sailing club held a life-boat weekend at Whitsun their two life-boat ladies were Miss Dianne Walters (left) and Miss Susan Rout. The girls' dresses were bright scarlet, jumpers white with blue lettering on the R.N.L.I. sashes.

THOSE SILLY PEOPLE . . .

After Haringey, London, youth branch had been shown life-boat films, their chairman, Mr. K. R. Batchelor, received several letters from children showing their appreciation. Two of the letters are reproduced here in their original form:

St Mary's Infant School

London N8

21st March

Dear Mr Batchelor I in

enjoyed The films and The
best bit was when the life
boat men took the men out of the
water and the life boat men
took the ladies out of The water

Love Michael

St Mary's Infant
School London N8
12 March

Dear Mr Batchelor
Thank you for me

Thank you for me
I like The

films and I
thought they were

Very nice and
there was some

Silly people going
to sea out

Love SUSAN

Monthly I came across your application form appealing for contributions to the R.N.L.I. Although we have no seaboard to this country I am, nevertheless, a keen sailor at our local yacht club and therefore have the greatest admiration and respect for the services provided by your Institution.

'Unfortunately . . . I am unable at this moment to express my admiration in more tangible form, but you may be assured that as soon as circumstances do permit I shall make the most generous contribution I can. In the meantime please accept this message as an expression of my high esteem.'

TWO KESTRELS . . .

Captain P. M. Lapsley, of the Abu Dhabi Defence Force, Arabian Gulf, who plans to return to England in October, writes: 'I have quoted my sailing club as being the "Abu Dhabi Sailing Club" (an institution which is almost a figment of my imagination consisting, as it does, of two very battered Kestrels and my own four-year-old Minisail). I hope, however, that I shall be able to boast membership of something a little more impressive when I return to England.'

The *West Briton* of 19th June, 1969, commented in their leader: 'While some

people spend small (and large) fortunes on boats for personal pleasure (and there is no law against that), others spend equally sizeable sums also on boats for R.N.L.I. use to save life'.

Current Y.L.A. Membership
2,769 (10th September, 1969)

NEW £70,000 LIFE-BOAT

With the building of a 48 foot 6 inch steel-hulled life-boat the Royal National Life-boat Institution has introduced a new class of boat into the service. A life-boat of this type was shown to the press at Southampton on 17th July, 1969. She was built at the yard of Messrs. Camper & Nicholson in Southampton and cost about £70,000.

The new life-boat for Rosslare Harbour is the Mark III type. Life-boats of the 48 foot 6 inch class are the largest size of boat being built under the Institution's current building programme, and these boats are equally suitable for slipway launching stations and for stations where the life-boat is permanently afloat. The Mark III life-boat has a steel hull of all-welded construction, a cast-iron ballast keel and aluminium superstructure.

The use of steel for the hull of the Mark III type is a major change from the Mark I and Mark II versions, which had wooden hulls. This change has been brought about largely by the declining numbers of craftsmen boatbuilders available in this country. It also reduces the number of man-hours involved in building the hull.

The hull is sub-divided by watertight longitudinal bulk-heads into centre and wing compartments, and further sub-divided by four main watertight bulkheads, by a watertight double bottom in way of the engine room and a watertight flat in way of the after cabin.

The double bottom compartments in way of the engine room, the fore peak compartment and the void compartments outboard of the longitudinal bulk-heads are all completely filled with rigid polyurethane foam by the in-situ process, to provide reserve buoyancy in the event of hull damage.

EXCELLENT STABILITY

Watertight doors are fitted between the wheelhouse and after cabin, the wheelhouse and engine room, and the engine room and forward cabin. As the door between the wheelhouse and the aft cabin is one which is frequently used for access by the crew, it was decided to arrange two doors with a cofferdam space between them so that it is possible to keep one or other of the doors shut at any one time, to prevent flooding of the aft cabin in the event of a capsized. Warning lights are fitted in the wheelhouse to show whether any other door or hatch is open.

A watertight hatch is fitted at the aft end of the after cabin. This is large enough to allow a stretcher to be passed into the cabin. A watertight hatch is fitted over the fore cabin for emergency access.

The life-boat has excellent stability properties, having a metacentric height of 3.4 feet and also natural self-righting ability from any angle of capsized.

The machinery installation consists of two Gardner 6LX engines with Gardner



The steel-hulled 48-foot 6-inch Oakley Mark III life-boat which is now at Ross-lare Harbour, County Wexford. The R.N.L.I. is fully satisfied that steel hulls are in every way as satisfactory as wooden hulls, and at present nine steel life-boats of other classes are in service in the Institution's fleet.

2 UC reverse and 2:1 reduction gearboxes. Each engine develops 110 b.h.p. at 1,300 r.p.m. Propellers are 28 inch diameter aluminium bronze and the stern gear consists of oil-lubricated stern tubes, which extend to the shaft brackets, and stainless steel propeller shafts.

All instruments and gauges are mounted on a watertight bulkhead between the wheelhouse and the engine room. Remote controls for the engines are mounted alongside the steering position in the wheelhouse.

The steering gear is of Mathway manual type and the boat has twin spade rudders. The use of twin rudders is a change from the Mark I and II versions which had the more usual single large rudder mounted abaft the stern port. Trials so far with the Mark III type indicate that a useful improvement in manoeuvrability has been obtained by the use of twin spade rudders.

The life-boat is equipped with the following navigation aids: two compasses, radar, M.F. radio, V.H.F./U.H.F. radio, echo-sounding equipment.

This class of life-boat has a seven-man crew and can carry a maximum of about 100 survivors.

CMR. PHIPPS HORNBY RETIRES

The honorary curator of the Grace Darling Museum at Bamburgh, Northumberland, Cmdr. W. M. Phipps Hornby, R.N., has retired after 17 years. During his period as curator the museum went from strength to strength and altogether Cmdr. Phipps Hornby wrote over 3,400 letters dealing with museum business during that time. His successor is Cmdr. B. H. Dunn, F.C.A., R.N., of Bamburgh.

FORMER ASSISTANT SECRETARY'S DEATH

The death occurred on 9th June, 1969, of Mr. W. C. Payne, a former Assistant Secretary of the R.N.L.I., who joined the Institution in 1911. He retired in 1947.

PICTORIAL STORY



This series
of IRB photo-
graphs

was taken by
David Harwood
on 4th April,
1969,



when the Exmouth,
Devon, IRB res-
cued two men
whose rowing
boat had been
swamped



AN IRB SERVICE...

at the
south end



of Western Way.
The two men
were suffering
from exposure
and shock,

and the survivor
being carried
had to receive
hospital treat-
ment.



The photographs
show the cycle
of IRB opera-
tions from
launching to
rehousing
of the boat.

NEW WAYS OF RAISING MONEY



by courtesy of]

[Arthur W. Dick

Mr. Michael Constable, of Bridlington, Yorkshire, who is chief engineer of the m.v. *Rangitoto*, has turned his hobby of lapidary—collecting stones and pebbles—into profit for the R.N.L.I. During voyages he polishes stones and pebbles to produce jewellery which he sells. In April it was announced that he had given the £75 proceeds of his last trip to the Bridlington branch. On his next voyage he hopes to raise £100 for the Institution.

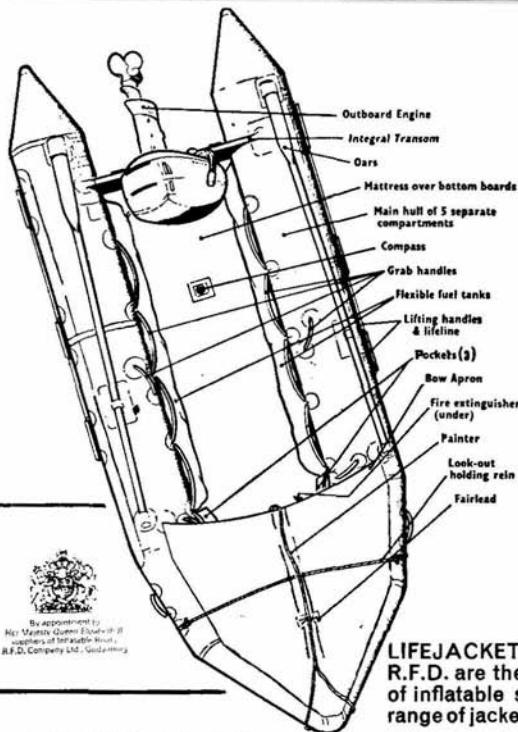
Sponsored walks are common enough these days but the 15th Long Eaton Venture Scout unit, in Nottinghamshire, decided to bring some water into the proceedings—by holding a sponsored row on 5th July, 1969. The proceeds were divided between the R.N.L.I. and their own unit funds.

Sir Alec Rose, the round-the-world sailor, who lives at Southsea, Hampshire, recently sent the R.N.L.I. £5 5s. He said: 'I obtained this sum by signing copies of my book'.

At the time of London Life-boat Day—18th March, 1969—Leeson's Junior School, Leeson's Hill, St. Paul's Cray, Kent, sent a cheque to the R.N.L.I. for £4 14s. How was the money raised? Well, a group of retarded children spontaneously arranged a collection of books and toys and sold them. They made £3. Then the top class made cakes and sold them along with sweets. Their profit was £1 14s.

In the garden centre of Springfields, Spalding, Lincs., which is noted for its tulip spectacle which attracts over 200,000 people every year, Elsoms (Spalding) Ltd., the seed experts and plant breeders, installed a waterfall and pool in 1967.

Z-BOATS *to the rescue...*



- Outboard Engine
- Integral Transom
- Oars
- Mattress over bottom boards
- Main hull of 5 separate compartments
- Compass
- Grab handles
- Flexible fuel tanks
- Lifting handles & lifeline
- Pockets (2)
- Bow Apron
- Fire extinguisher (under)
- Painter
- Look-out holding rein
- Fairlead

Extensively used by the R.N.L.I. for inshore rescue work, the inflatable R.F.D. PB-16 Z-Boat is capable of carrying 10 people and supporting many in excess of that number. Being inherently buoyant, it is virtually unsinkable and is designed to travel fast through heavy seas. Its seaworthiness, toughness, resilience and speed have gained the acceptance of Services throughout the world, including Police, Fire and Coast-guard Patrols; Pilotage and Preventive Services; Marine Survey, etc.

(NOTE: Standard Z-Boats, in three sizes, are also available for workboat or pleasure purposes.)


 By appointment to
 Her Majesty Queen Elizabeth II
 Suppliers of Inflatable Boats
 R.F.D. Company Ltd., Godalming

LIFEJACKETS and LIFERAFTS also—R.F.D. are the leading manufacturers of inflatable survival aids and a wide range of jackets and rafts are available.



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 Members of R.F.D. GROUP



by courtesy of]

[George E. Gregory

The R.N.L.I. benefited by 2,001 sixpences collected at evening performances of the film *2001: A Space Odyssey* at the ABC Cinema, Hastings. The money was taken to the bank by spaceman Mr. Fred Robinson.

Since then considerable sums of money for various charities have been collected from the pool. This year the company decided to donate the annual collection to the R.N.L.I., and in May Mr. J. Russell, their shop manager, said: 'The indications so far are that we might reach the figure of £200'.

A cheque received by the R.N.L.I. from Cranborne Junior School, Potters Bar, Hertfordshire, was accompanied by a list of 40 names, all in the best handwriting, and the following letter: 'We are such admirers of the wonderful things done by your men that we (aged 10-11 years) wish to donate the proceeds of the sale of our class magazine to you. Our teacher encloses this cheque of £4 to you this 5th day of July. We enjoyed writing our magazine which is made up of poems, essays, jokes, recipes, crossword puzzles and other fun.'

Through the generosity of P. & A. Campbells Ltd. there was a cruise aboard the passenger vessel Balmoral from Barry Pier, Glamorganshire, on 29th June, 1969, in aid of the R.N.L.I., all the fares being donated to the life-boat service.

A social evening enjoyed by Droitwich and district farmers and their wives left funds available for disposal. The sum—£50—was sent to the R.N.L.I., it being stated that it was unanimously agreed that the life-boat service should have the surplus money.

The Whitgift School, South Croydon, in sending the R.N.L.I. a cheque for £16, explained that Form 2B collected the money by setting up an exhibition based on The Kon-Tiki Expedition, by Thor Heyerdahl, one of their literature books for

the year. Money was raised by an admission fee of 3d., the sale of maps of the voyage, drawn and duplicated by boys of Form 2B, a competition, sale of paperbacks about the expedition, and sale of exhibits at the close of the exhibition. To obtain the necessary information the form was split into groups—fishers, geologists, mappers, writers, modellers, poster organisers, artists, mythologists (and, on their own confession, 'extortionists').

When 'Industrial Sunday' was held on 11th May, 1969, at Godalming, Surrey, the R.F.D. Co. Ltd. was asked to join in the morning service of thanksgiving. There was a display of the company's life-saving equipment in the church, including a model of an R.N.L.I. IRB. Four life-jackets were taken by representatives from the four divisions of the company and offered up at the altar. Afterwards the life-jackets were presented to the R.N.L.I. and, with the permission of the company, auctioned in aid of the life-boat service.

Said 11-year-old Victor Savy, of Petersham Road, Richmond upon Thames, in a letter to the R.N.L.I.: 'With the help of my friend, Anthony Vaughan, I have produced a small monthly magazine which we have sold to friends and neighbours in aid of the life-boat service. As a result of the sale of our first issue I have pleasure in sending you the enclosed £2 5s.'

In June this year the Sacred Heart Primary School, Penicuik, Midlothian, sent the R.N.L.I. a cheque for £96. The sum was raised by a sale of work arranged by the children, a few of whom had visited the Anstruther, Fife, life-boat station



by courtesy of]

[Wiltshire Times and News

This stormy nautical window display at Fiona's, Fore Street, won first prize in a window display competition organised by the Trowbridge branch of the R.N.L.I. in March, 1969.



by courtesy of]

[The Rugeley Times

Peter Williams, a Slitting Mill primary school boy, who at the age of 6 was successful in the 'Blue Peter' life-boat poster competition (THE LIFE-BOAT, December, 1969), pictured with his mother, Mrs. Heather Williams (left), when copies of his prize-winning poster were displayed at a flag day organised by the Institution's Rugeley, Staffs., branch. It helped to raise £110. Also pictured are Mrs. Barbara Price, branch organising secretary, and Mr. J. P. Ward, a committee member.

last winter for a study project on life-boats. They were shown round the station by Coxswain and Mrs. J. Jack and it was this impression, coupled with the Longhope disaster, which led the children to make an all-out effort to help the R.N.L.I. The average age of the pupils involved was 11.

In April the South West Herts Young Farmers' Club organised a tractor relay from John O'Groats to Land's End which raised over £92 for the R.N.L.I. Lt.-Cmdr. Jeremy Tetley, R.N. (retd.), who is a member of the Committee of Management of the R.N.L.I., went to Sennen, Cornwall, to receive them officially at an early hour on the morning of 19th April.

LOCHINVER'S NEW BOAT

On 25th July, 1969, the ceremony for opening Culag Pier took place at the same time as the arrival of the new Lochinver, Scotland, life-boat the *George Urie Scott*. The new boat—she is a 48-foot 6-inch Oakley Mark III type—was provided by a gift from Mrs. George Urie Scott.

WHAT IS A COVENANT?

Covenant is an old-fashioned word which in modern English is the equivalent of 'undertake' or 'promise'. If an individual or a company undertakes to pay a charity a certain sum each year for a minimum of seven years, then the charity is able to reclaim the standard rate of income tax payable on that amount. Under the relevant Finance Act there is no provision for the reclaiming of tax at reduced rates.

The advantages to the R.N.L.I. are considerable. The value of the subscription is greatly increased if it is covenanted, without any extra cost to the donor. Although the minimum number of years for a covenant is seven, it can be for 10 years, or longer. All liability under a deed ceases at the end of the period specified. In the case of individuals it ends upon death (if a shorter period) with no liability passing to the executors.

The following table gives examples of how the subscription is increased by over 70 per cent:

Annual sum paid by subscriber	Amount of income tax reclaimed each year	Total benefit over seven years
£ s. d.	£ s. d.	£ s. d.
1 0 0	14 1	11 18 7
3 0 0	2 2 2	35 15 2
5 0 0	3 10 3	59 11 9
10 0 0	7 0 5	119 2 11
50 0 0	35 2 1	595 14 7
100 0 0	70 4 3	1,191 9 9

BUSY YEAR FOR COASTGUARDS

A record number of 2,878 people were rescued as a result of action by H.M. Coastguards in the 12 months ending 31st March, 1969. This was 379 more than in the previous 12 months. Coastguards took part in 2,444 rescue operations during the year compared with 2,161 in 1967-1968.

Nearly a quarter—588—of these rescues took place around the south east coast, and of this total 354 were accidents affecting yachts, motor boats and small craft. Of the 2,444 incidents nearly half—1,030—involved small craft.

The Infant Life-boatmen

Since they were shown a film by Mrs. Angela Wooldridge, secretary of the Stourbridge branch of the R.N.L.I., the children at Hob Green Infants' School, Stourbridge, Worcestershire, have taken a special interest in the life-boat service. Prayers for life-boatmen, composed by the children, were recited and pupils danced to the storm music from *Peer Gynt*.

Life-boat services round the Coasts

MARCH

No. 1 Life-boat Area

Wick, Caithness – At 8.52 p.m. on 27th March, 1969, the coastguard told the honorary secretary that a trawler had grounded hard and fast on the Louthier Skerries. At 9.10 the life-boat *Sir Godfrey Baring* was launched. The tide was ebbing. The life-boat came up with the trawler *James Barrie* at 11.10 and stood by the vessel. At 6.30 a.m. on 28th March, with her boiler-room flooded, the trawler rolled heavily to starboard and the order was given to abandon ship. The life-boat closed with the trawler and with the aid of life-rafts the crew of 21 were taken on board and landed at Wick. The life-boat returned to her station at 10.15.

Fraserburgh, Aberdeenshire – At 3.35 p.m. on 23rd March, 1969, it was learnt that a boy was stranded on a rock off shore at Broadsea, Fraserburgh. The life-boat *Duchess of Kent* was launched at 3.40. It was high water. The boy was picked off the rock and landed at Fraserburgh. The life-boat returned to her station at 4.40.

Life-boat 70-002 at Longhope, Orkney – At 2.18 p.m. on 22nd March, 1969, while life-boat 70-002 was at Longhope and her crew were preparing to go ashore to attend the funeral of the crew of the Longhope life-boat, the coastguard reported to the staff coxswain that the motor

fishing vessel *Girl Mina*, with four men on board, had broken down in the Pentland Firth. The life-boat *Grace Paterson Ritchie* slipped her moorings at 2.23 in a strong south south easterly breeze with a moderate sea. It was high water. The life-boat came up with the *Girl Mina* at 4.6 and took her in tow to Stromness. She returned to Longhope at 9.0 o'clock.

Mallaig, Inverness-shire – At 1.40 a.m. on 19th March, 1969, the honorary secretary learnt that the fishing boat *Ocean Starlight* was ashore on the rocks at the entrance to Mallaig harbour. The life-boat *E. M. M. Gordon Cubbin* slipped her moorings at 1.55 in a strong easterly wind with a choppy sea. It was low water. The life-boat dropped an anchor to windward and veered to within a few feet of the fishing boat. A line was then passed to the fishing boat and the anchor cable was winched in until a strain was taken on the tow rope. Three members of the *Ocean Starlight's* crew were taken on board the life-boat, the master remaining on board to tend the tow-line. The fishing boat was refloated at 4 o'clock, and as she was in no further danger her crew returned aboard. The life-boat returned to her station at 4.15.

Lerwick, Shetland – The life-boat *Claude Cecil Staniforth* slipped her moorings on 15th March, 1969, to go to the assistance of three Norwegian fishing vessels. A full report of this service, for which each member of the life-boat crew received a framed

THE LIFE-BOAT FLEET

138 station life-boats 103 inshore rescue boats
1 70-foot steel life-boat on operational trials
1 40-foot G.R.P. life-boat on evaluation trials at Sheerness

LIVES RESCUED 90,694

from the Institution's foundation in 1824 to 31st May, 1969



by courtesy of]

[Sunbeam Photos Ltd

Mr. Bruce Fleet, secretary of the Margate life-boat, presenting a plaque in March, 1969, commemorating the service of the R.A.F. helicopters at Manston, Kent. Mr. Fleet made the presentation on behalf of Coxswain Alf Manning and the crew of the local life-boat. The helicopter squadron in question—No. 22—had operated at Manston for eight years and was this year withdrawn for service elsewhere.

letter of thanks signed by the Chairman of the Institution, appears on page 675.

No. 2 Life-boat Area

Workington, Cumberland – At 7.20 p.m. on 31st March, 1969, the coastguard reported that the cabin cruiser *Tracy Jane*, with one crew member on board, was in difficulties between Parton and Harrington. The life-boat *Manchester and Salford XXIX* slipped her moorings at 7.20 in a moderate north easterly breeze with a rough sea. It was two hours before low water. A later message reported that the cruiser was ashore near Micklam Chimneys. There was not enough water to close with the cruiser and a line was passed from the life-boat with the assistance of the coastguard. At 8.29 the *Tracy Jane* was pulled clear and taken in tow to Working-

ton. The life-boat returned to her station at 9.35.

Berwick-upon-Tweed, Northumberland – At 10.10 a.m. on 22nd March, 1969, news was received that a red flare had been sighted five miles east of Berwick pier. At 10.25 the life-boat *William and Mary Durham* was launched in a moderate south easterly breeze with a corresponding sea. The tide was ebbing. The life-boat came up with the coble *St. Nicholas* carrying a crew of three. Her engines had broken down and she was drifting towards the shore. The life-boat took the coble in tow to Burnmouth, and returned to her station at 12.45 p.m.

No. 7 Life-boat Area

Swanage, Dorset – At 3.48 p.m. on 29th March, 1969, the coastguard

reported that two girls were cut off by the tide below Old Harry rocks. The life-boat *Rosa Wood and Phyllis Lunn*, on temporary duty at the station, was launched at 4.4. The tide was flooding. The two girls were picked up by the life-boat boarding boat and then taken aboard the life-boat. They were landed at Swanage, and the life-boat returned to her station at 5.5.

No. 8 Life-boat Area

Porthdinllaen, Caernarvonshire – At 4.24 a.m. on 16th March, 1969, it was learnt that the motor boat *See Wee*, with three men on board, on passage from Llandlwyn Island was overdue. The life-boat *Cunard*, on temporary duty at the station, was launched at 5.58. There was a moderate east north easterly breeze with a corresponding sea. The tide was flooding. The life-boat came up with the motor boat two miles west of Belan Fort. Her engine had broken down. The three men were taken aboard the life-boat and the motor boat was taken in tow to Caernarvon. The life-boat returned to her station at 1.15 p.m. A helicopter also took part in this service.

No. 10 Life-boat Area

Donaghadee, Co. Down – On 18th March, 1969, it was reported that four days previously two bird-watchers had been landed on Old Lighthouse island and, due to unfavourable weather conditions, it had not been possible to take them off. At 3 p.m. the life-boat *Sir Samuel Kelly*, with a dinghy in tow, slipped her moorings in an easterly gale with a very rough sea. The tide was ebbing. The two men were picked up from the island by dinghy and then transferred to the life-boat. They were landed at Donaghadee, and the life-boat returned to her station at 4.30. A donation was made to the Institution's funds.

IRB LAUNCHES

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

No. 2 Life-boat Area

Largs, Ayrshire – At 1.50 p.m. on 16th March, 1969, the police informed the honorary secretary that a dinghy with three men on board appeared to be in difficulties about a quarter of a mile off Mackerston. The IRB was launched ten minutes later in a gale force easterly wind and a rough sea. It was high water. She found three skin divers in the water, but the dinghy which had capsized had been blown across to Cumbrae. The IRB picked up the survivors and recovered the dinghy, which she towed to Barnfields slipway. The IRB landed the skin divers and returned to her station, arriving at 3 o'clock.

No. 5 Life-boat Area

Shoreham Harbour, Sussex – At 10.55 a.m. on 30th March, 1969, the coastguard informed the honorary secretary that the motor boat *Venture*, with three people on board, had broken down about 300 yards south of the harbour. At 11 o'clock the IRB was launched in a fresh west south westerly breeze with a corresponding sea. It was one hour after high water. The IRB took the motor boat in tow to harbour and returned to her station at 11.30.

Eastney, Hampshire – At 4.37 p.m. on 5th March, 1969, the coastguard reported that a Royal Naval dinghy had capsized one mile to the west of the R.A.Y.C. signal station. Two men were in the water. The IRB was launched at 4.42 in a fresh to strong east north easterly wind and a choppy sea. It was low water. She found the dinghy which was on passage from Lee-on-Solent to Gosport. The two men, who had been clinging to the

dinghy, were taken aboard the IRB and transferred to H.M.S. *Hornet* at Gosport, where they were landed and taken to hospital by ambulance. The IRB returned to her station at 6 o'clock. A helicopter, which was alerted, was not required.

Margate, Kent – At 10.45 a.m. on 30th March, 1969, the coastguard informed the honorary secretary that the motor boat *Tekhai*, with two young people on board, was reported to be in difficulties off the Lido three quarters of a mile east of Margate jetty. The IRB was launched at 10.46 in a fresh west south westerly breeze with a choppy sea. The tide was flooding. The motor boat was taken in tow to harbour, and the IRB returned to her station at 11.15.

No. 8 Life-boat Area

Pwllheli, Caernarvonshire – At 4 p.m. on 30th March, 1969, a caravan camp manager accompanied by a skin diver, who was blue with cold, told the life-boat's assistant motor mechanic that the skin diver had swum ashore from a boat which needed assistance about one and a half miles out in the bay. There were still two people on board. The IRB was launched at 4.20. She found a motor boat with a man and a woman on board. The boat's engine had broken down, so she was towed into Pwllheli harbour, where her crew were landed. The IRB returned to her station at 5.15.

APRIL

No. 1 Life-boat Area

Aberdeen, Aberdeenshire – At 8.24 p.m. on 19th April, 1969, the coastguard reported that a fishing boat was in difficulties one and a half miles off Downies village, Porthlethen. The life-boat *Southern Africa*, on temporary duty at the station, slipped her moorings at 8.45. The

tide was ebbing. At 9.40 the life-boat came up with the Brixham smack *Fiona* which had engine trouble. The boat with her crew of two on board was taken in tow to Aberdeen. The life-boat returned to her station at 10.43.

Life-boat 70-002 at Scapa pier, Orkney – At 11.30 a.m. on 18th April, 1969, a man was seen by a member of the life-boat crew to fall from the end of Scapa pier into the sea. The IRB carried aboard the life-boat was launched at 11.31. The tide was ebbing. The man at first refused to allow himself to be picked up by the IRB. However, 20 minutes later, when the effects of the prolonged immersion had taken toll of his strength, he was taken aboard the IRB and landed at Scapa, where an ambulance and a doctor were waiting to take him to hospital. The IRB returned to the life-boat at noon.

Aith, Shetland – At 9.50 p.m. on 4th April, 1969, the honorary secretary learnt that the fishing boat *Kullyak*, with a crew of two, was overdue at Burrafirch. The life-boat *John and Frances Macfarlane* slipped her moorings at 10.13 in a moderate south westerly breeze with a rough sea. The tide was flooding. The life-boat came up with the *Kullyak* at 11.25 half a mile west of the Nean. Her engine had broken down. She was taken in tow to Aith, and the life-boat returned to her station at 12.35 a.m. on 5th April.

No. 3 Life-boat Area

Humber, Yorkshire – At 9.20 a.m. on 13th April, 1969, the coastguard reported that two red flares had been sighted off Donna Nook. The life-boat *City of Bradford III* was launched at 9.28 in a fresh north westerly wind with a moderate sea. It was one hour before low water. The life-boat found the fishing boat *Elaine* drifting in broken water one

and a half miles south west of the Haile sand buoy. Her engine had broken down. Before the life-boat closed with the *Elaine* a helicopter winched two of the crew of six from the fishing boat. A line was made fast and the fishing boat was taken in tow with the remainder of her crew on board to Grimsby and berthed at noon. As the tide was unsuitable for rehousing the life-boat, she remained at Grimsby until 2 p.m., returning to her station at 2.45.

At 11.30 a.m. on 6th April, 1969, the second coxswain reported that a small boat was drifting out to sea towards the Chequers Shoal buoy. The life-boat *City of Bradford III* was launched at 11.58 in a fresh north easterly breeze with a rough sea. It was two hours before low water. The life-boat came up with the motor boat *Huntress*, with four people on board, at 12.13 p.m. Her engines were working again and the life-boat escorted her back towards the river mouth. At 12.49 the life-boat took the *Huntress* in tow to Spurn as she was making no headway against the ebb tide. The life-boat returned to her station at 1.54.

No. 4 Life-boat Area

Great Yarmouth and Gorleston, Norfolk – At 1.20 p.m. on 12th April, 1969, the coastguard told the honorary secretary that a dinghy with two people on board was in difficulties about half a mile north of the harbour. The life-boat *Khami* slipped her moorings at 1.38 in a strong westerly wind with a rough sea. It was shortly after low water. The dinghy was taken in tow to harbour, and the life-boat returned to her station at 1.50.

Skegness, Lincolnshire – At 3.50 p.m. on 16th April, 1969, the coxswain/mechanic of the life-boat reported that a catamaran which he

had been watching throughout the day had broken adrift. The life-boat *Charles Fred Grantham* was launched at 4.25 in a light north north westerly breeze with a choppy sea. The tide was flooding. The life-boat came up with the catamaran *Determination*, carrying four men, three miles south east of Skegness and took her in tow to Gibraltar point. The life-boat subsequently investigated the reported sighting of a red flare. No trace of a casualty was found, and she returned to her station at 7.30. One of the men rescued made a donation to the Institution's funds.

No. 5 Life-boat Area

Hastings, Sussex – At 6 p.m. on 13th April, 1969, the coastguard informed the honorary secretary that red flares had been reported south east of the life-boat station. At 6.9 the life-boat *Fairlight* was launched. The tide was flooding. The life-boat came up with the cabin cruiser *Tango*, with two men on board, one and a half miles off Hastings. Her engine had broken down. The cruiser was taken in tow to Rye, and the life-boat returned to her station at 9.29.

Margate, Kent – At 8.33 a.m. on 27th April, 1969, the coastguard stated that a report had been received from the m.v. *Australia Star* that a yacht was flying distress signals near the Mid Shingles buoy. The life-boat crew were requested to stand by. At 9.2 the life-boat *North Foreland (Civil Service No. 11)* was launched. It was high water. At 10.25 the life-boat came up with the yacht *Fame*, with two youths on board, just east of her reported position. The yacht's rudder was disabled and she had been at anchor since the previous evening. The yacht was taken in tow to Margate and, as it was low tide, moored alongside the jetty. The life-boat returned to her station at 1.25 p.m.

Life-boat 40-001 at Sheerness, Kent – At 4.10 p.m. on 26th April, 1969, while returning from exercise in a strong south westerly wind with a moderate sea, the life-boat saw a yacht sailing towards Garrison point in a dangerous position close to the shore. She was kept under observation, but despite warnings from the Medway port operation station she struck the sewer outfall. Life-boat 40-001 immediately closed with the yacht *Degree* which was already awash, and took off the crew of three. The yacht was taken in tow, and her owner, who had sustained a cut hand, was given first aid. She was berthed at the ordnance basin at Sheerness, and the life-boat returned to her station at 5.15.

No. 6 Life-boat Area

Sennen Cove, Cornwall – At 6.59 p.m. on 16th April, 1969, it was learnt that a two-masted schooner yacht had broken down about one mile south of Tol Pedn. The life-boat was requested to stand by. The yacht then resumed her passage, but broke down again close to the Runnelstone buoy. At 7.58 the life-boat *Susan Ashley* was launched. The life-boat came up with the yacht *Mahe*, with a crew of two on board, and took her in tow to Newlyn, arriving there at 10.45. Owing to the state of the tide the life-boat remained at Newlyn until 2 a.m., and returned to her station at 4.50 on 17th April.

The Lizard—Cadgwith, Cornwall – At 1.47 p.m. on 16th April, 1969, the coastguard told the honorary secretary that a skin diver was in difficulties off the Lizard outer rocks and was drifting away from his dinghy. The life-boat *City of Edinburgh*, on temporary duty at the station, was launched at 2.5. The tide was flooding. The life-boat found the skin diver and took him aboard. Two Royal Navy helicopters were also present in the area. A local fishing boat



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recovered the dinghy. The skin diver was landed at Cadgwith, and the life-boat returned to her station at 3.15.

Coverack, Cornwall – At 9.52 p.m. on 9th April, 1969, it was learnt that a sailing dinghy on passage from Falmouth to Coverack was overdue. At 10 o'clock the life-boat *William Taylor of Oldham* was launched in a light south south westerly breeze with a choppy sea. It was one hour before high water. A flashing light was seen three miles east of the life-boat station and the dinghy, with one man on board, was taken in tow to Coverack. The life-boat returned to her station at 11 o'clock.

Ilfracombe, Devon – At 9.35 a.m. on 6th April, 1969, it was learnt that a ketch on passage from Ilfracombe to Bristol appeared to be in difficulties. The life-boat *Lloyd's II* was launched at 10 o'clock in an easterly gale with a very rough sea. The tide was ebbing. The life-boat came up with

the ketch *Didi II*, with one man on board, four miles west of Baggy point. Her engine had broken down. The life-boat took her in tow to Ilfracombe, and returned to her station at 4.43 p.m.

Weymouth, Dorset – At 5.7 a.m. on 6th April, 1969, the coastguard informed the honorary secretary that a small yacht was in difficulties one mile south east of Portland Bill. The life-boat *Frank Spiller Locke* slipped her moorings at 5.30. There was a fresh north easterly breeze with a corresponding sea. It was low water. At 6.20 the life-boat came up with the auxiliary yacht *Phan Khu* of London with five people on board. Her engine had failed and she had a broken rudder. A line was passed and she was taken in tow to Weymouth. The life-boat returned to her station at 9.30.

Plymouth, Devon – At 4.22 p.m. on 6th April, 1969, the coastguard



by courtesy of]

[Mike Nash

The Barry Dock, Glamorganshire, 44-foot steel life-boat *Arthur and Blanche Harris* alongside the grounded m.v. *Amalia* at Nash Point on 21st May, 1969. The vessel had grounded in fog.

informed the honorary secretary that a fishing boat, with a crew of five on board, had broken down in Whitsand bay. At 4.40 the life-boat *Thomas Forehead and Mary Rowse* slipped her moorings in a fresh north north easterly wind with a moderate sea. The tide was ebbing. The life-boat came up with the fishing boat at 5.25 and a tow line was put on board. The life-boat towed the fishing boat to Mutton Grove at 6.45, and returned to her station at 6.55.

No. 7 Life-boat Area

Poole, Dorset – At 1.20 a.m. on 6th April, 1969, the coastguard informed the honorary secretary that red flares had been sighted off Studland bay. The life-boat *Bassett Green* slipped her moorings in a fresh to strong north easterly breeze with a rough sea. The tide was ebbing. The life-boat came up with the catamaran *Karina II*, with a crew of two on board, half a mile south of Poole bay. Her engine had broken down and her rudder was damaged. The life-boat took her in tow to Poole, returning to her station at 4 o'clock.

No. 8 Life-boat Area

Holyhead, Anglesey – At 5.35 a.m. on 17th April, 1969, the coastguard informed the honorary secretary that a sick man aboard the m.f.v. *Deeside* required hospital treatment. The life-boat *St. Cybi* (*Civil Service No. 9*) was launched at 6.11. It was shortly after low water. The life-boat came up with the fishing vessel one mile north of the Holyhead breakwater and the sick man was taken aboard. He was landed at Holyhead where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 7 o'clock.

Porthdinllaen, Caernarvonshire – On 30th April, 1969, as the life-boat was about to launch on exercise, the coastguard reported that a fishing

vessel appeared to be in difficulties three miles north west of Porthdinllaen point. The life-boat *Cunard*, on temporary service at the station, was launched at 5.30 p.m. The tide was flooding. She came up with the motor fishing vessel *Glengary*, with two men on board, at 6 o'clock. Her engine had broken down and her radio telephone was not working. The life-boat took the fishing vessel in tow to Caernarvon, and returned to her station at 11.45.

IRB LAUNCHES

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

No. 2 Life-boat Area

Broughty Ferry, Angus – At 11.3 a.m. on 13th April, 1969, the coastguard reported that a dinghy with two boys on board was in difficulties in Invergowrie bay. At 11.8 a.m. the IRB was launched in a strong westerly breeze with a rough sea. It was two hours before high water. She came up with the dinghy and took the two boys on board. They were landed safely on shore, and the IRB returned to her station at 12.15 p.m.

No. 4 Life-boat Area

West Mersea, Essex – At 1.50 p.m. on 5th April, 1969, it was learnt that a small sailing dinghy had capsized off Victoria esplanade. At 1.53 p.m. the IRB was launched in a strong north easterly breeze with a choppy sea. It was one hour after high tide. When she came up with the dinghy it was found that a young man had been rescued by a speedboat, but his father was floating unconscious in the water. He was taken aboard the IRB and a member of the crew successfully applied mouth-to-mouth resuscitation while returning to the shore. On arrival, an ambulance was waiting to take the rescued man

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st March to 31st May: Launches 470, lives saved 228

to hospital. The IRB returned to her station at 2.10.

Southend-on-Sea, Essex – At 1.56 p.m. on 4th April, 1969, the honorary secretary learnt that a yacht had capsized half a mile east of the pier. A crew of three were clinging to the yacht. The IRB was launched two minutes later in a fresh north easterly breeze with a moderate sea. The tide was flooding. The yacht, which had been righted, capsized again. The crew were taken on board the IRB, and the yacht was taken in tow by another boat. The tow was later transferred to the IRB, and the yacht was beached safely at Southend. The IRB returned to her station at 2.50.

At about three o'clock on the afternoon of 6th April, 1969, the coastguard reported that a motor boat with two people on board had lost her rudder and was drifting five miles west south west of Southend-on-Sea. At 3.6 the IRB was launched in a strong north easterly wind with a rough sea. It was high water. When she came up with the motor boat the crew were taken on board. They were later landed at Canvey, and the IRB returned to her station at 4.15 p.m.

At 10.30 a.m. on 13th April, 1969, a motor dinghy was seen to be in difficulties under the pier. The IRB was launched immediately in a fresh north westerly wind with a rough sea. It was one hour before high water. She found that a man aboard the dinghy was holding on to the pier piles in order to prevent the dinghy from drifting out of control. He was accompanied by a small boy who was taken on board the IRB and

landed. The IRB then took the dinghy with the man aboard in tow to harbour, and returned to her station at 10.45.

At 11.11 a.m. on 13th April, 1969, the coastguard informed the honorary secretary that a yacht with two people on board had capsized off Barge pier, Shoeburyness. At 11.14 the IRB was launched in a fresh north westerly wind with a moderate sea. It was high water. At 11.20 the IRB came up with the yacht and took her in tow to the pier, returning to her station at 11.45.

No. 5 Life-boat Area

Eastney, Hampshire – At 1.38 p.m. on 6th April, 1969, the coastguard reported that an outboard dinghy with two people on board had broken down off Hayling ferry pontoon. The IRB was launched at 1.40 in a strong north easterly wind with a rough sea. The tide was flooding. The IRB reached the dinghy and took her crew on board, and the dinghy was taken in tow. The dinghy and her crew were landed safely at the pontoon, and the IRB returned to her station at 1.55.

Littlehampton, Sussex – At 3.30 p.m. on 4th April, 1969, the coastguard informed the honorary secretary that a cabin cruiser with two people on board was in difficulties about a quarter of a mile south of Ferring. The IRB was launched two minutes later in a strong north easterly breeze with a moderate sea. The tide was ebbing. She came up with the cabin cruiser five miles east south east of Littlehampton and took her in tow to harbour. On reaching Littlehampton

the tow was transferred to a local fishing boat, and the IRB returned to her station at 5.50.

Selsey, Sussex – At 2.11 p.m. on 6th April, 1969, the coastguard reported that a small dinghy with a man on board was drifting out to sea. The IRB was launched at 2.19 in a fresh north easterly wind with a moderate sea. It was high water. At 2.38 the IRB came up with the dinghy which was partially submerged with her stern under water. The man on board was transferred to the IRB and the dinghy was taken in tow to the marine beach, Selsey. The IRB returned to her station at 3.10.

Margate, Kent – At 1.5 p.m. on 20th April, 1969, the life-boat coxswain told the honorary secretary that a small speed boat was in difficulties off Nayland rocks. The IRB was launched at 1.7. It was two hours before high water. She came up with the dinghy half a mile west of Margate pier. Her engine had broken down and the single crewman was endeavouring to paddle ashore with his hands. As it was not possible to fix a tow line to the dinghy she was held fast alongside the IRB and drawn slowly to the slipway at Margate harbour. The IRB boat returned to her station at 1.35.

No. 6 Life-boat Area

Lyme Regis, Dorset – At 10.30 a.m. on 20th April, 1969, while the IRB was on exercise, the helmsman saw the crew of a cabin cruiser waving and trying to attract attention. The IRB came up with the cabin cruiser three quarters of a mile south of Lyme Regis. Her engine had broken down. The *Presgold*, with a crew of two, was taken in tow to Lyme Regis, and the IRB returned to her station at 11.30. A donation was made to the Institution's funds.

Exmouth, Devon – At 11.30 a.m. on

4th April, 1969, the coastguard told the honorary secretary that a small boat with two people on board had capsized outside Pole sands near the Western Way. The IRB was launched at 11.40 in a light south easterly breeze with a corresponding sea. It was three hours after high water. She found the crew clinging to the up-turned boat. They were taken aboard the IRB suffering from exposure and shock. They were landed at Exmouth where an ambulance was waiting to take them to hospital. The IRB returned to her station at 12.30 p.m.

Torbay, Devon – At 6.23 p.m. on 4th April, 1969, it was learnt that a small boat was in difficulties off Goodrington sands. The IRB was launched at 6.30 in a strong south easterly breeze with a moderate sea. The tide was flooding. The IRB came up with the speedboat *Shakespeare* with three people on board. She had lost her propeller. She was taken in tow to Torquay and the tow was later transferred to a local fishing boat. The IRB returned to her station at 7.20.

No. 7 Life-boat Area

Borth, Cardiganshire—At 4.20 p.m. on 20th April, 1969, a woman advised a member of the IRB crew of her concern at the delay in the return of a dinghy with two men on board. At 4.25 the IRB was launched. The tide was ebbing. The IRB found the dinghy one mile south west of the station with her engine broken down. The dinghy was taken in tow to Borth, and the IRB returned to her station at 4.45.

Morecambe, Lancashire – At 1.45 p.m. on 6th April, 1969, the IRB was launched on exercise and while she was at sea the crew saw a catamaran which was in difficulties under the promenade wall. There was a strong north easterly wind with a heavy swell. It was one hour after high

water. The IRB went to the help of the catamaran *Starkers* which was being pounded against the wall. The IRB took her in tow to the yacht club slipway, and returned to her station at 3.30.

Abersoch, Caernarvonshire – At 1.5 p.m. on 5th April, 1969, news was received that a sailing dinghy with three people aboard had capsized one mile east of Abersoch. At 1.9 the IRB was launched in a fresh easterly wind with a choppy sea. It was high water. The IRB came up with the dinghy, picked up the three survivors and towed the dinghy back to shore. She returned to her station at 1.155.

MAY

No. 1 Life-boat Area

Wick, Caithness – At 10 a.m. on 15th May, 1969, the coastguard informed the honorary secretary that the fishing boat *Alpha* was in difficulties just offshore at the south head of Wick bay. The life-boat *Sir Godfrey Baring* was launched at 10.10. It was two hours before high water. The life-boat came up with the fishing boat, with two men on board, whose engine had failed. The life-boat took her in tow to Wick harbour, and returned to her station at 11 o'clock.

No. 4 Life-boat Area

Clacton-on-Sea, Essex – At 1.31 p.m. on 26th May, 1969, news was received that a yacht had capsized two miles off shore. At 1.57 the life-boat *Valentine Wyndham-Quin* was launched in a fresh south westerly breeze and a rough sea. It was low water. The life-boat came up with the yacht, but found she was able to proceed without assistance. The life-boat was then directed by the coastguard to another yacht reported in difficulties off Frinton, but this was

also found to be under control. The life-boat was then diverted to a yacht on Gunfleet sands. She came up with the yacht *Malianne* at 3.37. The yacht had lost her sail and her engine had broken down. Two of her crew were taken on board the life-boat, and with the remaining two still on board the yacht was towed to Brightlingsea. Because of the weather conditions the life-boat was moored at Brightlingsea at 6.50. She returned to her station on 28th May.

Southend-on-Sea, Essex – At 8.53 p.m. on 18th May, 1969, the coastguard reported that a motor boat, on passage between West Mersea and East Shoebury, was overdue. The m.v. *City of Capetown* reported sighting a boat aground on the Maplin sands. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, was launched at 9.20 in a moderate breeze with a corresponding sea. It was three hours after high water. The life-boat found the motor boat *Andante* on the Maplin sands. Her engine had broken down. The four people on board were rescued, and the yacht was taken in tow to Southend-on-Sea. The life-boat returned to her station at 1.15 a.m.

No. 5 Life-boat Area

Life-boat 40-001 at Sheerness, Kent – At 5.35 a.m. on 26th May, 1969, the coastguard informed the honorary secretary that a motor boat was aground off Stoke Saltings, west of the Isle of Grain. At 5.45 the life-boat slipped her moorings in a strong west south westerly wind with a moderate sea. The tide was flooding. The life-boat found that the motor boat *We Three* had sunk, and that her owner was marooned on the island. The patrol boat *Medway Leader*, which was standing by, had launched a small dinghy, but due to the thick mud surrounding the island, was unable to reach the man. A member



by courtesy of] [Evening Argus

Lady Sarah Fitzalan-Howard at the wheel of the new Selsey, Sussex, life-boat—a 48-foot 6-inch Oakley—accompanied by Coxswain Ron Arnell.

of the life-boat crew then took the dinghy and reached the man, who was in a very distressed condition. He was persuaded to enter the dinghy and was transferred to the life-boat. The life-boat returned to her station at 7.30.

Dover, Kent – At 7.40 a.m. on 26th May, 1969, Dover harbour board control tower informed the honorary secretary that a yacht was in difficulties two and a half miles south west of Dover. At 7.55 the life-boat *Faithful Forester* slipped her moorings in a west south westerly wind of near gale force. The sea was rough and it was one hour after high water. The life-boat came up with the yacht *Lora*, with a crew of four on board,

which had collided with an unidentified vessel and was out of control. The life-boat took her in tow to Dover and returned to her station at 9.30.

Shoreham Harbour, Sussex – At 9 p.m. on 25th May, 1969, the coast-guard told the honorary secretary that red flares had been sighted six to eight miles south south west of Shoreham. At 9.7 the life-boat *Dorothy and Philip Constant* was launched. It was two hours after high water. The life-boat made for the reported position, and after sighting further flares came up with the fishing boat *Tarka 11*. There was a crew of two on board, and her engine had broken down. The life-boat took

her in tow to Shoreham, and returned to her station at 11.35.

Bembridge, Isle of Wight – At 4.43 p.m. on 1st May, 1969, a local resident told the honorary secretary that a yacht was firing flares about one mile east of the life-boat station. At 4.54 the life-boat *Jesse Lumb* slipped her moorings in a moderate east north easterly breeze with a corresponding sea. It was low water. She came up with the yacht *Blue Bell* with two people on board. Her engine had broken down and her crew were unable to trim the rigging. The yacht was taken in tow to Bembridge, and the life-boat returned to her station at 5.36.

Ramsgate, Kent – At 4.55 p.m. on 25th May, 1969, the east pier watchman told the honorary secretary that a sailing dinghy had capsized in Pegwell bay. The life-boat *Michael and Lily Davis* slipped her moorings at 5.5 in a fresh east north easterly wind and a moderate sea. The tide was flooding. She came up with the dinghy two miles west south west of Ramsgate. The crew of two, who were clinging to the overturned boat, were taken on board the life-boat, and the dinghy was taken in tow to harbour. The life-boat returned to her station at 5.31.

At 1 a.m. on 17th May, 1969, it was reported that a red flare had been sighted three to four miles from Deal coastguard lookout. The life-boat *Michael and Lily Davis* slipped her moorings at 1.19. The tide was ebbing. At 1.44 the life-boat came up with the cabin cruiser *Secunda*, with three people on board, abreast of Dumpton Gap. She was adrift and sinking. The yacht *Alda* was standing by her. The *Secunda* was towed to Broadstairs and moored alongside the jetty where the fire brigade pumped her out. The life-boat escorted the yacht *Alda* back to Ramsgate, and returned to her station at 2.46.

No. 6 Life-boat Area

Padstow, Cornwall – At 7.12 p.m. on 2nd May, 1969, the coastguard informed the honorary secretary that a small boat was firing red flares one mile north of the life-boat station. At 7.45 the life-boat *James and Catherine Macfarlane* was launched in a moderate south easterly breeze with a corresponding sea. It was high water. The life-boat came up with the yacht *Rosemary*, with two people on board, south of Gulland rock. Her engine had broken down. She was taken in tow to Padstow. The life-boat returned to her station at 9.15.

Penlee, Cornwall – At 10.40 p.m. on 17th May, 1969, news was received that a yacht had engine failure five miles east of Runnelstone buoy. At 10.50 the life-boat *Thomas McGunn*, on temporary duty at the station, was launched. It was low water. The life-boat went to the position given and requested the yacht to show a searchlight as there were numerous ships in the area. The searchlight was seen and the life-boat came up with the yacht *Silver Thistle*, with a crew of three on board, seven miles south west of Tater Due. She was taken in tow to Newlyn, and the life-boat returned to her station at 2.40 a.m.

No. 7 Life-boat Area

Tenby, Pembrokeshire – On 21st May, 1969, the reserve life-boat *Crawford and Constance Conybeare*, on temporary duty at the station, slipped her moorings to go to the help of a boy who had fallen over the cliff at Manorbier. A full account of this service, for which a framed letter of thanks signed by the Chairman of the Institution was sent to the coxswain and crew, appears on page 672.

IRB LAUNCHES

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

No. 2 Life-boat Area

Port St. Mary, Isle of Man – At 1 p.m. on 31st May, 1969, a member of the life-boat crew reported that a sailing dinghy was in difficulties one and a half miles east south east of the station. The IRB was launched at 2.30 in a strong north westerly wind with a choppy sea. The tide was ebbing. The dinghy was found waterlogged and drifting with her crew of two in an exhausted condition. They were taken aboard the IRB and the dinghy was taken in tow to Port St. Mary. The IRB returned to her station at 3.15.

Queensferry, West Lothian – At 3.40 p.m. on 24th May, 1969, the IRB had just returned from a previous service to a group of capsized dinghies when a sailing dinghy capsized. The IRB was immediately launched in a fresh easterly wind and a moderate sea and swell. The tide was flooding. The IRB crew helped the dinghy's crew to right their craft, and then went to the cabin cruiser *Q-Vee* which was in difficulties near the Port Edgar breakwater. When the IRB arrived on the scene a small boat with an outboard motor was attempting to tow the *Q-Vee*, which had two people aboard, away from the breakwater. The IRB took the line from the motor boat and towed the cruiser clear. The IRB stood by until the cruiser's engine was started, and then returned to the sailing dinghy, which was being towed by a small dinghy. She escorted these dinghies to North Queensferry. The crew of the IRB then noticed that the *Q-Vee* had broken down again and was drifting. She towed her to North Queensferry, and after a final search of the area to ensure that no further help was required returned to her station at 5 o'clock.

At 2.45 p.m. on 24th May, 1969, the honorary secretary noticed that several sailing dinghies had capsized simultaneously. The IRB was launched at 2.50 in a fresh easterly wind and a moderate sea and swell. It was low water. She went to dinghy no. 1116 which had capsized and took aboard the two crewmen. From there she went to dinghy no. 1073 and assisted the crew to right her and recover her rudder and tiller. The IRB then returned to dinghy no. 1169 which had earlier declined assistance. Her crew had been unable to right her, so the IRB took the two men aboard and landed them. It was then noticed that dinghy no. 1073 had again capsized. The IRB went to her, took her two crewmen aboard and also landed them. A man was then sighted in the water to the south of the pier who, it transpired, had been swept away from dinghy no. 593 when she capsized. He was taken aboard the IRB which found and righted the dinghy. The IRB returned to her station at 3.37 and landed the survivor

No. 5 Life-boat Area

Margate, Kent – At 11.55 a.m. on 26th May, 1969, information was received that a dinghy was in difficulties half a mile west of Margate pier. The IRB was launched at 12.2 in a light to moderate westerly breeze and a corresponding sea. The tide was ebbing. The IRB came up with the dinghy which contained two men. The dinghy's engine had broken down and the men, who were trying to row the boat ashore, were being swept out to sea by weather and tide. The IRB took the dinghy in tow to Infirmary bay and returned to her station at 12.35 p.m.

Eastbourne, Sussex – At 4.20 p.m. on 9th May, 1969, it was learnt that a small boat, with three people on board, had broken down east of Langney point, and a speedboat had

also broken down in Pevensey bay. The IRB was launched at 4.35 in a fresh westerly wind with a corresponding sea. It was one hour before high water. She made for the small boat, which had lost her anchor. The crew of three, who were anglers, were taken on board and their boat towed to Eastbourne. In the meantime it was reported that the speedboat had been repaired and no help was required. The IRB returned to her station at 5.30.

At 8.50 p.m. on 28th May, 1969, the coastguard informed the honorary secretary that two boys cut off by the tide had unsuccessfully tried to scale Beachy head. A fireman had descended the cliff with rescue equipment but the boys were too frightened to make use of it. At 9 o'clock the IRB was launched. It was high water. The IRB anchored at the foot of Beachy head and took the boys on board as they were lowered down the cliff. As the IRB returned to Eastbourne and landed the two boys, information was received of another incident in which a woman had fallen over a nearby cliff but, by the time the IRB arrived on the scene, she had been found by other rescue organisations. The IRB returned to her station at 10.5.

Shoreham Harbour, Sussex – At 1.28 p.m. on 26th April, 1969, the coastguard told the life-boat's motor mechanic that several sailing dinghies had capsized at the harbour mouth and another one near the sewer buoy off Southwick. The IRB was launched at 1.34 in a strong south westerly wind with a corresponding sea. It was low water. She made for the position indicated and took aboard a girl who was attempting to swim ashore. The girl told the crew of the IRB that her crewman could not swim and was clinging to the dinghy. The IRB took him aboard and then went to the help of other sailing dinghies which had also capsized.

Four more people were rescued before the arrival of the Sussex yacht club rescue boat. Having ascertained that all the remaining crews were safe, the IRB returned to her station and landed the six survivors at 2.28.

At 6.46 p.m. on 23rd May, 1969, the coastguard reported that the sailing dinghy *Seabird* had capsized a quarter of a mile south west of the harbour entrance. At 6.52 the IRB was launched in a fresh east by north wind with a corresponding sea. The tide was ebbing. The IRB found the dinghy with her crew of three clinging to the hull. They were taken on board the IRB and the dinghy was taken in tow to harbour. The IRB returned to her station at 7.18.

Hastings, Sussex – At 6.5 p.m. on 10th May, 1969, news was received that a yacht had capsized one mile south of Bexhill. The IRB was launched at 6.12 in a moderate westerly wind with a corresponding sea. It was one hour before high water. She carried out a search and found the catamaran *Minanim* with four people clinging to her. The IRB took the four survivors aboard and returned to her station at 8.4 where food, dry clothing and accommodation were provided.

On 25th May, 1969, the coastguard informed the honorary secretary that two men had fallen over the cliff 300 yards east of Ecclesbourne Glen. The IRB was launched at 6.35 p.m. It was high water. The two men were taken aboard the IRB and landed at Hastings where an ambulance was waiting to take them to hospital. The IRB returned to the area to pick up two of her own crew together with some members of the C.R.E. company who were also present at the scene. These men were landed at Hastings, and the IRB returned to her station at 9.5.

Eastney, Hampshire – At 10.43 a.m. on 18th May, 1969, the harbour master told the honorary secretary that a sailing dinghy had capsized one mile south south east and was drifting towards No Man's Land fort. The IRB was launched at 10.46 a.m. in a light gusting to strong north westerly wind with a moderate sea. It was three hours after low water. She found that a yacht had taken the dinghy in tow but the IRB was asked to take over the tow from her. After bailing out the sailing dinghy, an IRB crewman was put aboard to assist the dinghy skipper into the IRB where he collapsed. The dinghy was then towed alongside the IRB to moorings. Meantime the coastguard was requested by radio to have an ambulance standing by. At 1.15 p.m. the IRB returned to her station.

Littlehampton, Sussex – At 3.10 p.m. on 10th May, 1969, the honorary secretary learnt that a sailing dinghy appeared to be in difficulties off the first groyne to the east of the harbour entrance. The IRB was launched at 3.11 in a fresh to strong south westerly wind and a rough short sea. It was three hours after low water. She found the dinghy. Her owner, however, informed the crew of the IRB that he could manage to beach his craft and did not require assistance. The IRB was about the return to her station when a member of her crew sighted the dinghy *Black Knight*, which had overturned on the Knob bank, about half a mile to the east of Littlehampton harbour entrance. When the IRB reached the scene two members of her crew had to go overboard into the surf to help right the dinghy. A line was then secured, and with her owner and his crew on board the *Black Knight* was towed back to harbour. As the IRB reached her station the coastguard reported that a dinghy had overturned a mile and a half east south east of the harbour entrance. The IRB made for the spot but when

she arrived it was seen that the dinghy, whose crew were safe, were about to beach her. A larger yacht then hailed the IRB and requested that she take ashore two members of the crew of the sailing dinghy *Holy Joe* who were suffering from exposure. Help was also asked for several capsized dinghies. The IRB finally returned to her station at 4.48 p.m.

No. 6 Life-boat Area

St. Ives, Cornwall – At 12.20 p.m. on 10th May, 1969, the IRB was returning from an exercise when a member of the crew saw a motor boat displaying distress signals about one mile north north east of St. Ives head. The IRB made for the motor boat *Dolphin* in a moderate to fresh south south easterly wind and a corresponding sea. It was one hour before high water. She found that the *Dolphin's* engine was out of action due to a broken gear. The IRB towed the motor boat, which had four men and a boy on board, to St. Ives harbour, returning to her station at 12.45.

St. Agnes, Cornwall – At 6.52 p.m. on 4th May, 1969, the coastguard told the honorary secretary that two young people had been seen at the foot of the cliffs at Star beach. The tide was still rising and they had attempted to climb the cliff but had not been able to do so. The IRB was launched at 6.55 in a light south westerly breeze with a calm sea. It was four and a half hours after low water. When she reached the position it was found that the beach was covered by the sea. Although a two to three foot ground swell was running the young couple were taken off the rocks at the base of the cliff. They were landed at St. Agnes, and the IRB returned to her station at 7.5.

No. 7 Life-boat Area

The Mumbles, Glamorganshire – At 3.49 p.m. on 27th May, 1969, the

coastguard reported that two men were marooned on a sandbar near Black Pill. At 3.54 the IRB was launched. The tide was flooding. The IRB found the two men, who had been fishing, a mile and a half north of the station. They were taken on board and landed on a nearby beach. The IRB returned to her station at 4.49.

Borth, Cardiganshire – At 6.23 p.m. on 29th May, 1969, the honorary secretary saw a small pram dinghy being carried by wind and tide towards Ynyslas sandbanks where there was a heavy breaking swell. The IRB was launched at 6.23 in a moderate south easterly wind and a choppy sea. The tide was flooding. As the dinghy's engine had broken down a line was secured and the IRB towed her back to the shore. The IRB returned to her station at 7 o'clock.

No. 8 Life-boat Area

Llandudno, Caernarvonshire – At 4.25 p.m. on 7th May, 1969, the coastguard informed the honorary secretary that a trimaran with two adults and two children on board had dragged anchor and had run under the pier. The IRB was launched at 4.30. It was two hours after high water. The trimaran was taken in tow to the beach. At 5 o'clock it was reported that an inflatable dinghy with eight men on board was in difficulty off the lighthouse. The ebb tide was taking the craft out to sea. Her engine had failed. The IRB took the dinghy in tow to the beach, and returned to her station at 7 o'clock.

At 6.10 p.m. on 24th May, 1969, the honorary secretary received information that a boy was reported to have fallen over a cliff near the Great Orme lighthouse. The IRB was

launched at 6.15. It was high water. The boy, who was found standing on a rock, had fallen some 70 feet into the sea and was in a bad state. He was taken aboard the IRB and landed at Llandudno where an ambulance was waiting to take him to hospital. The IRB returned to her station at 6.45.

Conway, Caernarvonshire – At 11 p.m. on 17th May, 1969, it was reported that flares had been sighted close to the Perch light. The IRB was launched at 11.5 in a strong north westerly wind with a moderate swell. The tide was flooding. Five minutes later the IRB came up with the sailing cruiser *Doudle* with two men and a four-year-old boy on board. One of the men was injured and the cruiser was becoming unmanageable through carrying too much sail. A member of the IRB crew was put aboard and helped to bring the cruiser into harbour with the IRB standing by. On arrival at Conway the injured man was treated by a doctor and taken to hospital. The IRB returned to her station at midnight.

Abersoch, Caernarvonshire – At 4 p.m. on 28th May, 1969, the wife of the owner of the motor cruiser *Tu Gay* informed the honorary secretary that she had seen the motor cruiser, with her husband and a companion on board, drifting in Abersoch roads. The IRB was launched at 4.3 p.m. in a moderate to fresh south easterly wind and a choppy sea. It was four and a half hours after low water. The IRB found the *Tu Gay* and learnt that her engine had broken down. The IRB towed her to the beach, and her crew were helped ashore. The crew of the IRB then noticed a small speedboat awash and in imminent danger of sinking. The IRB immediately went to her assistance and towed her ashore. She then returned to her station, arriving at 5.5.

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 688, 691, 698, the following launches on service were made during the months March, April and May 1969, inclusive:

Aberdeen – March 19th and April 14th.
Amble, Northumberland – April 1st and 21st.
Angle, Pembrokeshire – March 27th and May 18th (twice).
Arbroath, Angus – March 13th and 18th.
Arklow, Co. Wicklow – May 3rd.
Ballycotton, Co. Cork – May 24th.
Barmouth, Merionethshire – May 11th.
Barry Dock, Glamorganshire – March 12th, April 12th, 13th, 14th, May 22nd, 23rd, 28th and 29th.
Beaumaris, Anglesey – April 22nd.
Bembridge, Isle of Wight – May 11th.
Bridlington, Yorkshire – April 12th and 21st.
Buckie, Banffshire – April 20th and May 18th.
Caister, Norfolk – May 2nd.
Clacton-on-Sea, Essex – April 2nd, 26th and May 30th.
Cloughy-Portavogie – March 10th and 11th.
Courtmacsherry Harbour, Co. Cork – April 21st.
Coverack, Cornwall – May 12th.
Cromer, Norfolk – May 3rd, 10th and 21st.
Donaghadee, Co. Down – March 9th, 17th and April 7th.
Dungeness, Kent – April 5th and 13th.
Dun Laoghaire, Co. Dublin – March 27th and 30th.
Exmouth, South Devon – April 4th, 20th and May 22nd.
Falmouth, Cornwall – April 22nd and May 29th.
Filey, Yorkshire – April 21st.
Flamborough, Yorkshire – April 24th.
Fleetwood, Lancashire – May 31st.
Fraserburgh, Aberdeenshire – May 14th.
Galway Bay, Co. Galway – May 3rd, 27th, April 13th, May 5th, 8th, 23rd and 27th.
Girvan, Ayrshire – April 6th.
Great Yarmouth and Gorleston, Norfolk – April 18th and May 2nd.
Harwich, Essex – March 19th.
Hastings, Sussex – April 30th and May 10th.
Holyhead, Anglesey – March 13th, 21st, 23rd, April 6th (twice) and May 11th.
Howth, Co. Dublin – March 27th, April 4th and 8th.
Hoylelake, Cheshire – May 25th.
Humber, Yorkshire – March 20th, April 3rd, 8th, 20th, May 1st and 27th.
Ilfracombe, North Devon – March 22nd.
Kirkcubright – March 26th and April 20th.
Lerwick, Shetland – April 18th.
The Lizard – Cadgwith, Cornwall – May 12th.
Llandudno, Caernarvonshire – May 29th.
Longhope, Orkney – March 17th.
Lowestoft, Suffolk – March 1st and May 2nd.
Mallaig, Inverness-shire – April 2nd, 16th, May 16th and 23rd.
Margate, Kent – March 9th, 31st, April 9th and 22nd.
Minehead, Somerset – May 1st.
The Mumbles, Glamorganshire – March 12th and 23rd.
Newbiggin, Northumberland – April 12th.
New Brighton, Cheshire – May 25th and 31st.
Newcastle, Co. Down – March 10th and 20th.
Newhaven, Sussex – April 5th, 6th and May 12th.
New Quay, Cardiganshire – March 11th.
North Sunderland, Northumberland – May 17th.
Padstow, Cornwall – April 8th and May 12th.
Penlee, Cornwall – March 19th, April 15th and May 20th.
Peterhead, Aberdeenshire – March 14th and May 13th.
Plymouth, Devon – April 5th, May 11th and 24th.
Poole, Dorset – April 4th.
Portpatrick, Wigtownshire – April 6th.
Ramsey, Isle of Man – May 18th.

Ramsgate, Kent – March 24th, April 19th, 22nd, 26th, May 13th and 26th.
Redcar, Yorkshire – March 4th and May 9th.
Rhyl, Flintshire – April 7th.
St. Helier, Jersey – March 28th, April 4th, 6th, May 5th, 7th and 17th.
St. Ives, Cornwall – March 9th and 10th.
St. Mary's, Scilly Isles – March 19th, April 21st, 25th and May 9th.
St. Peter Port, Guernsey – April 4th and May 14th.
Salcombe, Devon – April 6th.
Scarborough, Yorkshire – April 24th and May 18th.
Selsey, Sussex – March 14th, April 13th and 27th.
Sennen Cove, Cornwall – May 12th.
Sheringham, Norfolk – May 5th and 25th.
Shoreham Harbour, Sussex – May 17th and 26th.
Skegness, Lincolnshire – April 20th.
Southend-on-Sea, Essex – March 31st, April 3rd and 5th.
Stornoway, Outer Hebrides – March 5th, 16th and April 23rd.
Stromness, Orkney – March 18th.
Stronsay, Orkney – March 18th and May 23rd.
Swanage, Dorset – April 5th, 27th, May 11th and 16th.
Teesmouth, Yorkshire – March 20th.
Tenby, Pembrokeshire – March 22nd, 29th, May 6th and 21st.
Thurso, Caithness – March 18th, 22nd, April 30th and May 3rd.
Torbay, Devon – May 25th and 28th.
Troon, Ayrshire – April 12th and May 3rd.
Tynemouth, Northumberland – March 13th and 14th.
Valentia, Co. Kerry – April 10th.
Walmer, Kent – March 14th, April 6th and 27th.
Walton and Frinton, Essex – March 15th, April 5th and 13th.
Wells, Norfolk – May 21st.
Weston-super-Mare, Somerset – March 12th.
Weymouth, Dorset – March 26th, April 4th and 5th.
Whitby, Yorkshire – May 3rd.
Wick, Caithness – March 3rd.
Wicklow – April 6th.
Workington, Cumberland – March 20th, 31st and April 16th.
Yarmouth, Isle of Wight – May 11th.
Life-boat 40-001 – March 4th, 6th, 17th (3 times) 18th, 23rd and 25th.
Life-boat 70-001 – March 16th, 22nd, April 18th, 28th, May 2nd, 16th and 25th.
Life-boat 70-002 – March 6th, 17th, 27th, April 3rd, 12th, 15th, May 5th and 17th.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 690, 695 and 701, the following launches on service were made during the months March, April and May 1969, inclusive:

Aberdovey, Merionethshire – April 5th.
Abersoch, Caernarvonshire – May 18th.
Aberystwyth, Cardiganshire – March 20th, April 6th, 24th, 27th and May 11th.
Arbroath, Angus – May 18th and 28th.
Atlantic College, Glamorganshire – April 6th (twice) and May 2nd (five times).
Bangor, Co. Down – April 8th and May 31st.
Barmouth, Merionethshire – April 30th, May 11th, 25th and 27th.
Beumaris, Anglesey – May 29th and 30th.
Bridlington, Yorkshire – April 10th, 18th and May 26th.
Broughty Ferry, Angus – March 1st, 5th, April 4th, 15th, 27th and May 24th.
Bude, Cornwall – May 6th.
Clacton-on-Sea, Essex – May 13th and 26th.
Conway, Caernarvonshire – March 16th and May 10th.
Criccieth, Caernarvonshire – March 20th.
Cullercoats, Northumberland – April 29th.
Eastbourne, Sussex – April 9th, May 11th, 24th and 25th.
Eastney, Hampshire – April 6th, 20th, May 4th and 29th.
Exmouth, Devon – April 4th, 21st, May 17th, 24th and 28th.
Filey, Yorkshire – May 27th.
Flint – March 22nd.
Great Yarmouth and Gorleston, Norfolk – April 27th.

Hartlepool, Co. Durham – April 19th and May 20th.
Harwich, Essex – May 24th and 26th (twice).
Hastings, Sussex – April 7th, 30th and May 18th.
Helensburgh, Dumbartonshire – April 10th (twice).
Horton and Port Eynon, Glamorganshire – April 13th.
Kinghorn, Fife – May 18th and 30th.
Littlehampton, Sussex – April 4th, 7th and May 31st.
Littlestone-on-Sea, Kent – April 13th.
Llandudno, Caernarvonshire – March 21st, April 9th and May 27th.
Lyme Regis, Dorset – April 7th, May 26th, 28th and 30th.
Lyme Regis, Dorset (17-002) – April 27th and May 26th.
Mablethorpe, Lincolnshire – May 4th.
Margate, Kent – April 9th and May 26th.
Moelfre, Anglesey – May 26th.
Morecambe, Lancashire – April 17th, May 12th and 25th.
Mudford, Hampshire – March 15th, May 4th and 28th.
Newquay, Cornwall – March 20th (twice), April 30th, May 1st and 9th.
North Berwick, East Lothian – May 22nd and 25th.
Poole, Dorset – April 6th.
Poole, Dorset (18-03) – May 30th.
Porthcawl, Glamorganshire – April 6th and May 25th.
Port Isaac, Cornwall – April 8th and May 26th.
Pwllheli, Caernarvonshire – April 6th and May 30th.
Queensferry, West Lothian – April 20th and May 6th.
Redcar, Yorkshire – May 9th and 29th.
Rye Harbour, Sussex – April 5th and 30th (twice).
St. Ives, Cornwall – April 7th, 10th and May 30th.
Selsey, Sussex – April 13th.
Shoreham Harbour, Sussex – April 5th, May 17th, 25th, 26th and 29th.
Skegness, Lincolnshire – May 26th.
Southend-on-Sea, Essex – April 3rd, 4th (twice), 5th, 11th, 13th, 17th, 20th, 24th, May 12th, 17th, 18th and 26th.
Southwold, Suffolk – April 4th and May 9th.
Torbay, Devon – April 5th and May 21st.
Tramore, Co. Waterford – March 8th, May 17th and 30th.
Tre-Arddur, Bay, Anglesey – May 31st.
Tynemouth, Northumberland – May 11th and 18th.
Walmer, Kent – April 6th and May 24th.
West Kirby, Cheshire – March 23rd, April 12th, May 17th and 18th.
West Mersea, Essex – May 11th, 25th and 31st.
Whitby, Yorkshire – May 6th and 29th.
Whitstable, Kent – March 28th, April 1st, 4th, 12th, May 11th, 26th and 27th.
Yarmouth, Isle of Wight – May 16th.

BOOK REVIEWS

● With the publication of Derek Wood and Derek Dempster's revised book, *The Narrow Margin* (Arrow Books, 25s.), on which the screenplay of the epic film, *The Battle of Britain*, is based, some of those who were actively engaged may well remember the part played by the life-boats of the R.N.L.I.

During the period of the Battle of Britain—10th July to 31st October, 1940—life-boats from the mouth of the Humber to Weymouth were launched to friendly and enemy aeroplanes over 100 times.

The Narrow Margin makes several references to the good work done by life-boats, and states for 3rd September, 1940, that "One of the pilots from 603 Squadron shot down . . . was P/O Richard Hillary, later to write the best-seller *The Last Enemy*. His cockpit in flames, Hillary had difficulty in getting the Spitfire's hood open. When at last he succeeded he fell, badly burned, into the sea. After over an hour of pain and misery he, like so many other pilots, was picked up by an R.N.L.I. life-boat, the *J. B. Proudfoot*, on temporary duty at Margate."

Very soon the Margate life-boat crew learnt that the rescued pilot, whose

condition was very critical, was of the family of Sir William Hillary who founded the R.N.L.I. in 1824.

At the height of the Battle of Britain, when public feeling was running high, some pressure was brought on the R.N.L.I. to leave enemy airmen to die in the sea. But when the Institution was founded it was laid down "that the subjects of all nations be equally objects of the Institution as well in war as in peace".—C.R.E.

● From William T. Baker comes a booklet, *They Took the Life-boat Up the Mountainside* and the *Lynmouth Flood Disaster*, price 4s., including postage. Copies are obtainable from the author at 12 Abbey Road, Barnstaple, Devon. Mr. Baker, whose study is well illustrated, describes the famous Porlock service of 1899 and the flood disaster of 1952. He suggests that the life-boatmen who took part in the Porlock feat should be honoured, even at this late date. Mr. Baker writes: 'The R.N.L.I.'s highest decoration, their gold medal, should be awarded to cover the whole crew. . . . The twin villages should erect on the front at Lynmouth an ornate statue of a life-boatman looking seawards, the inscription to read "We'll launch from Porlock"—four words immortalised in life-boat history.'

● To commemorate their centenary—the life-boat station was established in 1869—Port Isaac have published a booklet, *The Port Isaac Life-boat*, price 3s., including postage, edited by Mr. R. M. Harris, the local IRB honorary secretary. The booklet, which is attractively illustrated, makes a point of telling readers the procedure for calling out the life-boat.

RECORD SUM

On 17th April, 1969, Abbotsford County Secondary School for Boys, Ashford, Middlesex, held a sponsored walk on behalf of the R.N.L.I. and raised a record sum—over £1,250. Of the 460 children who took part, 450 completed the 20-mile walk. Now the school has been presented with a plaque to commemorate their fine achievement. Plans are afoot to make the walk a yearly event so that the school can support the annual maintenance of an IRB station.



by courtesy of]

[Newcastle Chronicle & Journal

The 82-year-old *Bedford*, one of the world's oldest life-boats, being prepared last year for transport from her shed at South Shields, Co. Durham, to the Exeter museum.