

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

VOL. XLI

JANUARY 1970

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CONTENTS

PORTRAIT OF A COXSWAIN	2
NOTES OF THE QUARTER	3
CHAIRMAN'S MESSAGE	3
40 YEARS OF SERVICE	8
HUGE EXPANSION IN WORK OF R.N.L.I.	9
FINE JOINT SAVE AT MARGATE	12
HARBOUR RESCUE IN DARKNESS	16
RESCUE AMONG THE LOBSTER POTS	19
IRB OVER THE ROCKS	20
RESCUE IN RIBBLE ESTUARY	20
Y.L.A. SECTION	22
ROUND BRITAIN BY IRB	22
WHAT HAPPENS TO OLD LIFE-BOATS?	28
FOCUS ON . . . TORBAY	32
LIFE-BOAT SERVICES ROUND THE COASTS	37
OTHER LIFE-BOAT LAUNCHES	71
OTHER IRB LAUNCHES	73
BOOK REVIEWS	75
LETTERS	27 and 76

Index of Advertisers

G. Bell & Sons Ltd.	11
Bolinders Co. Ltd.	Inside back cover
C.A.V. Ltd.	23
Castrol Industrial Ltd.	Back cover
Coastal Radio Ltd.	15
Cogswell & Harrison Ltd.	15
Dagenite Batteries Ltd.	31
Dell Quay Sales Ltd.	31
Gardner Engines (Sales) Ltd.	Inside front cover
Groves and Guttridge Ltd.	31
Latch & Batchelor Ltd.	25
Morse Controls Ltd.	39
Parsons Engineering Co. Ltd.	17
Portex Ltd.	13
The Pyrene Company Ltd.	15
Shire Publications	41
University Marine Ltd.	19
Watermota Ltd.	21
Yachting & Boating	15

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PORTRAIT OF A COXSWAIN



by courtesy of]

[*Eastern Evening News*

Coxswain/Mechanic John E. Bryan, of the Great Yarmouth and Gorleston 44-foot steel life-boat *Khami*. He was appointed in May, 1967, having previously been a full time mechanic of the former conventional life-boat. Since April, 1961, when he became full time mechanic of the earlier boat, there have been 114 launches on service with a total of 62 lives saved.

NOTES OF THE QUARTER

DURING the years 1963 to 1969 inclusive the Institution opened no fewer than 49 new stations and closed 11. These contrasting figures are evidence of the way in which the R.N.L.I. has been coping with the increasing demands made. During this period the number of launches on service increased year by year. In 1963 the figure was 863 and in 1968 2,310. The table on page 9 shows how and when new stations were opened and other stations were closed. From this it will be seen that in 1965, for example, 13 new stations were opened and one station closed. The next year 12 new stations came into operation and there was not a single closure.

In some quarters the suggestion has been made that station closures are part of some sort of economy drive. As the table shows, the truth is that what has occurred has been both an expansion and a redeployment of operational resources to meet changing conditions.

SWIMMERS IN LIFE-BOATS

In May, 1969, the Committee of Management of the R.N.L.I. decided that the possibilities of using frogmen in rescue work from life-boats and inshore rescue boats should be investigated. One of the first steps taken was to seek the advice of the naval authorities, particularly on the question of whether to use divers, wearing breathing apparatus, or swimmers equipped with diving suits and fins with no special breathing apparatus supplied. Their advice was that breathing

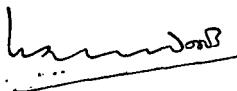
Chairman's Message

The year 1969—the last year of the nineteen-sixties—has been another year of records in terms of services carried out, lives saved and revenue raised. It has also brought us tragedy and sadness, but not without adding lustre to the traditions of the life-boat service.

Now we stand on the threshold of the seventies, which promise to be years of new developments and greater challenges. I am confident that you will all rise to these challenges as you have in the past.

On behalf of the Committee of Management I send you all our very sincere thanks for your splendid efforts in the sixties and our best wishes for your endeavours in the seventies.

A Happy New Year to you all.



Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.,

Chairman R.N.L.I.



Plastic collecting boxes are to be gradually introduced experimentally by the R.N.L.I. Here the box, orange in colour, is being shown off. Another box of the same shape, yellow in colour, has been ordered for experimental use as the Institution's permanent box. A further version of the box, white in colour, will also be introduced in the coming months.

apparatus is not suitable equipment for men to wear in a life-boat under service conditions.

Trials carried out during the summer of 1969 led to the conclusion that wet suits, which are widely used by divers, might be regarded as suitable wear. Investigations are continuing to enable a specification to be drawn up for the best forms of wet suits and equipment for use by swimmers. The Committee of Management has also decided that for swimmers the minimum qualification should be the Royal Life Saving Society's bronze medallion or the equivalent medallion of the Irish Life Saving Society. Trials are also continuing to assess the limitations which may be put on swimmers from inshore rescue boats by adverse conditions.

BOATS AND IGLOOS IN FIBREGLASS

For the first time ever the Institution has placed an order for four fast rescue boats to be built with G.R.P. (glass reinforced plastic) hulls. The four boats, which have been designed by Mr. J. A. McLachlan of G. L. Watson & Co. of Glasgow, are being built by Messrs. William Osborne at Littlehampton under Mr. McLachlan's supervision. The cost of each boat will be approximately £3,400.

The McLachlan boat has an overall length of 18 feet 6 inches, is driven by two

60 h.p. inboard engines with outboard drive, and has a speed of over 20 knots.

The R.N.L.I. already has two different types of boat with G.R.P. hulls undergoing evaluation trials. One is the 40-foot boat operating off Sheerness, the others being modifications of standard 17-foot dories which are undergoing trials at Lyme Regis, Poole and Ramsgate. For the purpose of these trials the R.N.L.I. used G.R.P. hulls of existing design.

The R.N.L.I. has also placed an order for two new igloo-type shelters made of glass reinforced plastic. They will be used to meet future requirements for the housing of inshore rescue boats and cost a little over £1,000 each.

The shelters are 24 feet 3 inches in diameter with an overall height of 10 feet 6 inches. The igloos are being built by Messrs. Halmatic Ltd. of Havant, Hants.

INTERNATIONAL LIFE-BOAT CONFERENCE

The next international life-boat conference will be held in New York City from 17th to 20th May, 1971. The host body will be the United States Coast Guard. This will be the first international life-boat conference to take place outside Europe. The first conference was held in 1924 in London, and since then conferences have been held at four-yearly intervals except for the gap caused by the last war. The 1967 conference was held in Dinard and St. Malo.

THE LADY WHO WALKED HOME

Readers of THE LIFE-BOAT will know of many examples of gifts made to the R.N.L.I. in remarkable circumstances. A particularly gratifying and moving incident occurred recently at Shrewsbury on life-boat day. One of the collectors



by courtesy of [Ronald Chapman

Mr. and Mrs. Leaver, of the Enfield branch of the R.N.L.I., taken at the Costermongers' Ball held on 25th September, 1969. The ball raised over £200 for the Institution. Mr. Leaver is chairman of the local branch.

was standing in a square when she was approached by a woman who said to her: 'I must give something to the life-boats'. The woman opened her purse, took out her money, began counting it, and said; 'That's for the butcher, that's for the chemist and this is for my bus fare'. She then discovered that this left her nothing, and added: 'It doesn't matter, I'll walk home'. She then put the amount of her bus fare into the collecting box.

NEW FILMS

Four new films will be available for showing by branches during the coming year. One of these, *Bequest to a Village*, has been presented to the R.N.L.I. by W. D. and H. O. Wills. This is a colour film running 22 minutes and depicts vividly and attractively the life of the village of Sennen Cove, of which the life-boat forms such a central part. Another new colour film is also being made by Dr. W. J. Guild of Edinburgh. *Aid for the Asking* is a colour film lasting a little over 20 minutes. It has been made by Schermuly Ltd. and deals largely with the problems of distress signals and communication at sea. The last of the new films is that of the television appeal made by Mr. Raymond Baxter in March, 1969.

NEW PLASTIC COLLECTING BOXES

Following tests carried out on life-boat days in a number of places, a new type of plastic collecting box has been brought into use and will gradually supersede both the cardboard collecting boxes used on life-boat days and the metal collecting boxes, whose cost is now becoming prohibitive. The life-boat day collecting boxes are coloured orange and the boxes for permanent use yellow. These boxes are shown on page 4.

FREE GIFTS FROM FIRMS

The operational side of the R.N.L.I.—the actual life-boat crews—receive free gifts of cigarettes, chocolates, biscuits and so on from many commercial organisations.

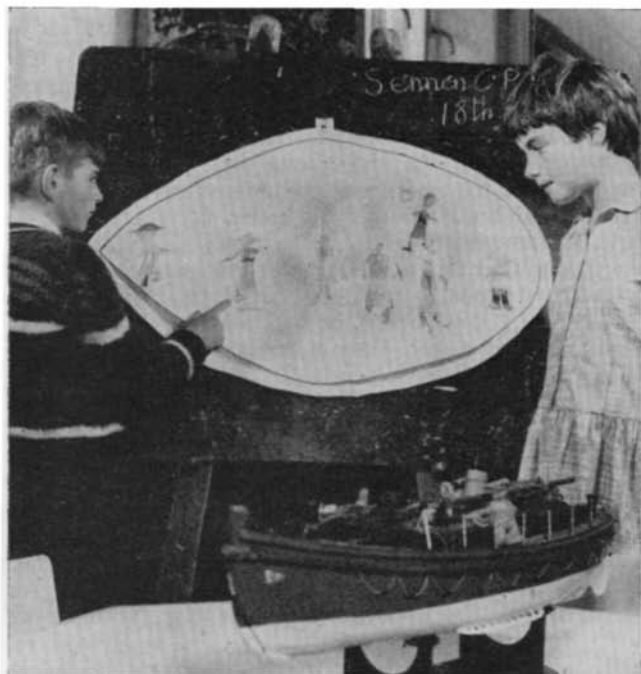
The firms include: Huntley & Palmers, Reading (biscuits), United Biscuits Ltd., London (biscuits), Peek, Frean & Co., London (biscuits), Rowntree & Co. Ltd., York (chocolate), Fry/Cadbury (Ireland) Ltd., Dublin (chocolate), Irish Oil and Cake Mills Ltd., Drogheda, Co. Louth, Eire (storm oil), Wilcot (Parent) Co. Ltd., Fishponds, Bristol (paint remover), Flather Halesowen Ltd., Tinsley, Sheffield (steel), Benjn. R. Vickers & Sons Ltd., Leeds (stern tube lubricant), Gallahers Ltd., London (cigarettes) and P. J. Carroll & Co. Ltd., Dublin (cigarettes).

NOTICE

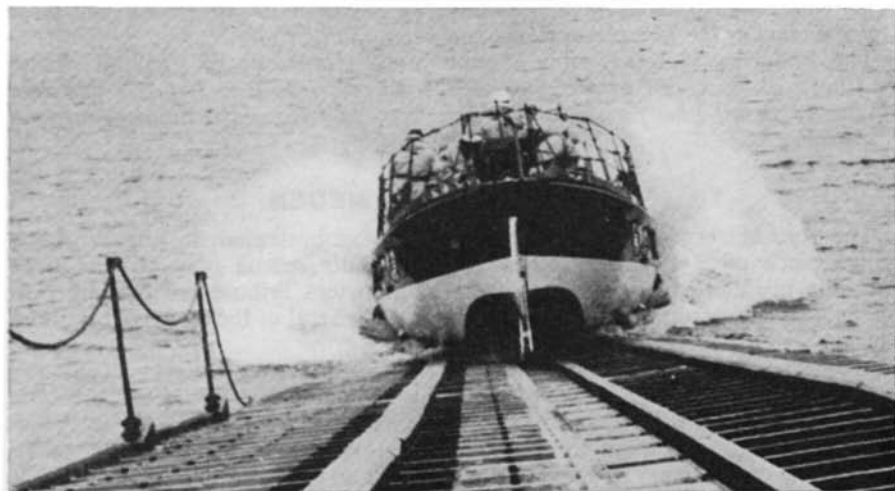
All contributions for the Institution should be sent to the honorary secretary of the local branch or guild, to Captain Nigel Dixon, R.N., Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1 (Tel: 01-730 0031), or direct to the Institution's bankers, Messrs. Coutts & 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 April, 1970.



Two stills from the new film, 'Bequest to a Village', which has been donated by W. D. and H. O. Wills to the R.N.L.I. The *Susan Ashley* is shown being launched at Sennen Cove, Cornwall, and (left) children at Sennen Primary School telling the names of the life-boat crew shown in a drawing.



Birds Eye Life-boat

A new life-boat to be presented to the Royal National Life-boat Institution by Birds Eye Foods Ltd. will be stationed at New Quay, Cardiganshire. The money for the new boat was produced through the Birds Eye 'Help Launch a Life-boat Campaign' which took place during July and August.

The life-boat is now under construction at Messrs. William Osborne's yards at Littlehampton, Sussex. She is one of the 37-foot Oakley self-righting type, costing about £38,500.

40 YEARS OF SERVICE

STIRLING WHORLOW, O.B.E., who retired from the post of Secretary at the end of 1969, gave a lifetime of service to the R.N.L.I. Apart from the years of the 1939/45 war, when he served with distinction in the Army, his whole working life was devoted to the Royal National Life-boat Institution.

He joined it in 1929. At that time the traditional pulling and sailing life-boats still outnumbered the motor life-boats; out of an active fleet of 204 boats only 79 were motor boats. Communications at sea were still fairly primitive, wireless telegraphy having been fitted into a life-boat for the first time in 1927. Horses were still used at some stations to haul life-boats into the water. The London headquarters of the R.N.L.I. were in Charing Cross Road. The depot had not yet been built and there was a store yard in Poplar.

In the 40 years which followed the lives of nearly 30,000 people were saved, i.e. roughly a third of the total number in the R.N.L.I.'s history. These facts give some indication of the task confronting the man who, during the last eight of his 40 years of service, was in the post of chief administrator.

One of the most rewarding aspects of full time service in the R.N.L.I. is the opportunity afforded to make friends in a wide variety of places. It has been said that working for the R.N.L.I. amounts in effect to having honorary membership of the best club in many of the towns and villages of Britain and Ireland. The letters Stirling Whorlow received towards the end of his term of office give some indication of the truth of this. The honorary treasurer of a station in the Irish Republic wrote:

'You will be able, I know, to derive great personal satisfaction from a demanding job well done. Without doubt the last few years must have been the most demanding in the Institution's long and honourable history.'

The honorary secretary of a branch in the Midlands of England wrote: *'I have always been aware of a deep bond of friendship. It surely has been obvious to all how fortunate we have been to have your wise and courteous guidance.'*

TRIBUTE FROM SWEDEN

The Rye Harbour inshore rescue boat station presented Stirling Whorlow with a piece of Rye pottery showing the inshore rescue boat. It had been specially produced by one of the station's supporters. Tributes and friendly comments also came from overseas. The Secretary General of the Swedish Life-boat Society wrote:

'You have given a life time to the life-boat service indeed and I am sure you retire with a contented heart that you have made a wonderful job'.

The Royal North and South Holland Life-boat Society has taken an exceptional step in deciding to present Stirling Whorlow with its silver medal.

The post of Secretary of the R.N.L.I. is never an easy and seldom an enviable one. Many skills are called for and the very varied nature of the task inevitably imposes its strains. During his period of office Stirling Whorlow was particularly grateful for the unfailing support he had from the three chairmen under whom he served as Secretary, Lord Howe, Captain Wyndham-Quin and Admiral Sir Wilfrid Woods.

Anyone who is contemplating a full time career in the life-boat service should perhaps be told that if he joins it to give rather than to get he can have a happy and successful life. If he is seeking to get rather than give he would be better employed elsewhere. Stirling Whorlow gave all he had to give over his 40-year period of service and has richly earned his retirement.—P.H.

Huge Expansion in Work of R.N.L.I.

DURING the years 1963 to 1969 inclusive the Royal National Life-boat Institution opened 49 new stations and closed 11. In roughly the same period the number of calls by rescue craft increased by 167.7 per cent. In 1963 they numbered 863 and in 1968 2,310. Changes in operational stations are shown in the following tables:

	New Stations	Stations Closed
1963	Aberdovey Atlantic College (Llantwit Major) Mudford Southwold West Mersea Whitstable	Cadgwith (amalgamated with the Lizard)
1964	Largs Tramore Worthing	Nil
1965	Abersoch Bangor Bournemouth Brighton Eastney Happisburgh Helensburgh Humber Mouth (Cleethorpes) Kinghorn Lymington Mablethorpe Newquay (Cornwall) Porthcawl	Newburgh
1966	Borth Bude Burnham-on-Crouch Conway Crimdon Dene Flint Kippford Littlestone-on-Sea Morecambe Port Talbot Rye Harbour West Kirby	Nil
1967	Harwich Little and Broad Haven Littlehampton Lochinver Lyme Regis North Berwick Port Isaac Queensferry Silloth Stonehaven Tighnabruaich Tre-Arddur Bay	Worthing
1968	Horton and Port Eynon St. Agnes	Boulmer Cromarty Holy Island
1969	Craster	Caister Fenit Gourdon Helvick Head Whitehills

In addition, at 50 stations the number of rescue craft was increased from one to two and at four stations from one to three. Three of the newly opened stations have two rescue craft.

ANNUAL MEETING

The annual meeting of the R.N.L.I. will take place at the Central Hall, Westminster, on 8th April, 1970, at 3 p.m.

R.N.L.I. Staff Changes

In the list of R.N.L.I. staff changes which appeared on page 658 of the September number of THE LIFE-BOAT, two ranks were given incorrectly. Lieut.-Commander D. B. Cairns should read Commander D. B. Cairns, R.D., and Commander L. A. Forbes should read Lieut.-Commander L. A. Forbes.

R.N.L.I. OFFICE IN BEDFORD

In October, 1969, the Royal National Life-boat Institution opened an office in Bedford to assist fund raising in the counties of Bedfordshire, Hertfordshire, Suffolk, Essex and the major part of Cambridgeshire.

In recent years the life-boat service has been in some financial difficulty, yet its activities have greatly increased. Rescue calls have increased from 863 in 1963 to 2,310 in 1968.

When these facts are explained to the public they respond most generously, and it is in order that closer coverage can be given that it has been decided to form this new area out of the hitherto large South East District.

Mr. George Price has been appointed organising secretary for the new area, which will be known as the Eastern District, and will have his office at 29 Goldington Road, Bedford (Tel.: 0234-52974). Mr. Price has considerable experience of fund raising for charitable purposes and has recently been in the service of the R.N.L.I. as assistant organising secretary in the south west.

FORMER COXSWAINS

The death occurred on 22nd August, 1969, of ex-Coxswain Angus McEachran, aged 83, who was appointed second coxswain of the Campbeltown, Argyll, life-boat in 1927. From 1931 to his retirement in 1938 he was coxswain of the local life-boat.

Ex-Coxswain Joseph Vine, who died on 14th October, 1969, was for over 25 years boat's officer with the Weymouth, Dorset, life-boat.

Ex-Coxswain Harry L. Jones, of Barmouth, died on 17th July, 1969. He was 70. His service with the R.N.L.I. extended over 40 years.

The death took place in July this year of ex-Coxswain Edward Dawson, of Newbiggin-by-the-Sea. He was 57, and was for nearly 10 years coxswain of the local life-boat.

Former Coxswain Frank Watts, of Weston-super-Mare, died on 26th October, 1969, having spent nearly 18 years as boat's officer at Weston-super-Mare.

The death occurred in May of this year of ex-Coxswain Daniel Smith, of Dundalk, who served the R.N.L.I. as second coxswain and coxswain between 1924 and 1935 when the station closed.

The most amazing life-boat story of them all?

'The cottagers just down the road from where the *Louisa* was nudging her slow way, inch by inch along Mrs Washford's wall, had come out into the road to see what was going on. A hundred yards further on, down at the Ship Inn, the maids were already making up the fires and putting kettles on. Looking out at the windows, they saw to their amazement the strange boat, and all the glare of the flares, and all the people and the horses up the road.'



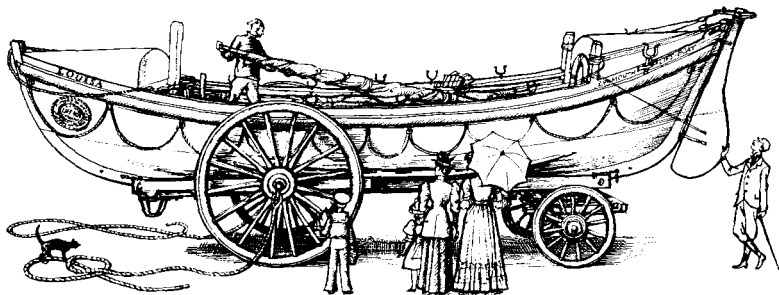
The Overland Launch

written and illustrated by C. Walter Hodges

Many life-boatmen will already know the story of the Lynmouth life-boat *Louisa* and the night of 12-13 January 1899 when, because she could not be launched from her own slipway, she was hauled by her crew, half of Lynmouth village and a team of eighteen horses fourteen miles over the cliffs to Porlock Weir, and launched from there, in time to go to the rescue of a ship adrift in the Bristol Channel. Now the story of this extraordinary journey, which took up ten hours of a wild winter's night, is retold in fictional form for children by one of Britain's master storytellers. The story has been told before, but never like this, never with such power. And never with such illustrations—drawings exactly capturing the epic qualities of this, the most amazing night in the history of the English life-boat service.

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by courtesy of]

[Cutting

The Margate, Kent, IRB assisting the m.f.v. *Jaroma* on 24th August, 1969, when she ran aground on a sand bank. Four men were taken off her and the service in which the Margate life-boat also took part is described on this page.

FINE JOINT SAVE AT MARGATE

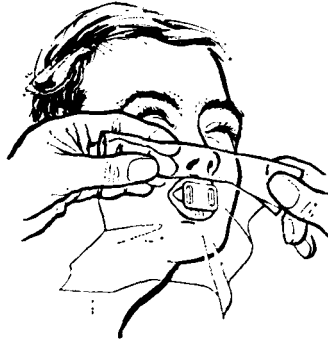
FOR the rescue of four men from the m.f.v. *Jaroma*, a letter of thanks, signed by the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., has been addressed to Coxswain Alfred Manning and the crew of the Margate, Kent, life-boat and the thanks of the Institution inscribed on vellum have been accorded to David Lacey, Christopher Brown and John O'Toole, the crew of the IRB.

At 1.21 p.m. on 24th August, 1969, it was learnt that a motor vessel had gone aground on the rocks off the Coastguard look out at Foreness Point. Maroons were fired nine minutes later.

The wind was north west, with a corresponding sea, and the weather was overcast and squally with visibility 4/7 miles. The Margate life-boat *North Foreland* (Civil Service No. 11), which is a 46 ft. 9 in. Watson, was launched at 1.45 and passed to the east of Foreness rocks. By 2.10 p.m. she was within 200 yards of the casualty.

STRONG SWIMMERS

Meanwhile, at 1.48 p.m. Emergency Mechanic D. Lacey, who was at the harbour, telephoned the honorary secretary and suggested that it would be advisable for the IRB to be launched to assist. After ascertaining that the other IRB crew members would be Mr C. W. Brown and Mr. J. P. O'Toole, both experienced skin divers and strong swimmers, the honorary secretary agreed, and the IRB was launched at 2 o'clock.



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Coxswain Manning, in the meantime, had told the Coastguard that he proposed to anchor the life-boat in about seven feet of broken water and wait until the flood tide made, when he would attempt to take the casualty in tow.

On arrival the IRB went alongside the life-boat, and after consultation with the coxswain, it was decided that the IRB would go alongside the casualty to find out the position and inform her of the coxswain's intentions, since there was no radio contact. Accordingly the IRB approached the casualty from the east (she was lying with her stern to the north east), and with great difficulty managed to get alongside her port quarter and put a line aboard.

At this time a heavy breaking swell estimated as occasionally five feet high was sweeping past the stranded fishing boat. After ascertaining that neither the skipper nor his crew wished to be taken off, the IRB returned to the life-boat under very difficult conditions, the boat touching bottom and being swamped on several occasions.

After reporting to the coxswain of the life-boat, who decided to lay off until there was about two hours flood, the IRB then returned to her station, it having been agreed that the IRB would relaunch at about 4.15 p.m.

TOUCHED BOTTOM

At about 4.30 p.m. the IRB returned to the life-boat and lay alongside until there was sufficient water for the life-boat to approach the casualty. As soon as this was possible the life-boat coxswain steered as close to the casualty as he could get and again let go his anchor.

While the life-boat was moving in the IRB tried to go alongside the casualty and inform her of the coxswain's intentions. On the first attempt there was insufficient water and the IRB turned back into deeper water to avoid the danger of breaking surf.

Shortly afterwards a further run in was made from the eastward, and the IRB got to within about 10 yards of the casualty when the engine again touched bottom. Helmsman Lacey immediately stopped and tilted the engine. It was decided that he and his two crew members should go over the side and haul the IRB alongside the casualty.

This was done with great difficulty, the men being up to their waists in breaking surf. Having quickly told the casualty of the life-boat's intentions it was then necessary for the IRB to make for deeper water as it was becoming increasingly difficult for the crew to stay on their feet and still retain hold of the IRB.

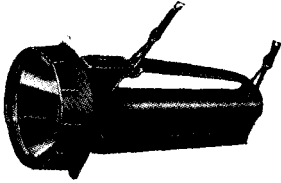
ANCHOR DRAGGED

The IRB then made a second run in and placed a crew member aboard to assist. By this time the life-boat had re-anchored and the IRB transferred a line from her to the casualty, and the tow rope was connected. The life-boat then took the weight on the tow rope to prevent the casualty driving further ashore, but after about half an hour her own anchor started to drag and the life-boat herself began to drive westwards towards the rocks.

The coxswain then passed his end of the tow into the IRB while the life-boat again anchored further to seaward. When this had been done the IRB again, with great difficulty, passed the tow back to the life-boat using the IRB's anchor line as a messenger.

By this time the casualty was taking in water fast and the Coastguard told the coxswain that she would probably sink in about 10 minutes. The coxswain therefore weighed anchor and started to tow the *Jaroma* to Margate. When half way back the IRB transferred two of the fishing boat's crew to the life-boat as the casualty's decks were by now awash. The casualty had no rudder control and was very difficult to tow on account of the weight of water in her.

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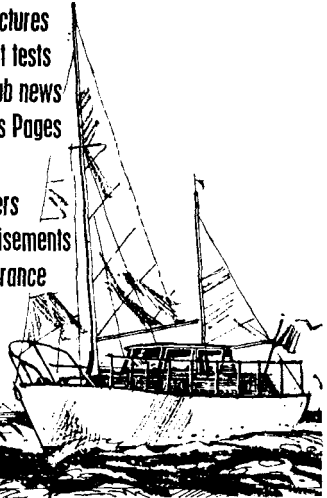
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When about 75 yards off Margate harbour the tow parted and the IRB passed another. However, when about 30 yards west of the pierhead, the casualty's bollard pulled out and she went aground on the sands with the seas washing over her. The IRB then took off the skipper and remaining crew members and transferred them to the life-boat. The fire service were standing by but could do nothing, and the *Jaroma* became a total loss.

The life-boat moored alongside the harbour wall at 9.10 p.m. The IRB returned to her station at 9.15 p.m., and the life-boat was rehoused at 11.15 p.m.



by courtesy of]

[Lensmen Ltd

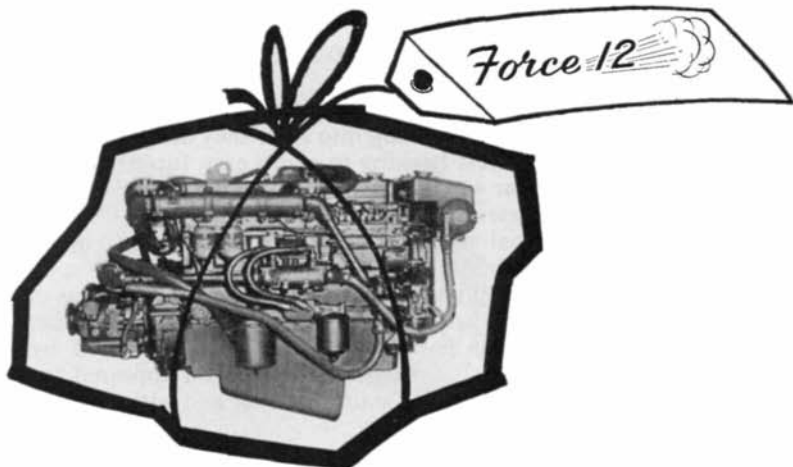
When the dinghy *One Stop Beyond*, racing in Dublin Bay on 22nd August, 1969, broke her rudder near the harbour and started drifting seawards, her crew of two used paddles in the near gale force wind to reach security of a buoy. They remained on the buoy for one and a half hours before being rescued by the Dun Laoghaire life-boat *John F. Kennedy*. During the war certain buoys were specially provided with survival gear.

HARBOUR RESCUE IN DARKNESS

COXSWAIN/MECHANIC Eric T. Offer, of Dun Laoghaire, Co. Dublin, has been awarded the bronze medal of the Institution for a shore boat service in which he rescued two men who got into difficulties at night in the harbour.

At about 10.30 p.m. on 15th June, 1969, Coxswain/Mechanic Offer of the Dun Laoghaire life-boat and his wife were sheltering from a heavy rain squall when Mr. P. Tyson ran up shouting for help. He said that a Mr. Hanratty had been rowing across the harbour to board his yacht at moorings when a heavy squall and a torrential downpour of rain had overturned his small fibre-glass dinghy.

At the same time Mr. Tyson himself, who had also been crossing the coal harbour to moor his 12-foot dinghy, suffered the same fate. Mr. Tyson had swum to Mr. Hanratty, a man of about 60 years of age and weighing 18 stone, but, on account of his weight, had been unable to do anything to help. He had,



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therefore, tied Mr. Hanratty to a 20-foot motor cruiser and himself swam ashore for help.

Coxswain/Mechanic Offer immediately ran down the west pier with Mr. Tyson, crossed the railway line, and getting into a car they drove round to the coal pier.

The wind was south west backing to south east, force 6 and gusting to force 7 in squalls. The weather was overcast with very heavy rain and it was very dark. The tide was threequarters flood.

On reaching the coal pier Coxswain/Mechanic Offer climbed down to a dredger, which was moored alongside, crossed a 28-foot motor boat lying alongside the dredger, and boarded a 15-foot dinghy which was outboard of the motor boat. Mr. Tyson, a man aged 28 and weighing 15 stone, attempted to follow the coxswain, but he was so completely exhausted by his previous exertions that he fell into the water. As Mr. Tyson appeared to be completely lifeless the Coxswain went to his assistance first and with difficulty dragged him into the 15-foot dinghy.

DINGHY WENT DOWN

Mr. Offer then sheered the dinghy off in the direction of the 20 foot motor cruiser to which Mr. Tyson had previously tied Mr. Hanratty and, having reached it, with great difficulty, managed to get hold of Mr. Hanratty and haul him into the dinghy. Unfortunately, at this point the combined weight of the three men, together with the amount of water which had been shipped in pulling the survivors aboard under squally conditions, caused their dinghy to sink.

The coxswain then swam with Mr. Hanratty to the 28-foot motor boat which was alongside the dredger, but finding it impossible to board this, he tied Mr. Hanratty to it with its mooring line before searching for a place where it was possible to get out of the water. He found that an 18-foot boat was secured to the coal pier astern of the dredger. With great difficulty he managed to pull himself into this and from there boarded the dredger, from which he was able to get back into the 28 foot motor boat.

SECOND TIME

Coxswain Offer was by this time exhausted himself, but he managed to pull both Mr. Tyson and Mr. Hanratty on board. After resting, all three men were able to climb ashore and went to the Coxswain's house where hot drinks and warmth revived them. Mr. Hanratty suffered a dislocated left shoulder and subsequently had to attend hospital.

The Inspector of Life-boats for No. 10 Area, Mr. G. R. Walton, who investigated the service, said: 'Coxswain/Mechanic Offer is an extremely modest man and but for the fact that the honorary secretary happened to hear of the matter casually from an outside source some days after the event, nothing would have been known of this incident. This is the second time that Coxswain/Mechanic Offer has rescued people from the harbour. The previous occasion was recognised by the Royal Humane Society. I consider he acted heroically under circumstances of great difficulty and not a little danger'.

Grace Darling Museum

Cmdr. B. H. Dunn, the honorary curator of the Grace Darling Museum, in his annual report for the year ended 30th September, 1969, recalled that the museum was established 31 years ago and, during the curatorship of 17 years of Cmdr. W. M. Phipps-Hornby, 'a very large number of articles and documents pertaining to Grace Darling' had reached the museum. It was believed that the large number of articles already received represented the majority in private hands and that henceforth the flow of additional items was expected to decrease.



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[Motor Boat and Yachting

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RESCUE AMONG THE LOBSTER POTS

A 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 Coxswain Alfred Manning and the crew of the Margate, Kent, life-boat for the part they played in saving two boats and four people.

At 1.20 a.m. on 9th July, 1969, the Margate pilot cutter reported that she had sighted a red flare two miles north east of the north east Spit buoy and was investigating the signal. Maroons were fired at 1.41 a.m. but the life-boat did not launch, since in the meanwhile a message had been received that the pilot cutter *Nayland* had the m.f.v. *Marvonne* in tow.

DANGER FROM ROCKS

At 2.40 a.m., however, just as the crew were standing down, Coxswain Manning noticed that the pilot boat's engines were stopped and both vessels were drifting on to the rocks. The coxswain ordered a parachute flare to be fired from the boathouse, and this was answered by a red flare from the pilot boat, which also wirelessed for immediate assistance. The Margate life-boat *North Foreland* (Civil Service No. 11) was launched eight minutes later.

The coxswain found both boats ashore about 200 yards off the Winter Gardens and bumping hard on the rocks in broken water. There was a heavy swell and seas were breaking over the stern of both vessels.

The life-boat anchored and veered down on the two casualties. A rocket line

was fired across the pilot boat and the life-boat's line made fast. Both boats were lying head in to the rocks entangled in the trawler's nets. After towing for about 15 minutes the life-boat managed to get both boats clear of the rocks and took them to the jetty. When towing the coxswain had to exercise great care to avoid fouling the trawler's gear and numerous lobster pots in the area.

IRB OVER THE ROCKS

THE THANKS of the Institution inscribed on vellum have been accorded to Bruce Brown, Cyril Williams and John Riley, the crew of the Walmer, Kent, IRB for rescuing four people cut off by the tide. The rescue was considered to be the best service performed by a Walmer IRB crew since an IRB was placed there in 1964.

At 7.45 p.m. on 24th August, 1969, the Coastguard, Deal, reported that a number of people were cut off by the tide south of St. Margaret's Bay. The Walmer IRB crew were assembled by telephone and made for the bay at 7.53 p.m. The wind was north west, force 3, with a heavy swell.

Arriving at the scene just before dark, the IRB found four people on a chalk ledge just above the water at the base of the cliff. Between the IRB and a strip of shingle, below the ledge, was a ridge of rocks near the surface of the water. The IRB crew let go the anchor and tried to veer down stern first to the beach, but she yawed violently in the heavy swell, causing the anchor cable to chafe through on the rocks.

DROVE OVER ROCKS

Mechanic Brown decided to drive the IRB over the rocks under power, tipping the outboard as they passed over the rocks and dropping it again to drive her up on to the shingle. He succeeded in his efforts, despite the swell which repeatedly swamped the inshore rescue boat.

The Coastguard mobile patrol had assembled on the cliff top and lowered Coastguard J. Green to help the stranded people into the IRB. There were two men and two women in a distressed condition.

In order to lighten the boat, the wet mattress was left behind, and the IRB got clear of the rocks. She then made for Walmer without further trouble, arriving at 9.30 p.m. An ambulance took the survivors to hospital for treatment for shock and exhaustion.

Rescue in Ribble Estuary

THE THANKS of the Institution inscribed on vellum have been accorded to Coxswain Harold Parkinson and Mr. Kenneth Smith, of Lytham-St. Anne's, Lancashire, for a shore boat service in which they saved a yacht and two people. Both men 'displayed seamanship and skill of a high order' at what is considered the worst point in the Ribble estuary.

At about 4.20 p.m. on 24th August, 1969, the yacht *Codge* was returning to harbour. On reaching the 14½ mile buoy south of the end of Salter's bank she sighted a yacht, subsequently identified as the yacht *Jacaranda*, aground and in difficulties about 400 yards north of the channel.

The wind was westerly, with a heavy swell. There were occasional showers, but visibility was good.

After watching for some minutes Coxswain Parkinson and Mr. Smith, who were in the *Codge*, decided that it was essential to give assistance quickly as the *Jacaranda* was bumping badly and rolling heavily while driving further on to



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the bank.

The tide was setting south west across the tail of Salter's bank and this, combined with the westerly wind, caused a heavy surf on the bank, but in shallow water there was little or no swell. The *Codge* altered course to get to windward of the casualty. Coxswain Parkinson and Mr. Smith then launched a 9-foot rubber dinghy and set out to row across the bank to the casualty.

After pulling the dinghy through the surf on to the bank they boarded the yacht *Jacaranda* where they found the two men on board crouched in the cockpit. They had apparently given up. The yacht was bumping badly at the time with her sails down and over the side. The anchor was down with all cable out, but she had not brought up to her cable.

Coxswain Parkinson and Mr. Smith took charge, managing to get the boat afloat by taking down the slack of the cable bit by bit, as the boat was bumping, until she came off the bank by a combination of their efforts and the rising tide.

PLAQUE FOR SHERINGHAM

On 9th February, 1969, the Sheringham, Norfolk, life-boat took off a sick man from the s.s. *Richmond Castle* of London. Direct expenses of this service were refunded to the Institution by the owners of the *Richmond Castle*.

The sick man was Third Officer Louis d'Espagnac, and in recognition of the service which the life-boat rendered to him, he presented a wooden plaque to the honorary secretary of the Sheringham station at its annual general meeting on 19th November, for hanging in the life-boathouse. Unfortunately Third Officer d'Espagnac was unable to be present as he was out of the country.

Y.L.A. SECTION

A New Appointment

MR. Alasdair Garrett has been appointed to promote the Yachtsmen's Life-boat Supporters' Association in the field and to start what, it is hoped, will be a big and successful drive to recruit new members. For some years Mr. Garrett has been chairman of the Kensington and Chelsea branch of the R.N.L.I., and he is a well-known figure in yachting circles, the clubs of which he is a member including the Aldeburgh Yacht Club, the Cruising Association, Pin Mill Sailing Club, the Royal Cruising Club and the Royal Lymington Yacht Club. He is a member of the cruising sub-committee of the Royal Yachting Association and honorary editor of the Royal Cruising Club journal.

His family association with the R.N.L.I. is a long-standing one, for his great-grandfather was the first honorary secretary of the Aldeburgh life-boat station. Before the war he practised as a chartered land agent in Scotland and served in the last war with the Black Watch, Highland Division, and later in S.O.E., being decorated by King Christian X of Denmark.

Anyone who has new or interesting ideas for increasing the membership of the Y.L.A. is invited to contact Mr. Garrett, who is working from the R.N.L.I.'s City of London office at 146 Bishopsgate, London, E.C.2 (Tel.: 01-247 0442/3).

ROUND BRITAIN BY IRB

**by Rear Admiral D. J. Hoare,*
C.B., M.I.Mech.E., M.R.I.N.A.**

THE rigid inflatable *Psychedelic Surfer* gained a certain amount of publicity in the Round Britain Power Boat race and was, I hear, looked at by some of our IRB crews at the various stopping points around the coast.

When I was asked over the telephone by Mr. John Caulcutt on 20th June, 1969, to build him a rigid inflatable for completion in four weeks for the Round Britain Power Boat race, I was a little dubious. The idea of using an inshore rescue boat, especially designed as such, for the entirely different function of long distance racing was unattractive.

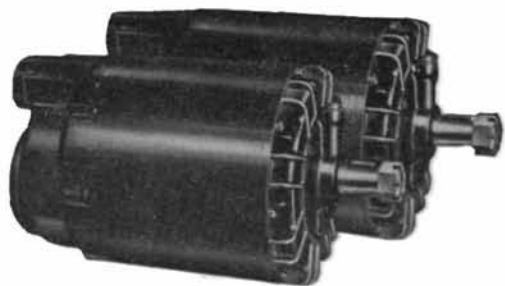
However, he, a very persuasive man, came down and talked me into it. A couple of our Dutch students, Willem de Vogel and Otto von Voorst, built the IRB, with invaluable assistance from our excellent carpenter, Mr. Roy Thomas. Fortunately we had an Avon built tube of our own design available and it was only necessary to cut it on each side and insert an extra length in order to comply with the minimum overall boat length requirement for the race. The boat was launched in the presence of Commander Andrew Forbes and Lieutenant David Stogdon, who happened to be visiting on 11th July, three weeks after the date of ordering.

SMALLEST IN RACE

Psychedelic Surfer was the smallest and lowest powered boat in the race and finished 19th out of the 24 which completed the course. Total running time was 62 hours. It was the only inflatable to get successfully even to the starting line.

Psychedelic Surfer is a slightly enlarged version of the class of prototype

**Admiral Hoare, who is a member of the Committee of Management of the R.N.L.I., is Headmaster of the United World College of the Atlantic, St. Donat's Castle, Glamorganshire. Admiral Hoare was a specialist engineer in the Royal Navy.*



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Rear Admiral Sir Edmund Irving, K.B.E., C.B., Chairman of the Boat Construction Committee of the R.N.L.I., at the wheel of X9 which bears a close resemblance to *Psychedelic Surfer* which did so well in the Round Britain Power Boat race.

IRBs which we have been developing for ourselves in the Bristol Channel and for the Institution over the last six years. It is 18 inches longer and a few inches wider than our X9 illustrated on this page.

It was necessary grossly to overload the boat with petrol for the long stages of the Round Britain Power Boat race and in order to comply with all the rules about carrying life rafts, radios and other 'Christmas tree' fittings not required in the inshore rescue function, including especially the canopy—in my opinion, before and after the race, a flapping unnecessary nuisance! There was not a clear square foot of floor space left in the boat after everything was in.

In terms of weight the boat has been operating as though it had a crew of 13 instead of the proper crew of three. The fact that she got round Britain speaks well for the boat's strength, but the overloading made it rather wet and nose heavy.

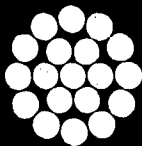
NEW FLOOR DESIGN

So far as we are aware, the hollow rigid floor inflatable represents a new design concept in that it is the only 100 per cent. buoyancy power boat which has yet been produced. All water that enters the boat must immediately leave over the stern since the floor is above the water-line and there is no transom. This advantage does not exist, so far as I know, in any existing inflatable or in any existing conventional rigid structure power boat. Yachts with self-draining cockpits are in our category provided their cabins are watertight.

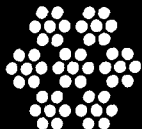
Instant self-draining is an important factor when operating in surf. The first over-large breaking wave will fill up a boat. Unless one has instant and complete self-draining one cannot accelerate and the next breaking wave capsizes the boat. I am a very firm believer in the inflatable tube as the best basis for an IRB but one should not be dependent on the air pressure in the tubes for immediate readiness for call-out on service. With a rigid hollow floor it makes no difference if the tubes are a little soft.

At the other end of the scale from X9 are the mini rescue boats to the same design but for single-handed use by beach guards on holiday beaches. The smallest is 10 feet 6 inches in length. One of these has been operating at Dawlish for the last two summers.

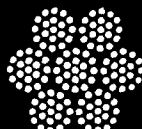
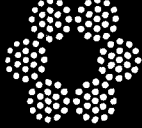
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7 x 7



RUNNING RIGGING
6 x 19 (PVC CORE) 7 x 19



DIAMETER
Milli- Inches
metres (approx)

MINIMUM BREAKING LOAD (LBS)

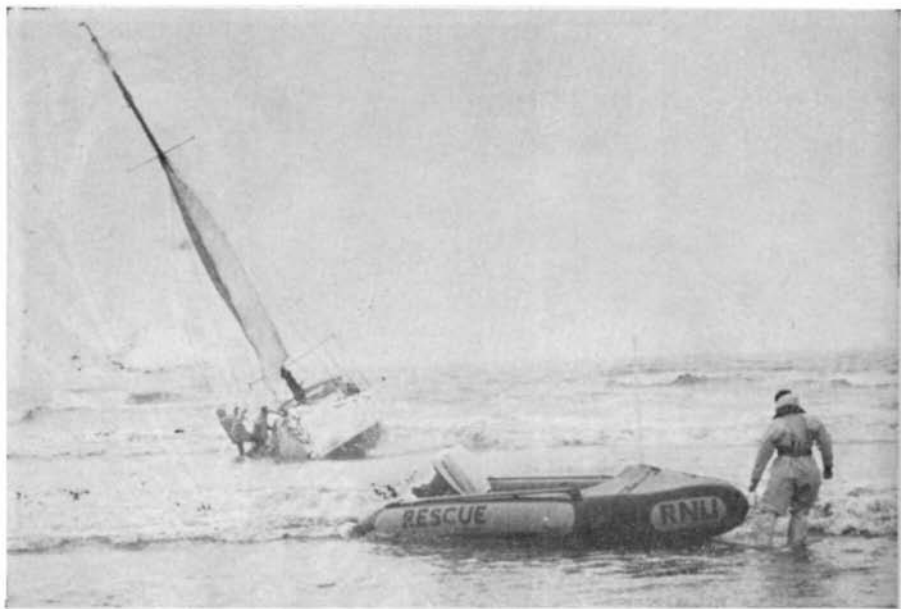
2	5/64	750	580	—	1,200
3	1/8	1,680	1,300	1,010	2,140
4	5/32	3,000	2,300	1,790	3,350
5	3/16	4,650	3,600	2,800	4,800
6	1/4	6,700	5,200	4,000	

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[The Yorkshire Post

The yacht *Poppy* ashore at Barmston, nr. Bridlington, on 26th May, 1969. The Bridlington IRB is in the foreground.



by courtesy of]

[Arthur Grant

The Swanage, Dorset, life-boat *R.L.P.* being rehoisted on 21st June, 1969, with the two men she had rescued from the yacht *Lydos*.

LETTER

● Commander Middleton's article 'Yachtsmen and the Life-boat Service' in the June edition of THE LIFE-BOAT has produced some interesting facts based upon his analysis of all life-boat services over a period of 10 years. He points out that it is the more experienced yachtsmen who ask for the services of the life-boat most frequently and goes on to appeal to all amateur sailors to join the Y.L.A.

However, some doubt must be cast on the wisdom of life-boat crews claiming salvage. There is no doubt that they are fully entitled to do so legally but is there moral justification, especially as their means of doing so is raised by public subscription? Surely it is a very dangerous precedent to ask our friends to support a public service which can be used for the private gain of its volunteer albeit dedicated helpers. How will the man in the street respond to an appeal to provide a boat for the possible financial reward of the crew? Then there is the point of view of the yachtsman. How long will he delay a legitimate call for a life-boat because of considerations of cost?

Surely we must be prepared to serve without any thought of personal gain and, like any other public service, we must take *the rough with the smooth*. The rude, selfish, demanding yachtsman with his frivolous call must be accepted

Y.L.A. Membership Increasing

There are now nearly 3,000 members of the Y.L.A. All of them receive THE LIFE-BOAT. Members of the Y.L.A. are cordially invited to contribute to what we hope will be a lively correspondence section in the Journal.

because of the legitimate man who only seeks help when there is no other alternative.

Yet Cmdr. Middleton's desire to make those who use the service help to pay for it can only be highly commended especially, as he says, it could avert the stultifying danger of state control. Perhaps membership of the Y.L.A. could carry immunity from salvage claims by the life-boat crews. Members could be issued with a current certificate and a burgee. Then the Service would not have to rely upon the goodwill of yachtsmen only, for it would be worth their while to support a service where sacrifice on their behalf is accepted as a normal procedure.

*Dr. John S. Makepeace,
The Broadway,
Sunderland,
Co. Durham.*

(Other correspondence on page 76)

COXSWAIN OFFER AT LUNCHEON

Coxswain Eric Offer, of the Dun Laoghaire life-boat, attended the 'Men of the Year' luncheon at the Savoy Hotel, London, on 13th November, 1969. Coxswain Offer, who went to sea at 16, won the bronze medal of the R.N.L.I. for gallantry when he rescued two people from the harbour on 15th June, 1969.

WHAT HAPPENS TO OLD LIFE-BOATS?

BY 'MAROON'

SOMETIMES the story is put about that the R.N.L.I. is in the habit of burning life-boats which have been involved in accidents. The truth of the matter is that on a few occasions in the past, when life-boat hulls have been wrecked beyond repair, they have been stripped of worthwhile parts and then burnt. Generally it can be said that life-boats, like old soldiers, never die, they only fade away.

The life cycle of a typical R.N.L.I. boat begins with her construction in the hands of craftsmen to a rigid specification. Then the boat, after many months, is commissioned for service at a station. As the years go by the boat is successively modified to keep pace with new developments. Ultimately she joins the Institution's reserve fleet. This means that she is likely to be called on at any time to take the place of a first line boat which has been damaged on service or is in need of a refit. Reserve boats on duty today—some were built in the early 1930s and have seen many vicissitudes—are stationed round Britain and Ireland.

CLAUSE IN CONTRACT

When the R.N.L.I. considers that a life-boat is due for replacement by a new boat, she is withdrawn from service for public sale. It is because the Institution can no longer guarantee a boat's 100 per cent effectiveness as a life-boat that there is a clause in the sales contract about ex-R.N.L.I. craft being used as life-boats. But for private use a retired R.N.L.I. life-boat is one of the strongest and safest boats in the world.



The R.N.L.I. maintains a fleet of reserve life-boats, and last year boats built as far back as 1930, 1933, 1935 and 1939 were included. It is after a period in the reserve fleet that such life-boats are put up for private sale. The life-boat shown here—once the New Brighton, Cheshire, reserve life-boat *Edmund and Mary Robinson*—is no longer with the R.N.L.I. For her new role see the picture on page 30.



by courtesy of]

[Enrique Hausmann

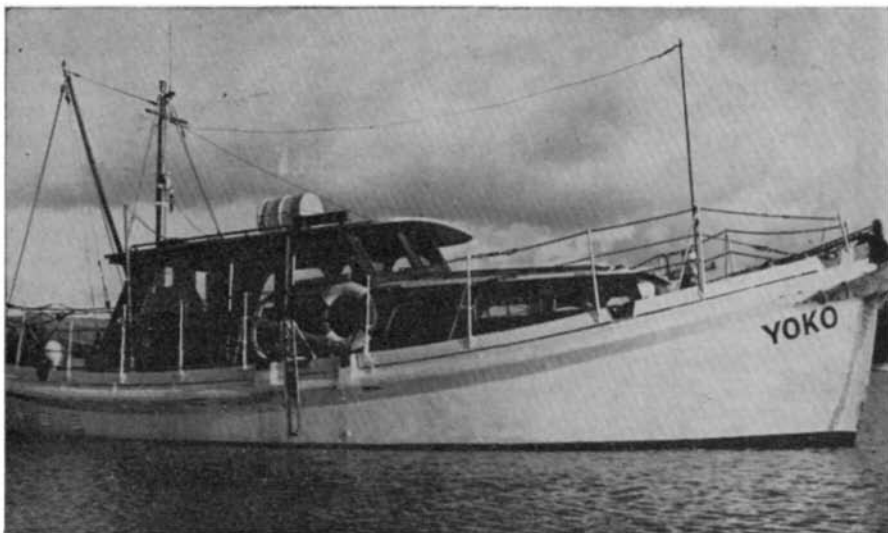
The motor yacht *Gramarie* (above), known to be lying at Palma, Majorca, in the mid-1960s, was once the Margate, Kent, life-boat ON694 *J. P. Proudfoot*. She was built in 1924, and in 1940 the crew shown below took her out to rescue P/O Richard Hillary, R.A.F. fighter pilot, who was of the family of Sir William Hillary who founded the R.N.L.I., in 1824. This 45-foot Watson type, before being sent to Margate, was named the *H. F. Bailey* and served at Cromer, Norfolk.



by courtesy of]

[*Evening News*

When a boat is to be sold, the R.N.L.I. notify the people interested—usually there is a waiting list—and they stress that the highest offer will not necessarily be



by courtesy of]

[H. Bra.

The *Yoko* was formerly the New Brighton, Cheshire, reserve life-boat ON812 *Edmund and Mary Robinson* built in 1938. She was a 41-foot Watson and in those days cost the R.N.L.I. £6,000 to build.

accepted. They state that the boat is offered 'as and where she lies' and that the Institution must not be put to any expense in connection with the removal of the boat from its retirement berth.

Plans and drawings showing the layout of the boat for sale can generally be inspected at the head office of the R.N.L.I. at 42 Grosvenor Gardens, London, S.W.1, or prints can be supplied to genuine applicants.

The Institution gives the various more important measurements which would interest a prospective buyer, also describing the type and capability of the engine within the craft. However, it is stressed that although the engines of a boat have been well maintained they do not give any condition or warranty as to the state of fitness of the engines which must be taken by the buyer with any current faults and imperfections.

In the agreement between the buyer of a life-boat and the Institution it is stated that the buyer is 'not to reinstate the name of the boat or any of the Institution's badges or inscriptions on the said boat or to have her painted like a life-boat, or use her as a life-boat, or part with her without receiving a written undertaking that she will not be so used or painted'.

CRAFT DESIGNED

A feature of R.N.L.I. boats is that they are craft designed to withstand extreme conditions and are unsinkable. They are attractive for certain types of work—as pilot boats, for conversion for pleasure, for fishing and so on.

It is essential that prospective buyers should know a fair amount about the type of construction so as not to be misled. Some of the life-boat types which come on the market have no cabin shelter. Some have little or no below-deck space without the removal of the air cases.

The demand for retired life-boats continues and types likely to be for sale over the next few years are 41-foot, 46-foot and 46-foot 9-inch Watsons, the 35-foot 6-inch Liverpool class, and several 51-foot Barnett life-boats.

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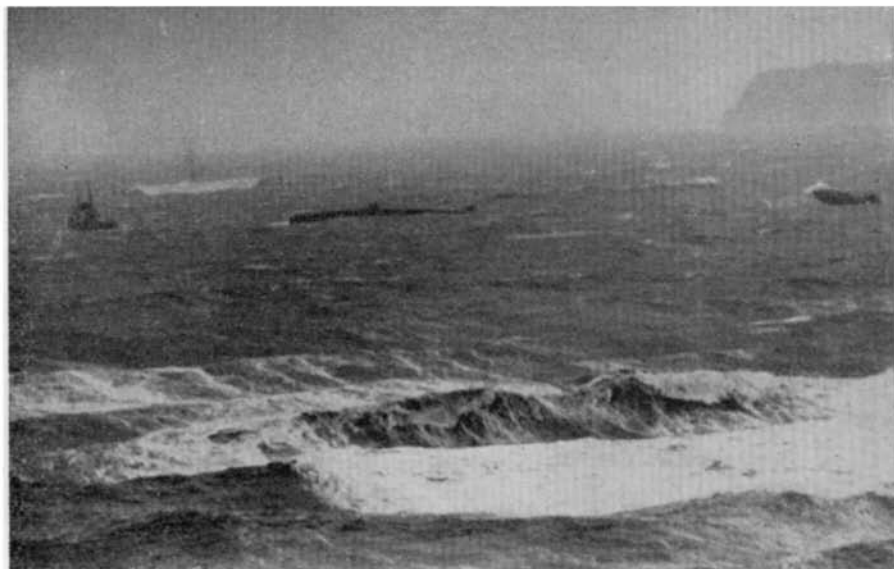
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[Torquay Times

Scene off Torquay on 7th December, 1959, when bad weather compelled a tug to keep three barges under tow in order to hold them off the lee shore. Two of the barges appear close together—the third one, far right, which was cast adrift, broke in two.

FOCUS ON . . . TORBAY

by Christopher Elliott

'ONE of the outstanding things about our station', explained Mr. Frederick W. H. Park, M.B.E., honorary secretary of the Torbay, South Devon, life-boat station, 'is that we are never short of men to man the life-boats. As for honorary secretaries here, well, I've been in harness since 1948. Back in history we had other honorary secretaries who stayed for a good many years.'

Which, I suppose, all adds up to a happy station.

What were the beginnings of the Brixham station which is called Torbay? Apparently the great gale which swept Torbay on 10th/11th January, 1866, caused the loss of between 60 and 70 ships at shelter there. Nearly 100 lives were lost. As a result of this tragedy the R.N.L.I. established a life-boat station at Torbay. The life-boat house was built for a mere £175, and the cost of the first life-boat was paid by the citizens of Exeter. The Torquay station was founded in 1876, closing in 1923, when a motor-life-boat was placed at Brixham. A year later—in 1924—the Brixham station was renamed Torbay.

Y.L.A. POTENTIAL

The population of Brixham has greatly increased since the early days of the life-boat station. The resident population of about 12,000 expands in summer to some 30,000, many owning boats; and the Brixham life-boat beat brings in such coast names as Hopes Nose, Berry Head, Start Point and Prawle Point. At some points the cliffs are 200 feet high. There is a strong Y.L.A. potential in the area.

The Torbay station accommodates a conventional life-boat, the *Princess Alexandra of Kent*, which is a 52-foot Barnett type, a Hatch boarding/rescue craft with the hull markings 18-03, and an IRB. The boats are crewed mostly by trawlermen who go out at about 5 a.m. and return between 6 and 8 p.m. in the evening. There are always enough men for a double crew.

Mr. Park, who came to live at Brixham in 1915, showed me round the life-boat station, and when I asked why the accommodation seemed a little unusual, with part of the slipway showing but unusable, he said that in preparation for D-Day in June, 1944, when the invasion of Normandy was being planned, the U.S. Army took over the life-boat station and altered it as a control point for loading. Thus the station, apart from many exciting rescues, has seen the greatest invasion preparations in the history of man. For Brixham was one of the key stepping off points for Normandy.

FOUNDATION LINK

A living link with the foundation date—1866—can be found at Brixham today. Miss Edna Sanders, aged 75, of the Strand, is the daughter of the late Coxswain William G. Sanders, and she remembers her mother telling her how the first local life-boat, the *City of Exeter*, was drawn from Fore Street on a carriage and of how she watched the procession from premises now demolished to make way for Lloyd's Bank. That life-boat stayed until 1885.

Talking of her father, who died in 1944 at the age of 84, Miss Sanders, who is the proud owner of a box of local life-boat photographs and press cuttings, said he was coxswain of the Torbay life-boat 'for 36½ years'.



by courtesy of] [J. H. Vicary
Coxswain William G. Sanders, who died in 1944 at the age of 84.



by courtesy of] [Paignton News

Coxswain Harold Coyde, who was awarded the Institution's silver medal for a service in 1964, is in charge of the Torbay life-boat.

One of the old undated press cuttings which Miss Sanders showed me, and which is reproduced here, illustrates very well how lucky her father was 'in matters of the deep'.

Said the report: 'Mr. Wm. Sanders, captain of the Brixham lifeboat, on Monday night took his son, aged 8, and two others beyond Berry Head in a small boat to catch mackerel. Subsequently the trawler *Lark* coming along took them all on board, making their boat fast astern. About 9 o'clock Mr. Sanders was hoisting the foresail when his son fell from the gangway into the sea unnoticed by the crew of the *Lark*. One of the boys, however, saw him and shouted out. Mr. Sanders, looking round, saw in the darkness the straw hat of his son floating aft, but the boy could not be seen. The father immediately dived where the hat appeared and caught his son about five or six feet under the surface. Coming up, he caught at the rail of the punt which was being towed, and which the skipper of the *Lark* had, with presence of mind, veered astern. By that means both father and son were rescued.'

In 1920—on 28th January—Coxswain Sanders was aboard the second life-boat to be named *Betsy Newbon* on a service to a condemned German destroyer in a whole easterly gale when she was upset by an exceptionally heavy sea. All the crew were able to scramble back aboard the life-boat.

MAN ON MAST

Miss Sanders told me: 'As the *Betsy Newbon* with sails set went over, my father said: "*Betsy Newbon*, let's see what you can do". In her upturned state a member of the crew seized the mast and, as the boat came round, slid down'.

In the course of his long service with the Torbay life-boat, Coxswain Sanders, who was a smack owner, received several letters commending his life-boat work, and one written by a Mr. Henry Knott, a former Torquay boy, from Radnor, Pennsylvania, U.S.A., in December, 1929, told of the local life-boat's exploits which had been reported in *The New York Times*. Mr. Knott said the report of four services undertaken by the Torbay boat between 5th and 7th December, 1929, made 'my heart beat fast with pride, and my very being diffused with joy'.

Coxswain William A. Mogridge also carried out a number of daring rescues while in charge of the Torbay boat. On 23rd January, 1937, he was awarded a clasp to his bronze medal for 'the gallant and dangerous service' to the steamer

English Trader which had run ashore at the entrance to Dartmouth harbour. The life-boat took off 52 men.

In 1938 and 1939 Coxswain Mogridge won further awards; and in 1944 Coxswain Frederick C. Sanders, a nephew of the late Coxswain William G. Sanders, was honoured for 'splendid seamanship and courage' in a night rescue service. Then in 1959 Coxswain Henry O. Thomas won the Institution's silver medal for a very courageous service to a Dutch tug and barges (see photograph on page 32) off Torquay. This also resulted in medals being awarded to all the crew by the Queen of the Netherlands.

BRAVERY RECORD CONTINUES

In more recent times the same kind of bravery has persisted, Coxswain Harold Coyde, who is at present in charge of the boat, having been awarded a silver medal for attempting to rescue two men from a motor vessel on 22nd December, 1964. Others in the present crew include Second Coxswain Dudley Stone, Motor Mechanic Barry Pike, Assistant Mechanic Owen McNally, and Signalman Alistair Mackay.

Newspaper headlines were made on 9th July, 1968, when the Torbay life-boat, in dense fog, found with the aid of her radar a ferry aground and took off and landed 126 passengers and a dog in one go.

As I said at the start of the article, Torbay has had a steady line of honorary secretaries, two other long serving in that capacity being the Rev. R. Fenwick



by courtesy of]
[Frank Mifsud

On 9th July, 1968, the Torbay life-boat *Princess Alexandra of Kent*, using radar, found a stranded ferry in dense fog and took off and landed 126 passengers and a dog in one go.

Elrington, Vicar of Brixham, who was secretary from 1866 to 1891, and Mr. H. M. Smardon, secretary for 25 years until his death in 1948.

Mr. Park, who is the present Mayor of the County Borough of Torbay and has a fairly busy diary, has to delegate authority so that Capt. Arthur K. Bamberry, the assistant honorary secretary, is able to act for him in despatching the life-boat.

Torbay is proud of the tribute paid to them by a former secretary at the London headquarters of the R.N.L.I. When Sir George F. Shee retired, and a life-boat was named after him, he decided without hesitation to select Torbay as her station.

BELL AND RINGER VANISHED

I was sorry to learn from Miss Sanders that in 1957 the ancient handbell, which had been rung to summon the life-boat crew before the maroons were fired, was stolen. This bell was originally used by the fish-salesmen on Brixham market to summon would-be buyers ready for the fish auction. As the years went by fishermen understood that the furious ringing of the handbell meant that they were wanted at the life-boat station—in fact, the bell often alerted them before the maroons.

Miss Sanders told me: 'I remember the day the bell was taken. I heard the bell—one couldn't mistake it—being rung, as if someone was walking through the town with it, and I telephoned the fishmarket. At first they did not believe me and finally, when a search was made, the bell and its ringer had vanished.'

NEW RADAR

There was a ceremony at Torbay, South Devon, on 10th September, 1969, when a plaque was unveiled aboard the life-boat *Princess Alexandra of Kent* to commemorate the gift of radar equipment and finance to install it. The radar was given by the Hayward Foundation, and the cost of fitting the equipment was met by special funds obtained by the Lions Club of Torquay and the local R.N.L.I. branch. The Hayward Foundation has now given eight radar sets to the R.N.L.I.

Power Boat Race prize to R.N.L.I.

Officers and ratings from H.M.S. *Churchill* who won the first prize for members of the armed services in the recent power boat race sponsored by the *Daily Telegraph* and B.P. have decided to present all their prize money, which amounts to about £300, to the Barrow-in-Furness branch of the Royal National Life-boat Institution.

A cheque was presented to Mr. W. D. Opher, C.B.E., chairman of the Barrow-in-Furness branch of the R.N.L.I., at Biggar Village, Walney Island, on 18th September, 1969.

The helmsman of *Tornado*, which was manned from H.M.S. *Churchill*, was Lieutenant D. Ruscombe-King, R.N.

LONGHOPE ENQUIRY

In connection with the report of the inquiry into the Longhope disaster which appeared in the September issue of LIFE-BOAT (pages 662-666), the reference to 'five miles east of Halcro Head, North Ronaldsay', should have read 'five miles east of Halcro Head, South Ronaldsay'.

Life-boat services round the Coasts

JUNE

No. 5 Life-boat Area

Selsey, Sussex – At 5.45 p.m. on 9th June, 1969, the coastguard reported that a sailing dinghy was in difficulties two miles off shore. At 5.50 the IRB was launched in a strong east north easterly wind with a corresponding sea. The tide was flooding. The life-boat *Charles Henry* was also launched at 6.20 and came up with the dinghy five miles south south west of Selsey Bill. Her crew of two were taken on board the life-boat, and the dinghy was towed to Selsey. The IRB returned to her station at 7 o'clock, and the life-boat at 8.14.

No. 6 Life-boat Area

Plymouth, Devon – At 6.43 p.m. on 10th June, 1969, the coastguard informed the honorary secretary that two children were stranded on rocks between Picklecombe and Cremyll. At 7.3 the life-boat *Thomas Forehead and Mary Rowse* slipped her moorings in a light north easterly breeze with a corresponding sea. It was four hours after high water. The life-boat's boarding boat went inshore and took off one child. It then went inshore again and took off the other child who had managed to reach the beach. Both children were taken on board the life-boat and landed at Millbay where an ambulance was

waiting. The life-boat returned to her station at 8.10.

No. 7 Life-boat Area

Swanage, Dorset – At 6 p.m. on 21st June, 1969, a small yacht was reported in difficulties half a mile south of St. Alban's head. At 6.11 the life-boat *R.L.P.* was launched in a fresh south westerly wind with a slight sea. The tide was ebbing. The life-boat came up with the yacht *Lydos*, with a crew of two on board, sheltering in the quieter water of Chapman's pool. The life-boat took her in tow to Swanage and returned to her station at 8.40.

Swanage, Dorset – At 6.15 p.m. on 18th June, 1969, the coastguard informed the honorary secretary that two men were clinging to a capsized dinghy off Durlleston head. At 6.21 the life-boat *R.L.P.* was launched in a moderate south westerly wind with a choppy sea. It was one hour before low water. The life-boat came up with a shore-boat off Anvil point. The shore-boat had been searching and found nothing. The life-boat searched westwards and the shore-boat eastwards and at 6.50 the life-boat sighted the bows of the dinghy protruding from the water three quarters of a mile off Dancing Ledge. An unconscious man was taken from the water a short distance away. Resuscitation and heart massage were applied immediately by the life-boat crew. Two more men were taken

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from the sea by the shore-boat in an exhausted condition. They were transferred to the life-boat, wrapped in blankets and given warm drinks. Efforts to revive the first man taken from the water continued until the life-boat returned to her station at 7.30. All three men were taken to hospital, but one of the men died.

Barmouth, Merionethshire – At 3.45 p.m. on 6th June, 1969, the coast-guard told the honorary secretary that a distress signal had been received from a boat two miles north west of Barmouth. At 4.3 the life-boat *The Chieftain* was launched. The tide was ebbing. The life-boat came up with the motor cruiser *Tricia* two and a half miles west north west of Barmouth. Her engine had failed and she was drifting out to sea. There were four adults and a child on board. The life-boat took the *Tricia* in tow to Barmouth, and returned to her station at 5.35.

No. 10 Life-boat Area

Valentia, Co. Kerry – At 12.25 p.m. on 23rd June, 1969, information was received that the fishing vessel *Eilis*, in the vicinity of Innistearaght island, required assistance. At 12.35 the life-boat *Peter and Sarah Blake*, on temporary duty at the station, slipped her moorings in a fresh north westerly wind with a moderate sea. The tide was flooding. The life-boat came up with the vessel, which had lost her rudder, at 3.20. Her crew of five were taken on board the life-boat, which towed the *Eilis* to Valentia. The life-boat returned to her station at 6.5.

At 10.40 a.m. on 11th June, 1969, information was received that a fishing vessel was in difficulties at Loop head, County Clare. The life-boat *Rowland Watts* slipped her moorings at 10.50. The tide was flooding. At 4.15 the life-boat came up with the motor fishing vessel

Ros Molt with a crew of four on board. Her engine had broken down and she was drifting. The fishing vessel was taken in tow to Dingle, and the life-boat returned to her station at 1.15 a.m. on 12th June.

At 5.50 p.m. on 25th June, 1969, it was learnt that the fishing vessel *Kells Bay* was drifting half a mile off shore at Bull head. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, slipped her moorings in a strong south westerly wind with a rough sea. The tide was ebbing. She came up with the fishing vessel at 7.30. Her engine had broken down. The four men on board were taken aboard the life-boat and the vessel was towed to Kells pier. The life-boat returned to her station at 10.30.

At 3.55 p.m. on 22nd June, 1969, Valentia radio informed the honorary secretary that a fishing vessel was in difficulties off Beenacry head. At 4.5 the life-boat *Rowland Watts* slipped her moorings. The tide was ebbing. The life-boat came up with the fishing vessel *Siveen* with a crew of five on board. Her anchor rope had fouled her propeller. The reserve life-boat *Peter and Sarah Blake*, on passage to Valentia, had also picked up the distress call, and she now came up to give assistance. With the aid of both life-boat crews the anchor rope was cut, and the *Rowland Watts* towed the *Siveen* to Caherciveen, returning to station at 6.50.

Dun Laoghaire, Co. Dublin – At 4.20 p.m. on 2nd June, 1969, information was received that a yacht had capsized off Blackrock. At 4.29 the life-boat *John F. Kennedy* slipped her moorings. It was low water. She came up with the yacht *Evergreen* two miles north east of the pier. The crew of three, who were clinging to the overturned boat, were taken on board the life-boat and

landed at Dun Laoghaire. An ambulance was waiting to take to hospital the youngest of those rescued, who was suffering from exposure. The life-boat returned to her station at 4.46.

Howth, Co. Dublin – At 8 p.m. on 16th June, 1969, information was received that a yacht was in difficulties three miles from Howth. At 8.9 the life-boat *A.M.T.* slipped her moorings in a strong south easterly wind and a moderate sea. It was low water. She came up with the yacht *Echo* on Malahide bar, which had a broken mast and was in danger of being blown ashore. The yacht with her crew of three on board was towed to Howth. The life-boat returned to her station at 9.30.

IRB LAUNCHES

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

No. 2 Life-boat Area

Kinghorn, Fife – At 8.30 p.m. on 16th June, 1969, the coastguard informed the honorary secretary that a sailing dinghy was in difficulties five miles south of Methil. The IRB was towed to Leven, with a police escort through Kirkcaldy. She was launched at 9.5 in a light easterly breeze and a heavy swell. The tide was ebbing. When the IRB came up with the sailing dinghy, a helicopter was in attendance. The two-man crew were taken aboard the IRB where they were found to be suffering from exposure. They were taken ashore by the helicopter, and the dinghy, which had been capsized, was righted, dismasted, and towed by the IRB to Kirkcaldy. When the dinghy was safely ashore, the IRB was beached at 10.30 and towed back to Kinghorn.



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No. 3 Life-boat Area

Bridlington, Yorkshire – At 9 p.m. on 26th June, 1969, the harbour office told the honorary secretary that the yacht *Mike* was aground on the harbour bar and was being pounded heavily. She had dropped anchor but it did not hold. The IRB was launched at 9.10 in a light south westerly breeze with a choppy sea. It was one hour after low water. The IRB dropped her own anchor and passed the cable to the yacht. She then picked up the life-boat coxswain from south pier. The yacht was still driving up the bar, so two members of the IRB crew were put aboard to handle her cable. She was eventually towed clear and escorted to a safe anchorage in South bay. The IRB returned to her station at 10.29.

Filey, Yorkshire – At 9.43 p.m. on 15th June, 1969, the coastguard reported that a man and two small children were cut off by the tide under the cliffs one mile north west of *Filey Brigg*. The IRB was launched at 9.55. The weather was misty with poor visibility. After a two mile passage around *Filey Brigg* in failing light the IRB approached the reported scene of the incident. It was just possible to see the party huddled against the crumbling cliff face. The northerly swell had built up in the locality and was breaking over rocks at the foot of the cliff, making it very difficult to work into a position where the party could be reached. Eventually the man and children were safely brought across the weed-covered rocks, but care was needed to avoid the deep rock pools in the area. The IRB returned at 10.30.

No. 4 Life-boat Area

Southend-on-Sea, Essex – At 3.25 p.m. on 8th June, 1969, the coastguard informed the honorary secretary that a small cabin cruiser with an outboard motor had broken down and was drifting in the Fairway just east of the No. 6 Sea Reach buoy. The IRB was launched at 3.27 p.m. in a moderate to strong north easterly wind and a moderate sea. It was three hours after low water. She found that the motor boat, which had four people aboard, was shipping water. The IRB towed her to the pier. Later the IRB escorted her to her moorings at Westcliff, but on the way the cabin cruiser's steering failed, and the IRB took her in tow. When she was safely moored, the IRB returned to her station, arriving at 4.25.

Southwold, Suffolk – At 5.56 p.m. on 18th June, 1969, it was learnt that a man had fallen into the harbour while trying to rescue a dog. He had been swept out on the ebb tide and was clinging to *Walberwick pier*. The IRB was launched at 6 o'clock. It was one hour before low water. She rescued the man and landed him on the *Walberwick* side of the pier. The IRB returned to her station at 6.20.

Clacton-on-Sea, Essex – At 6.25 p.m. on 11th June, 1969, the coastguard informed the honorary secretary that a sailing dinghy had capsized about 200 yards off the IRB station and her crew member was having difficulty in righting her. The IRB was launched at 6.58 in a fresh to strong north easterly sea and a moderate sea. The tide was flooding. She made for the

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

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sailing dinghy and found that the man was suffering from cold and exposure. He was taken aboard the IRB which landed him on the beach. The IRB put to sea again and returned to the dinghy which had drifted over a mile in the meantime. A line was secured and the IRB towed her ashore. When the dinghy had been safely beached the IRB returned to her station, arriving at 7.50.

Mablethorpe, Lincolnshire – At 3.25 p.m. on 29th June, 1969, the honorary secretary noticed that a speedboat had overturned one mile to the north of the IRB station and three people were in the water. The IRB was launched at 3.27 in a light south westerly breeze and a slight swell. She came up with the speedboat *Geisha Girl*. The survivors were taken aboard the IRB which helped to beach the speedboat. The IRB returned to her station at 3.44.

No. 5 Life-boat Area

Margate, Kent – At 5.54 p.m. on 17th June, 1969, the coastguard reported that a motor boat with a varnished hull had broken down about three quarters of a mile to the north of Foreness point. Her crew were trying to row her ashore but they were being swept out to sea by the ebbing tide. The IRB was launched immediately in a fresh southerly wind with a slight sea and swell. It was four hours after high water. She was informed by radio telephone that the boat was now one mile north north east of the coastguard lookout. The IRB came up with the boat and took her in tow to the Lido where her trailer was located. The boat was eventually towed to Newgate slip. The IRB returned to her station at 7 o'clock.

At 3.47 on 16th June, 1969, the coastguard informed the life-boat coxswain that a motor boat had



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broken down off Reculver and that her crew were calling for help. The IRB was launched immediately in a light southerly breeze and a calm sea. It was two hours after high water. She made for the position indicated and found a small fibreglass dinghy with two adults and two children on board. The engine had broken down and they were attempting to paddle ashore with only one oar. The IRB put a crew member aboard the dinghy and towed her ashore, beaching her about half a mile to the west of Reculver towers. After reporting to the coastguard by radio telephone, the IRB returned to her station at 5.9.

Bembridge, Isle of Wight – At 12.47 p.m. on 19th June, 1969, the coastguard reported that a small power boat with one man aboard was drifting about half a mile east of Bembridge Ledge, but so far as could be ascertained no distress signal had been sighted. The honorary secretary asked the coxswain to investigate and at 1.6 he reported that he considered the IRB should be launched as the power boat appeared to have broken down. The IRB was launched at 1.20 in a moderate west south westerly breeze with a corresponding sea. It was four hours after low water. She came up with the power boat and took her in tow to Bembridge, returning to her station at 1.55. It was subsequently learnt that the power

boat had broken down off Weymouth the previous evening and had drifted throughout the night.

Rye Harbour, Sussex – At 4.5 p.m. on 8th June, 1969, it was learnt that a sailing dinghy had capsized about half a mile off Camber. The IRB was at sea carrying out an exercise. She was recalled by the firing of rockets and instructed to make for Camber. There was a moderate to fresh easterly wind and a choppy sea. The tide was flooding. The IRB found that the dinghy's crew had been pulled ashore by people on shore but the owner had stayed with his boat and was almost exhausted. He was taken aboard the IRB and told the crew that he had been hanging on to the dinghy for an hour. The IRB landed the survivor at Camber for treatment, and returned to her station at 4.55.

Littlestone-on-Sea, Kent – At 12.49 p.m. on 29th June, 1969, it was learnt that two dinghies had capsized two miles from the station. The IRB was launched at 12.50. She found a dinghy with an outboard motor. The dinghy had capsized and a man and a small boy were in the water. The man, who had been sailing nearby when the dinghy capsized, had dived into the water to assist the boy who was trapped underneath. When the IRB arrived he had freed the boy and was supporting him in the water, with some difficulty, as the youngster was suffering from shock. An IRB crew member went overboard to help the man and the young boy into the IRB. She then went to a sailing canoe which had capsized. She took off two young boys and landed the four survivors safely on shore. The IRB then went back and towed the dinghy and sailing canoe ashore before returning to her station at 1.45.

At 11.14 a.m. on 29th June, 1969, the coastguard informed the honor-

ary secretary that a dinghy three miles to the north east had fired a flare. The IRB was launched at 11.15. It was one hour after high water. She found a dinghy with a broken mast and two people in the water. They were taken aboard the IRB which towed the dinghy ashore and landed the survivors. She returned to her station at 11.47.

Brighton, Sussex – At 4.30 p.m. on 7th June, 1969, the IRB was returning from an exercise when she saw three bathers shouting and waving for help about 200 yards off shore to the east of Palace pier. She made for them in a moderate westerly wind and a corresponding sea. It was one and a half hours before high water. The IRB picked up the three men from the water, which was very cold, and landed them on the beach. One of the men was in an exhausted condition. The IRB returned to her station at 4.40.

Whitstable, Kent – At 11.5 p.m. on 28th June, 1969, a harbour employee told the honorary secretary that cries for help had been heard a short distance off shore. The IRB was launched at 11.8 p.m. It was one hour before high water. After a short search she found two men. One was clinging to a dinghy which had capsized, the other was swimming nearby. Both men were taken aboard the IRB and landed safely on shore. The IRB then returned to her station, arriving at 11.35. It was learnt that the men had been returning to their cruiser, which was moored a short distance off shore, when their pram dinghy capsized.

No. 6 Life-boat Area

St. Agnes, Cornwall – At 3.40 p.m. on 11th June, 1969, information was received that two people were cut off by the tide at Star beach. Although it was almost high water they were still in danger as the rocks on which they

were stranded were being washed by the sea. The IRB was launched at 3.47. She made for the beach and found two adults and two children standing on the rocks over which the sea was lapping. They were taken aboard the IRB which returned to her station, landing the survivors at 3.58.

At 7.59 p.m. on 4th June, 1969, the coastguard informed the honorary secretary that two people were cut off by the tide on Star beach and had no means of escaping the rising tide. The IRB was launched at 8.5. It was one and a half hours before high water. She made her way towards the beach through the rocky outcrops. The helmsman decided in view of the state of the sea to lay a kedge anchor and ease into the cove using the oars. The IRB was manoeuvred to the beach where two young girls were taken aboard. The IRB was then hauled out of the cove on the kedge anchor and returned to her station, arriving at 8.30.

St. Agnes, Cornwall – At 4.6 p.m. on 29th June, 1969, the coastguard told the honorary secretary that three people were cut off by the tide at Port Codjack cove, Portreath. The IRB was launched at 4.10. The tide was flooding. When she arrived off the cove police had been stationed on the cliff immediately above the cove. They directed the IRB to two trapped men. They were taken aboard the IRB and landed on a beach a short distance away. In the meantime the IRB crew had seen another three men who were stranded at another part of the cove. They were picked up by the IRB and landed at Portreath beach. The IRB then returned to her station, arriving at 5.46.

St. Ives, Cornwall – At 2.40 p.m. on 10th June, 1969, it was learnt that a man was lying on the rocks at Jennings cove with an injured ankle. The IRB was launched and made for

the position indicated. It was high water. She found the man still on the rocks and he was taken aboard the IRB. Radio contact was established with the coastguard and arrangements made for an ambulance to await the IRB at west pier, St. Ives. The IRB returned to her station at 3.15.

No. 7 Life-boat Area

Porthcawl, Glamorganshire – At 3.26 p.m. on 25th June, 1969, the coastguard reported that a dinghy had capsized off Porthcawl pier. The IRB was launched at 3.30. It was one hour after high water. The dinghy's crew of two were taken aboard the IRB. Then the dinghy was baled out and taken in tow to Porthcawl. The IRB returned to her station at 3.50.

Mudford, Hampshire – At 12.10 p.m. on 2nd June, 1969, a member of the public told an IRB crew member that she had heard cries for help which appeared to be coming from a sailing dinghy which was drifting out to sea off Haven quay with a young woman on board. It was just after high water. The IRB found the sailing dinghy with the woman on board. An elderly man was in the water clinging to the shrouds. His legs were caught in the main sheet and he was unable to climb back aboard the dinghy. He was taken aboard the IRB, and the coastguard was informed by radio telephone that he was suffering from exposure. With the dinghy in tow the IRB returned to her station where the survivors were landed at 12.40. The man was then transferred to an ambulance. A helicopter assisted in the search for the sailing dinghy. A donation was made to the funds of the Institution.

Atlantic College, Glamorganshire – At 6.30 p.m. on 15th June, 1969, news was received that four people were cut off by the tide under the cliffs between Monknash and Dunraven

bay. The experimental IRB X.9 was launched at 6.33 in a light south easterly breeze and a corresponding sea with a moderate ground swell. It was one and a quarter hours before high water. When she found the party after a short search the tide had almost reached the foot of the cliffs, which could not be climbed at this point. They were taken aboard the IRB which returned to her station, landing them at 6.51. A donation was made to the funds of the Institution.

Aberystwyth, Cardiganshire – At 12.50 p.m. on 10th June, 1969, the honorary secretary noticed that a sailing dinghy had capsized about one mile west of Aberystwyth. She was righted with some difficulty by her crew. At 1.5 she again capsized. The dinghy was kept under observation and after 15 minutes the IRB was launched as the dinghy's crew were still unable to right her. There was a moderate to fresh easterly wind with a calm sea. It was low water. The dinghy was righted with the assistance of the IRB's crew and towed back to the harbour. The IRB returned to her station at 1.50. A donation was made to the funds of the Institution.

At 11.55 a.m. on 22nd June, 1969, the honorary secretary noticed that a catamaran had been dismasted in the harbour entrance. The IRB was launched at noon in a moderate to fresh southerly wind and a heavy swell. The tide was flooding. She took the catamaran, which had a crew of two, in tow and brought her safely into the harbour. The IRB returned to her station at 12.20 p.m.

Poole, Dorset – At 4.15 p.m. on 25th June, 1969, the life-boat motor mechanic heard three men in a speed-boat calling for help about half a mile south by east from the boat-house. The fast rescue/boarding boat 17.003 slipped her moorings im-

mediately and made for the speed-boat. The tide was ebbing. The speedboat was almost submerged when 17.003 came up with her. The three survivors were taken aboard and, with the sunken speedboat in tow, 17.003 returned to her station, arriving at 4.45.

Weston-super-Mare, Somerset – At 3.15 p.m. on 13th June, 1969, a workman on the old pier told the boathouse attendant who in turn advised the honorary secretary that a bather was in difficulties about a quarter of a mile to the north of the station. A crew member who had seen the swimmer from his house went to the boathouse. The IRB was launched at 3.20 p.m. It was two hours after low water. She made for the swimmer and took him aboard. The IRB returned to the boathouse, landing the bather at 3.30.

No. 8 Life-boat Area

Criccieth, Caernarvonshire – At 3.30 p.m. on 19th June, 1969, the honorary secretary noticed that a sailing dinghy had capsized in Criccieth bay. The IRB was launched immediately in a moderate south westerly wind and a choppy sea. It was three hours before high water. She made for the dinghy and took the crew of two aboard. The sailing dinghy was then towed to Criccieth beach where the survivors were landed. The IRB returned to her station at 4 o'clock.

West Kirby, Cheshire – At 1.40 p.m. on 29th June, 1969, the honorary secretary of the Hoylake life-boat station informed the West Kirby IRB honorary secretary that a sailing dinghy had capsized off Sandkey slip and her crew member was unable to right her. The IRB was towed across the sands to Hoylake and launched at 1.55. It was three hours after high water. She found the dinghy and then noticed the man

swimming about 200 yards away from the dinghy. He was taken aboard the IRB which then beached the dinghy and landed the survivor. The IRB was then towed back to West Kirby, arriving back on station at 3 o'clock.

Fleetwood, Lancashire – At 1 p.m. on 9th June, 1969, it was learnt that two deckhands had gone overboard from the trawler *Boston Seafoam*. The IRB was launched at 1.3. It was low water. She made for the trawler which was lying at Wyre dock and after a short search found the two men. They were landed at Fleetwood, and the IRB arrived back to the station at 1.30.

JULY

No. 1 Life-boat Area

Barra Island, Outer Hebrides – At 9.20 p.m. on 25th July, 1969, news was received that a fishing boat with a crew of two was overdue from the Mingulay fishing grounds. The life-boat *The Rankin*, on temporary duty at the station, slipped her moorings at 9.50 in a moderate south westerly wind with a rough sea. It was high water. Parachute flares fired by the life-boat were eventually seen and acknowledged by the fishing boat, which was found about eight miles west of Mingulay. She was taken in tow to Vatersay, and the life-boat returned to her station at 2.30 a.m. on 26th July.

No. 2 Life-boat Area

Port Erin, Isle of Man – At 5.35 p.m. on 21st July, 1969, the life-boat coxswain noticed that a dinghy with three people on board was in difficulties in Port Erin bay. The life-boat *Matthew Simpson* was launched at 5.50 in a fresh south westerly wind with a rough sea. It was shortly after high water. The life-boat came up with the dinghy at 6 o'clock. There

were two boys and a young man on board. They were suffering from exhaustion, and the dinghy was in danger of being swept towards the rocks under Bradda. A line was secured and the dinghy was taken in tow to Port Erin. The life-boat returned to her station at 6.30.

No. 3 Life-boat Area

Sunderland, Co. Durham – At 2.31 p.m. on 4th July, 1969, the coastguard told the second coxswain that a fishing boat was flying distress signals about two and a half miles off Sunderland. The life-boat *William Myers and Sarah Jane Myers* was launched at 2.55 in a fresh south westerly wind with a choppy sea. The tide was flooding. She found the coble *Homeland*, with a crew of two on board, with a battery failure and took her in tow to Sunderland. The life-boat returned to her station at 4.20.

No. 4 Life-boat Area

Walton and Frinton, Essex – At 9.23 p.m. on 29th July, 1969, the coastguard reported that a yacht was in difficulties two miles south west of the Sunk lightvessel. The life-boat *Edian Courtauld* slipped her moorings at 9.40 in a moderate north westerly wind with a corresponding sea. The tide was flooding. At 11 o'clock the life-boat came up with the yacht *Nicolene* of Hoorn which was short of fuel and had fouled her propeller. The life-boat took her in tow—she was carrying a crew of three—to Walton, and returned to her station at 3.15 a.m. on 30th July. A donation was made to the Institution's funds and a gift to the crew.

No. 5 Life-boat Area

Selsey, Sussex – At 11.50 p.m. on 6th July, 1969, it was learnt that two of the crew of four of the yacht *Fair Mistress* were very ill and that assist-

ance was required. The life-boat *Charles Henry* was launched at 12.20 a.m. on 7th July in a north westerly gale with a very rough sea. It was two hours after low water. The life-boat came up with the yacht 13 miles south of the Nab Tower at 2.58. The ferry *Viking II* was standing by. The yacht was without lights and visibility was restricted by heavy rain. This made close contact with the yacht essential. While instructions were being given to her crew by loud hailer the yacht suddenly swung across the life-boat's bow causing her to go hard astern. She touched the ferry causing some damage to bulwark and rails. At 3.15 the ferry got under way, and the life-boat stood by with the intention of making a tow line fast at first light. At 4.25 the yacht was taken in tow. Owing to the heavy seas speed was limited to about three knots. The life-boat and her tow reached Portsmouth at 9.30 where two of the yacht's crew were taken to hospital. She returned to her station at 1.25.

Dungeness, Kent – At 10.15 p.m. on 26th July, 1969, the coastguard reported that a cabin cruiser was in difficulties four miles south south east of Dungeness. The motor vessel *Mouthouet* was standing by. The life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched at 10.29 in a moderate west south westerly wind. It was one hour after high water. She came up with the cabin cruiser *Fairway*, which had a crew of two, at 11.10. The *Fairway's* engine had broken down. She was taken in tow to Rye harbour, and the life-boat returned to her station at 2.40 a.m. on 27th July.

Dover, Kent – At 7.10 p.m. on 5th July, 1969, the coastguard informed the honorary secretary that a yacht was in difficulties and drifting towards the Goodwin sands. At 7.22 the life-boat *Faithful Forester* was launched. It was three hours after

high water. She came up with the auxiliary yacht *Argus*, with a crew of seven on board, one mile east of Dover harbour. The yacht's engine had broken down. She was taken in tow to Dover, and the life-boat returned to her station at 7.50.

Margate, Kent – On 9th July, 1969, the life-boat *North Foreland (Civil Service No. 11)* was launched to the help of the pilot boat *Nayland* towing the motor fishing vessel *Marvonne*. A full account of this service, for which special awards were granted, appears on page 19.

Newhaven, Sussex – At 2.30 p.m. on 26th July, 1969, the coxswain of the life-boat, while at sea on exercise, received a radio message from the fishing vessel *Edith May* that the motor boat *R.I.B.S.*, with one man aboard, had broken down 12 miles south south west of Newhaven. The life-boat *Kathleen Mary* was at the time on passage to Seaford. She had been launched at 2 o'clock. It was low water. The life-boat, using radar in the poor visibility, located the motor boat at 3.45. She took her in tow to Newhaven, and returned to her station at 6.10.

No. 6 Life-boat Area

Appledore and Ilfracombe, North Devon – At 8.35 p.m. on 17th July, 1969, the Hartland coastguard told the Appledore life-boat coxswain that the cabin cruiser *Sea Sweeper*, with two people on board, was in difficulties one mile west of Baggy point and had fired red flares. The life-boat *City of Edinburgh*, on temporary duty at the station, slipped her moorings at 8.47 in a moderate north westerly wind with a corresponding sea. It was high water. As communications were difficult the Ilfracombe coastguard asked for the Ilfracombe life-boat *Lloyd's II* and she was launched at 9 o'clock, arriving in the area soon after the

City of Edinburgh. A helicopter reported that the cabin cruiser's crew did not wish to be lifted off so it stayed with the *Sea Sweeper* until the *City of Edinburgh* came up. The life-boat towed the cabin cruiser into Appledore, which was reached at 11 o'clock. The Appledore life-boat returned to her station at 11.7.

St. Peter Port, Guernsey – At 12.15 a.m. on 7th July, 1969, following reports of flares seen off the north east end of the island of Guernsey, information was received that the yacht *Calypso V*, with a crew of four, was in difficulties three and a quarter miles north west of Platte Fougère lighthouse. The life-boat *Euphrosyne Kendal* slipped her moorings at 12.30 in a northerly gale with a rough sea. It was high water. The British Rail passenger vessel *Sarnia*, on passage to Weymouth, sighted the yacht and made a lee for her until the life-boat came up at 1.30 and had secured a tow by 1.54. The yacht was towed into St. Peter Port, and the life-boat returned to her station at 3.35. A donation to the Institution's funds was made by the owner of the yacht.

St. Helier, Jersey – At 10.3 a.m. on 29th July, 1969, air traffic control informed the assistant honorary secretary that an aircraft had sighted a yacht which was firing red flares to the north of the island. The life-boat *Elizabeth Rippon* slipped her moorings at 10.23 in a north westerly gale with a rough sea. It was two and a half hours after high water. She came up at 11.40 with the yacht *Miss Mitzy*, with six people on board, two miles west south west of Grosnez point. She took the yacht in tow to St. Helier, and returned to her station at 2.48 p.m.

The Lizard—Cadgwith, Cornwall – At 1.42 a.m. on 29th July, 1969, the coastguard told the honorary secretary that red flares had been sighted five miles west of the Lizard light-

house. At 2.10 the life-boat *The Duke of Cornwall (Civil Service No. 33)* was launched in a north westerly gale with a rough sea. The tide was flooding. A search was made throughout the night, and at daylight a naval helicopter also took part. At 10.47 the tanker *Hunter Cambridge* reported that she was standing by the yacht, which had fired the flares, 16½ miles west south west of the Lizard lighthouse. The life-boat came up with the yacht *Susmar* at 11.45. She had been unable to make headway in the adverse weather. The crew of two were taken aboard the life-boat and the yacht taken in tow to Kilcobben cove. The life-boat returned to her station at 5 o'clock. A donation was made to the Institution's funds.

Port Isaac and Padstow, Cornwall – At 7.25 p.m. on 7th July, 1969, the coastguard informed the honorary secretary at Port Isaac that a yacht had fired red flares about five miles west north west of the station. At 7.49 the IRB was launched in a moderate north westerly wind with a calm sea. The tide was flooding. The IRB came up with the yacht *Minoru* with five people on board. The yacht had run out of fuel and was drifting dangerously towards the shore. The IRB stood by the boat to await the arrival of the Padstow life-boat *James and Catherine Macfarland* which had launched at 7.50. The life-boat took the *Minoru* in tow to Padstow. The IRB returned to her station at 9 o'clock, and the life-boat at 11.15.

St. Mary's, Scilly Islands – At 3.26 a.m. on 29th July, 1969, the coastguard informed the life-boat coxswain that the French yacht *La Libertine*, with five men and two girls aboard, had dragged her anchor and was driving ashore between Port Mellin and the life-boat house. The coxswain confirmed that it was not possible to help the yacht from the

shore and the life-boat *Guy and Clare Hunter* was launched at 4 o'clock in a north north westerly gale and a rough sea. It was three hours before high water. The life-boat came up with the yacht at 4.6. A coastguardsman swam between the yacht and the life-boat and a line was made fast. The yacht was refloated and towed to St. Mary's quay with five of her crew on board, the remaining two having got ashore earlier. The life-boat returned to her station at 5.15.

No. 7 Life-boat Area

Swanage, Dorset – At 3.51 p.m. on 7th July, 1969, the coastguard reported that a sailing dinghy had capsized in Swanage bay. The life-boat *R.L.P.* was launched at 4.2 in a fresh north westerly wind with a choppy sea. The tide was flooding. She found the dinghy *Mary Jane* with her crew of three in the water. They were taken aboard the life-boat and the dinghy was towed to Swanage. The life-boat returned to her station at 4.50.

At 8.8 p.m. on 6th July, 1969, the coastguard told the second coxswain that a yacht was firing red flares one mile south of Anvil point lighthouse. At 8.20 the life-boat *R.L.P.* was launched in a near gale force north easterly wind with a choppy sea. The tide was ebbing. The life-boat came up with the catamaran *Vaapiti* two and half miles south of Anvil point. The catamaran could make no headway against the strong ebb tide and near gale force winds. Her crew of two were taken aboard the life-boat and the catamaran was towed to Swanage. The life-boat returned to her station at 9.28.

St. David's, Pembrokeshire – At 11.50 p.m. on 10th July, 1969, the coastguard informed the honorary secretary that a red flare had been seen two miles south west of St. David's head. The life-boat *Joseph*

Soar (Civil Service No. 34) was launched at 12.9 a.m. on 11th July. It was low water. She came up with the yacht *Saoirse* drifting three quarters of a mile north east of South Bishop lighthouse. Her crew of two were taken on board the life-boat and the yacht was towed to St. David's. The life-boat returned to her station at 2 o'clock.

No. 8 Life-boat Area

Porthdinllaen, Caernarvonshire – At 9.40 p.m. on 18th July, 1969, the coastguard informed the honorary secretary that a yacht was in difficulties between Port Edmore and Porthdinllaen. At 10.5 the life-boat *Charles Henry Ashley* was launched in a south westerly gale with a rough sea. It was three hours before high water. The life-boat came up with a yacht, with two people aboard, anchored in a very dangerous position east of Porth Ysgadan. The yacht was taken in tow for Porthdinllaen. While on passage, the yacht *Shoueler* was seen to be in difficulties on the west side of Porthdinllaen. The life-boat closed with the *Shoueler* and informed the crew member on board that she would return to help. The first yacht was left on a safe mooring at Porthdinllaen, and the life-boat then towed the yacht *Shoueler* into harbour. The life-boat returned to her station at 2.30 a.m. on 19th July but because of weather conditions was not rehoused until 11 a.m.

No. 10 Life-boat Area

Valentia, Co. Kerry – At 12.10 p.m. on 20th July, 1969, Valentia radio told the honorary secretary that the tanker *Point Law* had reported that a number of people were waving flags and flashing lights on the Great Blasket island which has no resident population. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, slipped her moorings at

12.30 in a fresh north westerly wind with a choppy sea. It was low water. A boarding boat had been taken in tow and this was used to make a landing on the island where it was found that a party of ornithologists with their families had been marooned for several days. The boat which was expected to pick them up had failed to arrive, and food supplies had run out. Making a number of trips, the boarding boat transferred the party of 12 and their equipment to the life-boat. They were given food and hot drinks during the return passage to Valentia. The life-boat returned to her station at 4.30.

Ballycotton, Co. Cork – At 3.45 p.m. on 11th July, 1969, the Ballycotton lighthouse keeper told the honorary secretary that flares had been sighted about eight miles west south west of Ballycotton. At 3.55 the life-boat *Ethel Mary* slipped her moorings in a moderate west north westerly wind with a choppy sea. The tide was ebbing. At 4.45 the life-boat found the fishing boat *Naomh Fergus* with her crew of five on board. Her engine had broken down. She was taken in tow to Ballycotton, and the life-boat returned to her station at 5.55.

Dun Laoghaire, Co. Dublin – At 1.35 a.m. on 26th July, 1969, the honorary secretary learnt that the motor boat *Sheelina*, with two people on board, was hard aground at the foot of the tower on Dalkey island. The life-boat *John F. Kennedy* slipped her moorings at 1.53 in a moderate south south easterly wind with a choppy sea. The tide was ebbing strongly. The life-boat came up with the craft at 2 o'clock but was unable to get alongside. She therefore put two of her crew aboard a smaller boat moored nearby, raised her anchor and went alongside the *Sheelina*. She rescued the two men and returned to her moorings at 4.35. The owners recovered their boat later and a

donation was made to the Institution's funds.

Courtmacsherry, Co. Cork – At 6.45 p.m. on 6th July, 1969, a member of the public told the coxswain that a small boat was drifting off Barry's point. Later the honorary secretary, who had asked for confirmation of the distress, saw the boat fire a flare. At 7.30 the life-boat *Sir Arthur Rose* slipped her moorings in a fresh northerly wind with a choppy sea. The tide was flooding. She came up with the motor launch *Lady Avalon*, with a crew of two on board, six miles south of Seven heads. Her engine had broken down. The life-boat took her in tow to Courtmacsherry, and returned to her station at 10.30.

IRB LAUNCHES

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

No. 1 Life-boat Area

Broughty Ferry, Angus – At 12.15 a.m. on 2nd July, 1969, the police told the honorary secretary that a man had fallen from the Tay road bridge towards the Dundee end. The IRB was launched at 12.19. It was half an hour before low tide. The life-boat *W. and S.*, on temporary duty at the station, was launched at 12.25 to help in searching and provide parachute flare illumination. The IRB rescued the man from under the bridge and landed him at Marine parade where the police looked after him. The life-boat returned to her station at 1.30 a.m. followed by the IRB at 2.15.

At 10.16 p.m. on 26th July, 1969, the coastguard informed the honorary secretary that a yacht with a crew of two had capsized west of the Tay road bridge. At 10.26 the IRB was launched. It was one hour before high water. The IRB righted the

yacht, which had a broken rudder, and took her in tow to Woodhaven pier. During the operation a helicopter hovered overhead illuminating the area with her searchlight. The IRB returned to her station at 11.30.

Stonehaven, Kincardineshire – At 3.47 p.m. on 19th July, 1969, the coastguard reported that a yacht had capsized in the bay. The IRB was launched immediately in a strong gusty wind and a choppy sea. The tide was ebbing. She came up with the yacht *Collieston* which had two people aboard and took off a 12 year old boy. With the assistance of the local yacht club's rescue boat, which had by then arrived on the scene, the yacht was righted. The IRB then returned to the harbour with the boy, who was shivering with cold, and the rescue boat started towing the yacht. After landing the boy the IRB went back and escorted the *Collieston* into the harbour. She returned to her station at 4.25.

No. 1 Life-boat Area

Tignabruaich, Argyll – At 1 p.m. on 8th July, 1969, an IRB crew member told the honorary secretary that a dinghy with a man and a young girl aboard was attempting to sail back into sheltered water with only a jib sail. The IRB was launched at 1.30 p.m. in a strong north westerly wind and a confused sea. It was one hour after low water. When the IRB reached the dinghy she was in increasing danger in the rough water off Ardlomont point. The IRB took off a man and his young daughter. She then returned to her station where the survivors were landed at 3.40.

Barrow, Lancashire – At 3 p.m. on 22nd July, 1969, the police told the honorary secretary that two boys were trapped by the rising tide on a sandbank at the north end of Walney channel. The IRB was

launched at 3.5 in a fresh south westerly wind and a choppy sea. The tide was flooding. Four miles up the channel she found the boys on the sandbank. The younger boy was unconscious. The boys were taken aboard the IRB which returned down the channel for three quarters of a mile to North Scale where an ambulance was called. The boys were put into the ambulance and driven to hospital. The IRB arrived back at her station at 4.5.

Queensferry, East Lothian – At 4.10 p.m. on 12th July, 1969, an IRB crew member told the honorary secretary that an inflatable dinghy was making no headway and appeared to be drifting out to sea. The IRB was launched at 4.20 in a moderate to fresh westerly wind and a corresponding sea. It was three hours after high water. She came up with the dinghy which had two adults and a child on board. The dinghy was being rowed as her outboard engine had broken down. The IRB took the dinghy in tow and returned to her station, arriving at 4.45.

Berwick-Upon-Tweed, Northumberland – At 3.36 p.m. on 5th July, 1969, the coastguard reported that two yachts had capsized off Berwick pier. The IRB was launched at 3.40 in a light westerly wind with a choppy sea. It was two hours after low water. Another boat took one of the yachts in tow and the IRB went to the help of the other, a catamaran, which had capsized half a mile east of Berwick lighthouse. The crew of two were taken aboard the IRB and the catamaran was taken in tow to harbour. The IRB returned to her station at 4 o'clock.

At 11.23 a.m. on 7th July, 1969, it was learnt that the yacht *Peristella*, on passage to Dunbar, had engine failure and needed help. The IRB was launched at 11.25. She came up with the yacht on the west side of

Spittal point. The yacht had gone aground on a shingle bank. The IRB took off the crew of four and two dogs and landed them at Berwick, returning to her station at 11.50.

Workington, Cumberland – At 1.10 a.m. on 17th July, 1969, information was received by the coxswain that the British tanker *Onward Venture* of Fleetwood was on fire off St. Bees head. The life-boat *Manchester and Salford XXIX* slipped her moorings at 1.20. It was high water. At 2.2 she came up with the tanker. The crew of four had taken to a life-raft. She found the raft, picked up the men, and took them to Whitehaven. Firemen and equipment were then taken aboard the life-boat which returned to the *Onward Venture*. By then she had almost run aground. The fire, which was mainly confined to the engine room and wheelhouse, had burnt itself out. The life-boat took the firemen back to Workington and returned to her station at 5.50. At 12.20 p.m. she was requested to stand by the tanker to which three men had returned, while attempts were made to refloat her by the tug *Solvay*. The life-boat slipped her moorings at 1 o'clock and returned to her station at 4.45. On 18th July the position of the tanker became precarious in a freshening wind, and the life-boat was again asked to stand by the vessel. She slipped her moorings at 1.35, stood by as requested and returned to her station at 4.45.

No. 3 Life-boat Area

Bridlington, Yorkshire – At 5.57 p.m. on 19th July, 1969, the coastguard told the honorary secretary that two men had launched a flat-bottomed skiff from Skipsea beach with no sail and one oar and had been blown seaward some six miles in a south south westerly direction. The IRB was launched at 6.6 in a fresh westerly wind with a choppy sea. It was two

hours before high water. At 6.22 she found a helicopter hovering near the boat, and when the IRB closed with the skiff at 6.24 the helicopter had lifted one man to safety. The second man, who was cold and exhausted, was taken on board the IRB which then took the skiff in tow. She returned to her station at 7.23.

At 12.59 p.m. on 7th July, 1969, the coastguard informed the honorary secretary that a small boat was in difficulties off the south shore holiday village. At 1.5 the IRB was launched in a fresh north north westerly wind with a choppy sea. It was two hours after high water. The IRB came up with a small motor boat with three people on board. Her engine had broken down and she was drifting out to sea. The IRB took the boat in tow to safe moorings at Wilsthorpe, and returned to her station at 1.35.

Filey, Yorkshire – At 6.30 p.m. on 14th July, 1969, the coastguard informed the honorary secretary that a man had collapsed at the foot of Speeton cliffs. At 6.40 the IRB was launched in a light north easterly wind with a choppy sea. It was high water. The sick man was taken aboard the IRB and landed at Filey where an ambulance was waiting to take him to hospital. The IRB returned to her station at 7.40.

Sunderland, Co. Durham – At 10.30 a.m. on 21st July, 1969, the IRB manned by two lifeguards went to the assistance of two boys whose rubber dinghy had capsized half a mile off shore. She rescued the two boys, landed them on the beach, and returned to her station at 11 o'clock.

Whitby, Yorkshire – At 6.12 p.m. on 19th July, 1969, the coastguard reported that a boy was trapped on the rocks between Whitby abbey and Saltwick. The IRB was launched at 6.26 in a strong westerly wind with a moderate sea. It was two hours

before high water. The boy was taken from a cliff ledge which would soon have been submerged by the rising tide. He was landed at Whitby, and the IRB returned to her station at 7.30.

No. 4 Life-boat Area

Mablethorpe, Lincolnshire – At 4.15 p.m. on 25th July, 1969, the coastguard informed the honorary secretary that a swimmer was in difficulty and drifting out to sea one mile south of Mablethorpe. The IRB was launched at 4.16 in a fresh easterly wind with a heavy swell. It was two hours after high water. The swimmer was picked up and landed on the beach. The IRB returned to her station at 4.27.

At 2.49 p.m. on 16th July, 1969, the coastguard informed the honorary secretary that a rubber dinghy with two people on board was in difficulties half a mile south of Mablethorpe. The IRB was launched at 2.50 in a light south south westerly wind with a slight sea. It was one hour after low water. The dinghy capsized before the arrival of the IRB. Her crew were taken from the water and the dinghy was towed to harbour. The IRB returned to her station at 2.58.

Southend-on-Sea, Essex – At 9.26 p.m. on 7th July, 1969, an IRB crew member told the honorary secretary that a sailing dinghy with a young boy on board was making no headway against the wind and tide. The IRB was launched at 9.28 in a fresh to strong west north westerly wind and a moderate sea. It was three hours after high water. She came up with the dinghy as she was drifting seaward on the ebb tide and in failing light. The IRB towed her ashore, returning to her station at 9.45.

No. 5 Life-boat Area

Whitstable, Kent – At 3.55 p.m. on

14th July, 1969, a swimmer was seen to be in difficulties. He was being swept seawards from the harbour wall on the ebb tide. The IRB was launched immediately. It was three hours after high water. The young man was found floating face downwards in the water and was taken aboard the IRB. He was landed at Whitstable where an ambulance was waiting to take him to hospital. He made a complete recovery. The IRB returned to her station at 4.10.

Hastings, Sussex – At noon on 13th July, 1969, the coastguard informed the honorary secretary that a small boat was in difficulties at Fairlight Glen. The IRB, which had launched at 11 o'clock on exercise, was diverted to the area. She came up with an inflatable dinghy, with one man on board, on the rocks west of Clay Bung. The dinghy was taken in tow to Hastings, and the IRB returned to her station at 12.30 p.m.

Yarmouth, Isle of Wight – At 3.45 p.m. on 25th July, 1969, it was learnt that a canoe was in difficulties with two boys on board near Fort Albert, one mile west of the station. The IRB was launched at 3.55 in a moderate south westerly breeze with a calm sea. The tide was flooding. The IRB came up with the craft, rescued the boys, and towed the canoe into Colwell bay. The IRB returned to her station at 4.30.

Littlestone-on-Sea, Kent – At 4.50 p.m. on 19th July, 1969, the IRB crew saw that a sailing dinghy had capsized about one and a half miles away. Her crew of two were in the water and having difficulty in righting her. The IRB was launched at 4.51 in a fresh to strong wind and a slight sea. It was three hours after high water. She came up with the dinghy which was rapidly drifting out to sea. The IRB crew helped to right the dinghy and took her crew aboard. She then towed the dinghy ashore

and landed the survivors. The IRB returned to her station at 5.5.

At 4.11 p.m. on 5th July, 1969, a member of the public informed the IRB crew members that a small sailing dinghy had capsized. The IRB was launched at 4.12 p.m. in a moderate south westerly wind and a slight sea. It was one hour after high water. She found a sailing dinghy with a man in the water alongside her. The man was taken aboard the IRB and the dinghy righted. After towing the dinghy ashore and landing the survivor, the IRB returned to her station, arriving at 4.28. A donation was made to the funds of the Institution.

At 1.4 p.m. on 19th July, 1969, the IRB crew noticed that a catamaran had capsized about one and a half miles off shore from the boathouse. The IRB was launched immediately in a fresh to strong wind and a moderate sea. The tide was flooding. She came up with the catamaran and found that a sailing dinghy with one man aboard had already gone to her assistance. The IRB crew helped to right the catamaran and then found that the sailing dinghy was in difficulties. One member of the IRB crew was put aboard the catamaran to help her helmsman take her ashore as the other crew man from the catamaran had been taken aboard the IRB. The IRB then made for the sailing dinghy. She took the helmsman off and towed the dinghy ashore. The IRB returned to her station at 1.32.

Eastney, Hampshire – At 11.45 a.m. on 30th July, 1969, it was learnt that a woman was cut off by the rising tide between Sally Port and the Round Tower. The IRB was launched at 11.50. It was one hour before high water. The woman was picked up from the shingle bank on which she was marooned and landed at Sally Port. On the return passage a dinghy

with four children on board was seen to be adrift close to the South Parade pier. The children were taken aboard the IRB and the dinghy was taken in tow. The IRB returned to her station at 12.30 p.m.

At 5.25 p.m. on 19th July, 1969, a member of the public told the honorary secretary that a sailing dinghy had capsized about half a mile from the station. The IRB was launched at 5.26 in a moderate west south westerly wind and a choppy sea. She assisted the crew member to right the dinghy and escorted her to Gunner point where the dinghy was beached. As they were returning from this incident, the IRB crew sighted another capsized sailing dinghy. This was righted and the crew taken aboard the IRB. This dinghy was also towed to Gunner point. The IRB then returned to her station, arriving at 6.17.

Walmer, Kent – At 11.27 p.m. on 19th July, 1969, information was received that a catamaran on passage to Calais with a crew of two had capsized about three miles south south west of the Walmer life-boat house. The IRB was launched immediately and came up with the catamaran which was drifting in the shipping lane with her crew in the water. The IRB took one of these men on board to help with the tow while the other remained in the water to try to prevent the catamaran, which was waterlogged and breaking up, from yawing too much. The IRB rescued the crew of two, beached the catamaran at Kingsdown, and returned to her station at 1.9 a.m.

No. 6 Life-boat Area

Newquay, Cornwall – At 5.23 p.m. on 15th July, 1969, the coastguard reported that two people were trapped on the cliff at Fruitful cove. The IRB was launched at 5.25. The tide was flooding. The IRB was

beached at the scene and her crew climbed the cliff and helped the stranded couple down to the beach. They were taken aboard the IRB and landed at Newquay. The IRB returned to her station at 6.10.

Plymouth, Devon – At 9.28 a.m. on 29th July, 1969, news was received that a boat had capsized off Mountbatten and two people were in the water. Fast rescue boat *18.01* slipped her moorings at 9.32 in a strong gale force north north westerly wind and a slight sea. It was three hours after high water. As the rescue boat cleared the dock heads the coastguard reported that the boat reported in distress had been righted. It was decided that *18.01* should continue and ensure that all was well. After she had done this she sighted a dinghy which had capsized near the breakwater. The dinghy was towed to the *Mayflower* steps where the crew of three were put ashore. As *18.01* was on her way back to her station she came up with another dinghy which was in difficulties off Drake's island. She took her in tow and landed the three crew members at Mountbatten pier. *18.01* returned to her moorings at 11.25.

Exmouth, Devon – At 1.40 p.m. on 29th July, 1969, the coastguard told the honorary secretary that a child was being blown out to sea on an air bed. The IRB was launched at 1.50 in a moderate to fresh northerly wind and a slight sea. It was low water. At this time the Rosslare Harbour life-boat *Douglas Hyde* was carrying out trials over the bar. She reached the child and took her aboard before the IRB arrived on the scene. The Exmouth coxswain, who was on board the life-boat, informed the IRB that all was under control. As the IRB was returning to her station a report was received that three people were in difficulties off the eastern end of Budleigh Salterton seafront. When she arrived on the scene it was found

that two boys had already been rescued. The IRB found the man who was still in difficulties and took him aboard. After landing the survivor on the beach, the IRB returned to her station, arriving at 3.15.

St. Agnes, Cornwall – At 6.32 p.m. on 30th July, 1969, the coastguard informed the honorary secretary that a girl was trapped on the cliff above Star beach by the incoming tide. The IRB was launched at 6.33. When she arrived on the scene she found that the girl had attempted to climb the cliff face and was stranded several feet above sea level. The IRB was paddled into the base of the cliff and a crew member climbed up to the girl. He assisted her to the base of the cliff where she was taken aboard the IRB. The girl, who was very frightened, was reassured by the boat's crew and landed safely at St. Agnes. The IRB returned to her station at 6.57.

No. 7 Life-boat Area

Mudford, Hampshire – At 12.40 p.m. on 19th July, 1969, a member of the public informed the IRB crew that a man had slipped and fallen overboard from the motor cruiser *Willynilly* when trying to weigh anchor. He had managed to hold on to the anchor chain, but his wife had gone to help him and she too had fallen overboard. The man had managed to climb back on board but his wife was swept away and was unable to regain the boat. The IRB was launched immediately in a moderate west south westerly wind and a calm sea. It was one and a half hours before high water. The IRB rescued the woman and landed her on the quay. She then returned to the motor cruiser and escorted her to the quay where the woman rejoined her husband. The IRB returned to her station at 1.10.

At 1.8 p.m. on 7th July, 1969, a

member of the public told an IRB crew member that he could see somebody in the sea off Hengisbury head who appeared to be waving. The crew member borrowed his binoculars and sighted someone in the water waving a paddle. The IRB was launched at 1.10 in a strong, gusting to gale force, north westerly wind and a rough sea. It was one hour after low water. She found a man in the water clinging to an upturned sailing surf-board. He was taken aboard the IRB, which then made for his companion who had attempted to swim ashore. The found him about a quarter for a mile from the capsized craft in an exhausted condition but fortunately he, like his companion, was wearing a life-jacket. He too was taken aboard the IRB, which returned to her station at 1.30 and landed the survivors.

Horton and Port Eynon, Glamorgan-shire – At 3.20 p.m. on 29th July, 1969, a visitor reported to a member of the crew of the IRB that a dinghy was in difficulties one and a half miles south east of the station. At 3.32 the IRB was launched in a moderate west north westerly breeze with a calm sea. The tide was flooding. The IRB came up with the dinghy with four people on board. They were unable to make progress and were being swept out to sea. The dinghy was taken in tow to the harbour and the IRB returned to her station at 4 o'clock.

No. 8 Life-boat Area

Abersoch, Caernarvonshire – At 6.22 p.m. on 19th July, 1969, the honorary secretary's wife saw that a speedboat appeared to be in difficulties about 500 yards to the east of Penrhyn Ddu head. The honorary secretary kept the speedboat under observation for some five minutes and it was then apparent that the two people on board were unable to start the engine and did not carry an anchor. The

IRB was launched at 6.27 in a strong to gale force south westerly wind and a rough sea. It was just after high water. She was directed to the speedboat by radio telephone and came up with her nearly one mile off shore. The speedboat was drifting rapidly out to sea in the strong off shore wind and was getting into even rougher water. The IRB took her in tow to Abersoch and returned to her station at 7.10. A donation was made to the funds of the Institution.

At 12.26 p.m. on 8th July, 1969, an IRB crew member and the honorary secretary noticed that a rowing dinghy with three people aboard was in difficulties one and a half miles south south east of Llandsedrog head. They were attempting to row against a strong off shore wind but were frequently having to change places at the oars. They were shipping water. The IRB was launched at 12.30 as the dinghy was not making any headway. There was a fresh north westerly breeze and a choppy sea. It was one hour after low water. The IRB came up with the dinghy, took off the crew, and towed the dinghy ashore. Meanwhile the IRB crew had sighted a small sailing dinghy also unable to get ashore. The honorary secretary asked the IRB by radio to tow the dinghy with her one-man crew ashore. When the sailing dinghy had been safely beached, the IRB returned to her station, arriving at 1 o'clock.

Moelfre, Anglesey – At 8.33 p.m. on 29th July, 1969, the honorary secretary received a police emergency call via the coastguard that a sailing dinghy, with three people on board, had capsized three miles south south west of the boathouse. The IRB was launched at 8.37 in a moderate south westerly wind with a choppy sea. It was three hours before high tide. She rescued the survivors, a father and two young sons, landed them in Benllech bay and towed the sailing

dinghy to safety. The IRB returned to her station at 9.30.

At 1 p.m. on 5th July, 1969, the coastguard informed the honorary secretary that a small boat had capsized two miles south by east of the boathouse off Traith Bychan. The IRB was launched at 1.5 in a fresh west south westerly breeze and a choppy sea. It was one hour after low water. She found the boat with a man, a woman and a child aboard. A line was secured and the IRB towed the boat to Moelfre. She arrived back at her station at 1.45.

At 4.40 p.m. on 22nd July, 1969, the coastguard told the honorary secretary that a sailing boat had capsized in Red Wharf bay and two men were clinging to her. The IRB was launched at 4.45 in a fresh south westerly wind gusting to gale force and a choppy sea. It was high water. She came up with the dinghy and took the two men from the water. The dinghy was then towed ashore and the survivors landed. As the IRB put to sea to return to her station, the crew saw a boat drifting out to sea. Four people aboard her were waving their oars to attract attention. The IRB took them off and towed their boat ashore. After landing the survivors the IRB returned to her station, arriving at 6.10.

At 10.50 a.m. on 16th July, 1969, the coastguard told the honorary secretary that a catamaran had capsized off Traith-Bychan about one mile south west of the boathouse. The IRB was launched in a gale force south westerly wind and a rough sea. It was four hours after low water. She found the catamaran and took two men from the water. The catamaran was then towed to safety and the two survivors landed. The IRB returned to her station at noon. A helicopter also took part in the search for the catamaran.

At 5.40 p.m. on 21st July, 1969, the coastguard reported that a boat was in difficulties in the strong wind and her crew were waving for assistance. The IRB was launched at 5.45 in a fresh to strong south westerly wind and a rough sea. The tide was ebbing. She made for *Benllech bay and came up with the boat*. A man and his two young sons were taken aboard the IRB and landed on Benllech beach. It was then noticed that another boat was drifting out to sea and her crew were waving frantically for assistance. The IRB went to the boat and took off the two men. A line was secured and *the boat towed ashore and the survivors landed*. The IRB returned to her station at 6.40.

Criccieth, Caernarvonshire – At 9.15 p.m. on 31st July, 1969, a member of the IRB crew told the honorary secretary that a distress signal had been seen about three miles south east of *Criccieth*. The IRB was launched immediately in a light north easterly breeze with a calm sea. It was low water. She came up with a speedboat with a man and two women on board. The speedboat's engines had broken down. Two of the crew were taken aboard the IRB and landed at Black Rock beach. The IRB then *returned to the speedboat, which was taken in tow to Criccieth with one man remaining on board*. The IRB returned to her station at 10 o'clock.

Rhyl, Flintshire – At 5.39 p.m. on 13th July, 1969, the coastguard reported that a man on board the fishing vessel *Dawn III* had had a heart attack and needed to be brought ashore. The IRB was launched at 5.50. It was half an hour after low water. She took the sick man from the *Dawn III* and landed him on shore where he was met by a doctor and an ambulance. The IRB returned to her station at 6.30.

West Kirby, Cheshire – At 10.20 a.m.

on 12th July, 1969, the police informed the honorary secretary that a dinghy with two men on board was in difficulties off Hoylake promenade. The IRB was towed to Hoylake and launched from Sandhey slipway at 10.45 in a moderate to fresh north westerly wind and ground surf. It was high water. She made for the dinghy which was still afloat in the surf close to the sea wall. A line was secured and the dinghy was towed, with the crew on board, to the slipway where the two men, wet but unharmed, were landed. The IRB was towed back to her station, arriving at 11 o'clock.

AUGUST

No. 2 Life-boat Area

Troon, Ayrshire – At 10.45 p.m. on 13th August, 1969, the coastguard told the honorary secretary that a yacht was aground on the Great Cumbrae at Ballochmartin bay. The life-boat *Connel Elizabeth Cargill* slipped her moorings. It was two and a half hours before high water. She came up with the yacht *Blink*, with two men on board, at 12.45. The yacht had been driven ashore by the strong wind which had veered to the north east causing a rough sea. At the third attempt the life-boat got a line aboard and moved the yacht into deep water at 1.30. She took her in tow to Fairlie but as the wind had increased to gale force the yacht had to be removed in a more sheltered position. As the life-boat was leaving the *Blink* the police reported that the yacht *Nina* was missing. The life-boat put to sea again and found this yacht moored with her crew of two on board. The yacht's dinghy had been blown away in the gale. The life-boat put the two men ashore at Fairlie and returned to her station at 6 o'clock.

At 1.28 p.m. on 14th August, 1969, the police informed the honorary

secretary that some young children were reported to be adrift in a small boat off Gailies shore. The life-boat *Connel Elizabeth Cargill* slipped her moorings at 1.35. It was shortly before high water. At 2.35 she found not a boat but a plastic bath with two boys, aged 11 and 13, lying in it wet and nearing total exhaustion. They were taken aboard the life-boat and landed at Troon where they were placed in care of the police and later returned to their parents. The life-boat returned to her station at 3 o'clock.

Islay, Inner Hebrides – At 9.35 a.m. on 14th August, 1969, the honorary secretary reported that red flares had been sighted in the vicinity of Nave island. The life-boat *Francis W. Wotherspoon of Paisley* slipped her moorings at 9.50 in a fresh south easterly wind with a moderate sea. The tide was ebbing. At 11.15 the life-boat found the motor fishing vessel *May*, with a crew of three on board, aground on a reef at Bolsa point. The crew were taken aboard the life-boat and landed at Port Askaig. The life-boat returned to her station at 12.35 p.m.

No. 3 Life-boat Area

Flamborough, Yorkshire – At 5.50 p.m. on 31st August, 1969, the coastguard reported that two youths were cut off by the tide at Selwick bay. At 6.20 the life-boat *Grace Darling*, on temporary duty at the station, was launched in a moderate north easterly wind with a rough sea. The tide was flooding. The life-boat anchored and veered into a position about 50 yards from the shore. One boy was taken across the heavy swell by means of the breeches buoy to the life-boat. He was landed at Flamborough where an ambulance was waiting to take him to hospital. The other boy was taken to the cliff top by the coastguard. The life-boat returned to her station at 7.25. A

donation was made to the Institution's funds.

North Sunderland, Northumberland – At 9.32 p.m. on 30th August, 1969, the coastguard reported that red flares had been sighted at the Inner Farne. The life-boat *Edward and Mary Lister* was launched at 9.50. It was two hours before low water. At Farne it was reported that a dinghy with an outboard motor was drifting towards Megstone rock. The life-boat came up with the dinghy with two people on board at 10.27. They were taken on board the life-boat and the dinghy was taken in tow to harbour. The life-boat returned to her station at 11.30 but owing to the state of the tide was not rehoused until the following day.

No. 4 Life-boat Area

Humber, Yorkshire – At 6 p.m. on 5th August, 1969, the coastguard reported that a motor boat was on fire between the Bull lightvessel and Spurn point. The life-boat *City of Bradford III* was launched at 6.12. The tide was flooding. The life-boat came up with the burning motor boat *Etna II* one mile east of Spurn point, and found the owner in the sea nearby. He was taken aboard the life-boat and given first aid treatment for serious burns. He was then landed at Grimsby where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 10.30.

At 6.15 p.m. on 3rd August, 1969, the assistant mechanic informed the honorary secretary that a small boat had broken down and was drifting towards the Binks about one mile east south east of Spurn lightvessel. At 6.26 the life-boat *City of Bradford III* slipped her moorings in a fresh south westerly wind with a rough sea. It was two and a half hours before low water. The life-boat came up with the motor boat *Thunderbolt*

with four people on board. She was in a very dangerous position and was shipping water. A member of her crew was taken aboard the life-boat and the motor boat was taken in tow to the life-boat station. Later temporary repairs were effected and she made for Hull. The life-boat returned to her station at 7.10.

Skegness, Lincolnshire – At 1.37 p.m. on 29th August, 1969, the coastguard reported that a dinghy had fired a red flare about one mile east of Skegness pier. The life-boat *Charles Fred Grantham* was launched at 2 o'clock in a strong north westerly wind with a rough sea. It was one hour before low water. The IRB was also launched. The life-boat came up with the dinghy at 2.40. The dinghy was waterlogged and her engine had broken down. The crew of two and the dinghy were taken on board the life-boat and landed at Skegness. The IRB returned to her station at 3 o'clock and the life-boat at 3.20.

Caister, Norfolk – At 11.27 a.m. on 11th August, 1969, it was learnt that the motor vessel *Norwich Belle* had sighted a fishing vessel in difficulties near the South Caister shoal buoy. The life-boat *Royal Thames* was launched at 11.35 in a fresh south easterly wind with a moderate ground swell. The tide was ebbing. She came up with the motor fishing vessel *Winaway* of Lowestoft, which had a crew of four, at 11.55. The fishing boat's engine had broken down, and she was dragging her anchor and drifting towards the mid-Caister shoal. She was taken in tow to Yarmouth, and the life-boat returned to her station at 2.45.

No. 5 Life-boat Area

Margate, Kent – At 6.46 p.m. on 15th August, 1969, it was learnt that red flares had been sighted. The

life-boat *North Foreland* (Civil Service No. 11) was launched at 7.1 in a moderate north north easterly wind with a corresponding sea. The tide was ebbing. At 7.30 she came up with the yacht *Contest of Kent* one and a half miles north east of the North Foreland lighthouse. The yacht had two adults and two children on board. She had a fouled propeller and rudder. A life-boatman boarded the yacht and cleared a rope which was jamming the rudder. He also gave first aid to the two children. As it was low water at Margate the yacht was taken in tow to Ramsgate. The life-boat returned to her station at 12.35 a.m. on 16th August. A gift was made to the crew of the life-boat.

On 24th August, 1969, the life-boat *North Foreland* (Civil Service No. 11) was launched to the help of the motor fishing vessel *Jaroma*. A full account of this service, for which special awards were granted, will appear in the March number of THE LIFE-BOAT.

Life-boat 44-001 at Sheerness, Kent – At 2.41 p.m. on 17th August, 1969, the coastguard told the staff coxswain that the catamaran *Dandelion* had capsized between Nos. 8 and 9 jetties of the Kent oil refinery on the Isle of Grain. The life-boat 44-001, on temporary duty at Sheerness, had already slipped her moorings on exercise at 2.30 in a moderate north westerly breeze. She came up with the *Dandelion* at 3 o'clock and took the catamaran's only crew member on board. After the catamaran had been righted with difficulty the crewman was reembarked and the catamaran was taken in tow to her berth on the Isle of Sheppey. The life-boat returned to her moorings at 5.15.

At 3.30 p.m. on 19th August, 1969, while already at sea, a member of the crew of life-boat 44-001 on temporary duty at Sheerness saw a capsized

dinghy half a mile south west of Darnett Ness. There was a light wind with a slight sea. It was three hours after low water. The life-boat came up with the dinghy *Pish* and took off her crew of two. The dinghy was then towed into deeper water and righted. The life-boat also recovered the yacht *Chase* which had been abandoned the day before, took both boats in tow to Gillingham, and returned to her moorings at 5.30.

At 3.58 p.m. on 12th August, 1969, the coastguard informed the staff coxswain that a yacht was in difficulties off Minster Boom. The life-boat 44-001, on temporary duty at Sheerness, immediately slipped her moorings in a moderate south south westerly wind with a corresponding sea. The tide was ebbing. At 4.18 she came up with the catamaran *Pussy Galore* with one crew member on board. The life-boat took her in tow, and moored her near the yacht club slipway. As the life-boat was returning to her moorings, a small motor boat was seen to be in difficulties. The life-boat stood by until all was well, and then returned to her moorings at 5 o'clock.

Dover, Kent – At 6.25 p.m. on 21st August, 1969, the coastguard informed the honorary secretary that six boys were cut off by the tide at East Cliff. The life-boat *Faithful Forester*, with a dinghy in tow, slipped her moorings at 6.47. It was one hour after high water. An unusually heavy swell caused dangerous surf conditions at the foot of the cliff. The boys had climbed to a ledge but were unable to advance further. On her first approach the dinghy capsized and was holed. She was subsequently righted and the hole plugged. Two trips were then made to the foot of the cliff and three boys were taken off on each occasion. They were landed at Dover where transport was waiting to return them to

their camp at Kingsdown. The life-boat returned to her station at 8.15.

Walmer, Kent – 9.56 p.m. on 15th August, 1969, the coastguard reported that a yacht was aground on the Goodwin sands about five miles east of Deal pierhead. At 10.8 the life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched in a moderate north north westerly wind with a choppy sea. It was high water. At 11.17 she came up with the yacht *Gnomo* which was at anchor in shallow, broken water. As the life-boat veered alongside the yacht, the two people on board jumped into the life-boat, while two of the life-boat crew boarded the yacht to secure the tow. The yacht was then taken in tow to Ramsgate, and the life-boat returned to her station at 2.46 a.m. on 16th August.

No. 6 Life-boat Area

Appledore, Devon – At 2.40 p.m. on 31st August, 1969, the coastguard told the honorary secretary that the cabin cruiser *Sea Hawk* was aground off Down End and that one of the crew had been taken off by a life-guard in a rubber boat. The life-boat *Louisa Anne Hawker* slipped her moorings at 2.14. It was one hour before low water. The life-boat came up with the cabin cruiser at 3 o'clock and found her aground amidships on a ridge of rocks. One of the life-boat crew boarded the boat to help her owner who was still on board. The life-boat stood off until there was enough water to allow her to be towed clear. The cabin cruiser then made for Appledore under her own power, escorted by the life-boat, which returned to her station at 5.27.

Sennen Cove, Cornwall – At 8.14 p.m. on 13th August, 1969, the coastguard told the honorary secretary that a yacht was in difficulties one and a half miles from the look-out. The life-boat *Susan Ashley* was

launched at 8.22. The tide was ebbing. One man, who was found on a malibou board trying to make for the shore, was taken on board the life-boat. At 9 o'clock the life-boat came up with the becalmed trimaran *Blue Rose*, whose engine had failed. One of the crew still on board was taken aboard the life-boat, and with the remaining member of the crew steering her, the trimaran was taken in tow to Sennen Cove. The life-boat returned to her station at 9.50.

St. Peter Port, Guernsey – At 10.25 p.m. on 20th August, 1969, the signal station told the honorary secretary that red flares had been seen south west of Sark. The life-boat *Lloyd's*, on temporary duty at the station, slipped her moorings at 11.5 in a fresh west north westerly wind with a moderate sea. It was high water. A report was received that the British Rail ferry *Caesarea* had made contact with the yacht *Airy Mouse*, of Guernsey, with 11 people on board, on passage to St. Peter Port. The yacht had a fouled propeller and was taking in water when under sail. The *Caesarea* made a lee for her until the life-boat came up at 12.5 a.m. The life-boat took the yacht in tow to St. Peter Port, arriving at 2.2 At 1.50, while still at sea, the life-boat received a report that the French yacht *Kuzheol*, on passage from Cherbourg to St. Peter Port, with four people on board, had been in collision half a mile north east of Guernsey. Having left the *Airy Mouse* in harbour, the life-boat put to sea again. The French yacht was taken in tow to harbour, and the life-boat returned to her station at 3.35.

Bude, Port Isaac and Padstow, Cornwall; and Clovelly, North Devon – At 9.40 a.m. on 22nd August, 1969, the coastguard informed the Bude honorary secretary that distress flares from a large white boat had been seen two miles west of Lower Sharpnose point. The IRB was launched at 9.45 in a

fresh north north westerly wind with a moderate sea and a slight swell. It was three hours before high water. A helicopter was sent to help in the search. The Clovelly life-boat *Charles H. Barrett* (Civil Service No. 35), on passage to Ilfracombe at 9.50, was alerted but the alert was cancelled and she returned to Clovelly at 2.10 p.m. The IRB came up with the motor cruiser *Mervic* which had had engine failure and was now under way again but was taking in water. At the request of the master the IRB stood by the *Mervic*, whose engine room was flooded. A mile and a half north north east of Port Isaac the engine failed again. The Port Isaac IRB was launched at 12.12 to relieve the Bude IRB, and the Padstow life-boat *James and Catherine Macfarlane* was launched at 12.55. The life-boat came up with the *Mervic* at about 2 o'clock and took her in tow. The Bude IRB, which had run short of fuel, was beached at Port Isaac at 1 o'clock. The Port Isaac IRB returned to her station at two o'clock. The Padstow life-boat towed the motor cruiser and her crew of four into Padstow at 3.45, and returned to her station at 4.45.

Tenby, Pembrokeshire – At 4.22 a.m. on 8th August, 1969, the coastguard told the honorary secretary that the drifter *Tine Andersen* of Hull, with one man on board, had dragged her anchor and was drifting on to a lee shore at the north beach. The life-boat *Crawford and Constance Conybeare*, on temporary duty at the station, was launched at 4.30 in a fresh south westerly wind with a moderate sea. It was two hours after high water. She came up with the drifter at 4.50 and got a line aboard just as the drifter was grounding. The life-boat took her in tow to a safe mooring at Priory bay buoy, Caldey island, and returned to her station at 6.30.

Swanage, Dorset – At 9.57 p.m. on 23rd August, 1969, the coastguard told the honorary secretary that the motor vessel *Yewforest* had reported that she was standing by the yacht *Ruan* which was in difficulties 14 miles south west of Anvil point. The life-boat *R.L.P.* was launched at 10.10 in a fresh north westerly wind with a moderate sea. It was three hours after high water. The life-boat came up with the two boats at 12.38 a.m. on 24th August. A man and his wife aboard the yacht were exhausted. The woman was taken into the life-boat and given a warm drink. A member of the life-boat crew was transferred to the yacht to help the owner. The yacht was then taken in tow to Swanage, and the life-boat returned to her station at 3.35 a.m.

At 12.45 p.m. on 20th August, 1969, it was learnt that there was an injured man at Ballard head and that another man was stranded on the cliff. At 12.56 the life-boat *R.L.P.* was launched in a fresh south westerly wind. It was one hour before high water. The life-boat stood off at the foot of the cliff while two members of the crew went ashore in the rubber dinghy. The injured man was attended to by a nurse who was at the scene. Both were transferred to the life-boat and landed at the slipway where an ambulance was waiting. The life-boat then returned to Ballard head and took on board three of the police cliff rescue team and the second man who had been lowered down the cliff. They were landed at Swanage, and the life-boat returned to her station at 2.35.

At 3.2 p.m. on 28th August, 1969, the coastguard reported that a yacht was in distress off St. Alban's head. The life-boat *R.L.P.* was launched at 3.12 in a fresh north westerly wind. It was two hours before low water. At 3.50 the life-boat came up with the yacht *Havorn*, with a crew of two

on board. The yacht had lost her rudder. As it was low water at Swanage the life-boat took her in tow to Poole, arriving at 6.30. The life-boat returned to her station at 8.15.

Holyhead, Anglesey – At 12.25 a.m. on 24th August, 1969, the coastguard informed the honorary secretary that a yacht was aground on the break-water head. The life-boat *St. Cybi* (Civil Service No. 9) slipped her moorings at 1.8 in a strong northerly breeze with a moderate sea. The tide was ebbing. The life-boat came up with the yacht *Tnalassa* with four people on board. A tow line was made fast but the line parted. A further line was passed to the yacht which was then taken in tow to the harbour. The life-boat returned to her station at 6 o'clock.

New Brighton, Cheshire – At 1.16 p.m. on 3rd August, 1969, the police informed the coxswain that the yachts *Two's Company* and *Martlett*, each with a crew of two, were in difficulties near Rock Channel off New Brighton. The life-boat *Norman B. Corlett* slipped her moorings at 1.25 in a fresh west by north wind with a moderate sea. The tide was flooding. She came up with the *Two's Company* at 1.37 and rescued her crew while a beach patrol boat picked up the crew of the *Martlett*. The life-boat then took both yachts in tow to New Brighton stage, returning to her station at 2.35.

Rhyl, Flintshire – At 7.29 a.m. on 31st August, 1969, the coastguard told the honorary secretary that a sick man aboard the motor vessel *Monrose* needed medical attention. The IRB, with a doctor on board, was launched at 7.55 in a moderate west north westerly wind with a corresponding sea. It was shortly before low water. The doctor found that the man had had a severe heart attack. The life-boat *Har-Lil* was

launched at 8.26. She came up with the fishing vessel about one mile from the boathouse and the sick man was taken on board by stretcher. He was landed at Rhyl and later taken to hospital by ambulance. The IRB returned to her station at 8.10, the life-boat at 9.25.

Dun Laoghaire, Co. Dublin – At 2.27 p.m. on 22nd August, 1969, the Baily lighthouse keeper told the honorary secretary that a yacht with two people on board was in difficulties off Rosbeg buoy. The life-boat *John F. Kennedy* slipped her moorings at 2.33 in a fresh north westerly wind with a choppy sea. The tide was flooding. The life-boat came up with the yacht at 2.46. Her rudder was broken and the crew were clinging to the buoy. They were taken on board the life-boat, and the yacht was taken in tow to Dun Laoghaire. The life-boat returned to her station at 3.42.

Galway Bay, Galway – At 5.20 p.m. on 22nd August, 1969, the Marine Rescue Co-ordination Centre reported that the sea angling cruiser *Queen of Aran*, fishing between Great Man's bay and Kilonan, needed assistance. At 5.40 the life-boat *Peter and Sarah Blake*, on temporary duty at the station, slipped moorings in a moderate north westerly wind with a corresponding sea. It was one hour after high water. She came up with the cruiser, which had 10 people on board, at 6.10. The cruiser's engine had broken down. The life-boat took her in tow to Rossaveel on the mainland, and returned to her station at 9.30.

IRB LAUNCHES

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

No. 2 Life-boat Area

Barrow, Lancashire – At 12.5 p.m. on 31st August, 1969, a report was received that a man had collapsed on

Foulney island. The IRB was launched at 12.10 in a light north easterly wind with a corresponding sea. The tide was flooding. The man was taken on board the IRB, given first aid, and landed at Barrow where an ambulance was waiting to take him to hospital. The IRB returned to her station at 12.25.

Queensferry, West Lothian – At 4.25 on 31st August, 1969, the police informed the honorary secretary that a motor boat was in difficulties in Port Edgar bay. At 4.30 p.m. the IRB was launched in a moderate easterly wind with a corresponding sea. The tide was flooding. The IRB came up with motor boat *Miji* with four people on board. She had been holed and had run aground. The IRB took her in tow to harbour and returned to her station at 5.20.

No. 3 Life-boat Area

Whitby, Yorkshire – At 2.25 p.m. on 21st August, 1969, it was learnt that a motor boat had broken down just outside the harbour. At 2.28 the IRB was launched in a fresh north westerly wind with a moderate sea. It was one and a half hours before low water. The IRB came up with a motor cruiser east of the life-boat station. The cruiser was in danger of being swept on to the rocks. The IRB took her in tow to harbour and returned to her station at 3.30.

At 3.45 p.m. on 11th August, 1969, the beach superintendent told the honorary secretary that, during the regatta, several four-oared racing gigs had been swamped during a race in the approach to the harbour. The IRB was launched at 3.46 in a strong, squally westerly wind with a choppy sea. It was one hour before high water. As there were several craft in the area, the IRB made for the non-swimmers. She rescued one from the water. Afterwards she stood by while the other craft involved were

brought back safely into harbour. The IRB returned to her station at 6.25.

Sunderland, Co. Durham – At 10.48 a.m. on 25th August, 1969, it was reported that a dinghy with two boys on board had capsized in the outer harbour. The IRB was launched immediately in a fresh north westerly wind with a moderate sea. It was two hours after low water. The IRB came up with the dinghy with one boy alongside, the other boy having drifted about 30 yards from the boat. Both boys were picked up by the IRB and the dinghy was taken in tow to the shore. The IRB returned to her station at 11.15.

Humber Mouth, Lincolnshire – At 12.10 p.m. on 8th August, 1969, the lifeguard informed the honorary secretary that two men were stranded on a sandbank at Tetney creek. At 12.15 the IRB was launched. It was two hours before high water. The IRB took off the two men and landed them on the beach, returning to her station at 12.20.

At 4.25 p.m. on 13th August, 1969, a holidaymaker told the assistant honorary secretary that two boys were stranded on a sandbank one and a half miles east of the IRB station, and others stranded on Haile Sands fort. The IRB was launched at 4.40. The tide was flooding. The two boys were taken off the sandbank. The IRB then made for the Haile Sands fort but found help was not needed. The boys were landed, and the IRB returned to her station at 5.10.

Mablethorpe, Lincolnshire – 1.41 p.m. on 8th August, 1969, a report was received by the honorary secretary that a boy was in difficulties bathing off Sutton-on-Sea two miles south of the IRB station. At 1.43 the IRB was launched in a fresh south easterly wind with a heavy swell. It was two

hours before high water. She came up with the boy, who was in an exhausted condition, and landed him at Mablethorpe. She returned to her station at 1.59.

At 12.25 p.m. on 3rd August, 1969, a lifeguard saw a capsized yacht about one mile north of the IRB station. The IRB was launched at 12.27 in a fresh south south westerly wind and a heavy swell. It was two hours after high water. She picked up the two crew members, who had been thrown into the water, and landed them on the beach. The IRB then went back, righted the yacht and towed her ashore. The IRB returned to her station at 12.47.

Wells, Norfolk – At 5.35 p.m. on 28th August, 1969, the coastguard reported that five people were stranded on the east sands and a boat with five passengers and three swimmers clinging to her side was adrift. At 5.45 the IRB was launched in a fresh north westerly wind with a moderate sea. It was two hours before high water. The IRB rescued the boat party of eight and then picked up the five people who had been stranded on the east sands. She returned to her station at 6.10.

Southend-on-Sea, Essex – At 4.50 p.m. on 7th August, 1969, the coastguard reported that two bathers were in the water after trying to climb up the pier. One of them had fallen. The IRB was launched at 4.52. It was three hours after low water. She found one man in a life-belt suffering from shock with his friend supporting him in the water. They were both taken aboard the IRB which landed them at the pierhead. The man suffering from shock was taken ashore on a stretcher. The IRB returned to her station at 5.30.

Southwold, Suffolk – At 7.42 p.m. on 16th August, 1969, the coastguard informed the honorary secretary that

a boat had capsized in the harbour entrance. The IRB was launched at 7.45. The tide was ebbing. The IRB found a capsized dinghy with two men clinging to her. She picked up the two men and ascertained that they were part of the crew of a 23-foot yacht. They had been sounding their way into the harbour in the dinghy when it capsized. The IRB righted the dinghy and towed it to the yacht. The survivors were put back on board, and advised not to attempt to enter the harbour for another three hours. The IRB returned to her station at 3 p.m.

Clacton-on-Sea, Essex – At 3.18 p.m. on 13th August, 1969, the coastguard reported that a canoe had capsized off Jaywick. At 3.22 the IRB was launched in a light south westerly breeze with a choppy sea. It was one and a half hours after high water. The IRB came up with the canoe about 100 yards off shore, picked up the crew of three from the sea and landed them at the station. She then returned for the canoe and finally reached her station at 4.15.

No. 5 Life-boat Area

Margate, Kent – The IRB was launched on 24th August, 1969, to the help of the motor fishing vessel *Jaroma*. A full report of this service, for which special awards were granted, appears on page 12.

At 3.16 p.m. on 3rd August, 1969, the coastguard reported that a small white sailing dinghy with a man and two boys on board had drifted from Botany bay to half a mile north of the coastguard lookout station. She was unable to make any headway with paddles against the tide. The IRB was launched at 3.18 in a light south westerly breeze. She found the small fibre-glass dinghy half a mile north of Foreness point. The man was attempting to paddle towards the

shore but was drifting further away. The IRB went alongside the dinghy and took off the man and the two boys. She then towed the dinghy to Botany bay where the dinghy was beached and the survivors landed. The IRB returned to her station at 4.20.

At 12.42 p.m. on 20th August, 1969, it was learnt that a dinghy had capsized off Westbrook and that two people were clinging to her. The IRB was launched at 12.44 in a moderate westerly wind. It was two hours after low water. A man was found clinging to the upturned dinghy. His son aged 10 had been picked up by another dinghy. As the man did not require immediate help, the dinghy which had effected the rescue was taken in tow to Westbrook, where the boy was handed over to his uncle. The IRB then returned to the capsized dinghy which had been righted by her owner. The dinghy was taken in tow to the beach with her owner on board. The IRB later recovered some of the dinghy's equipment which had been found floating in the sea, and returned to her station at 1.40.

Walmer, Kent – The IRB was launched on 24th August, 1969, and rescued four people cut off by the tide. A full report of this service, for which special awards were granted, appears on page 20.

At 4.43 p.m. on 11th August, 1969, the IRB crew members and police mobile patrols informed the honorary secretary that two teenagers in a rubber dinghy had been caught by the tide and swung into the piling of Deal pierhead. They were unable to paddle clear and were being driven further and further into the piles beneath the lower decking. The IRB crew members were rushed to the boathouse by police car and the IRB was launched immediately. It was low water. The IRB made for the pierhead

and towed the dinghy and her crew clear. After towing her ashore, the IRB returned to her station at 5.25.

Selsey, Sussex – During the early afternoon of 15th August, 1969, the life-boat shore helpers reported to the honorary secretary that they had seen a catamaran capsize one mile east of the life-boat station. The life-boat had launched on service a few minutes earlier. The IRB was launched at 3.35 p.m. in a moderate south westerly wind. It was two hours after high water. The IRB found the catamaran's passengers—two adults and a child—in the water. They were picked up by the IRB, and the catamaran was taken in tow. The IRB returned to her station at 4.20.

At 3.30 p.m. on 6th August, 1969, the IRB crew members saw a speedboat overturn a quarter of a mile south of the life-boat station. The IRB was launched at 3.30. It was three hours after low water. She came up with the speedboat *Turpsytom* and took the three survivors from the water. The IRB landed them safely ashore, and then returned to her station, arriving at 3.45 p.m.

Eastbourne, Sussex – At 7.5 p.m. on 22nd August, 1969, the coastguard reported that a small boat was in difficulties off Lanley point. At 7.10 the IRB was launched in a strong northerly wind with a choppy sea. It was one hour after high water. The IRB came up with a yacht with two people on board. The yacht's sail had been blown away and she was drifting out to sea. The crew were taken aboard the IRB and the yacht was taken in tow to safe moorings. The IRB returned to her station at 7.50.

Lymington, Hampshire – At 6.25 a.m. on 1st August, 1969, the police reported that a motor boat with two people on board had been reported aground on the mud flats to the west

of Lymington river and were in need of assistance. The IRB was launched at 6.29. It was one hour before low water. She made for the position indicated and found two boys on the mud flats near the stranded motor launch *Naughty Boy*. The boys were taken aboard the IRB which later transferred them to a local fishing boat bound for Yarmouth, Isle of Wight, from where the boys had originally set out. The IRB returned the Lymington and was back on station at 7 o'clock.

Hastings, Sussex – At 3.7 p.m. on 12th August, 1969, fishermen told the honorary secretary that two angling boats were drifting towards the shore three quarters of a mile east of the life-boat station. At 3.9 the IRB was launched in a fresh south westerly wind with a choppy sea. It was three hours before low water. The IRB came up with the two boats with four anglers aboard each boat. The two boats were taken in tow to the beach, and the IRB returned to her station at 3.40.

Rye Harbour, Sussex – At 2.40 p.m. on 29th August, 1969, a report was received that a sailing dinghy had capsized off Camber and that one man was in the water. At 2.45 the IRB was launched in a strong northerly wind with a choppy sea. It was half an hour after high water. The IRB came up with the dinghy, rescued the crewman, and then righted the boat and took her in tow to Camber sands, returning to her station at 3.45.

Littlestone-on-Sea, Sussex – At 3.58 p.m. on 2nd August, 1969, the coastguard told the honorary secretary that a sailing dinghy had capsized one mile south of the IRB station. At 3.59 the IRB was launched. It was one hour after high water. She came up with the dinghy and found a boy sitting on the hull. He was taken aboard. The dinghy was righted and

towed ashore. The IRB returned to her station at 4.35.

Shoreham Harbour, Sussex – At 3.3 p.m. on 3rd August, 1969, the coastguard informed the honorary secretary that a dinghy had capsized into breaking water on the weather side of the west breakwater. The IRB was launched at 3.5 in a fresh to strong south westerly wind and a slight sea. It was one hour after low water. She found the sailing dinghy *Pipacs* with one of her crew clinging to her. He refused to leave the dinghy so the IRB made for the other crew member who was in the water a short distance away. He was taken aboard the IRB, which then returned to the *Pipacs* and stood by until a club rescue boat arrived. She returned to her station at 3.17 and landed the survivor.

At 5.23 p.m. on 25th August, 1969, the coastguard told the honorary secretary that a speedboat needed assistance one mile south west of the life-boat station. At 5.26 the IRB was launched. The tide was ebbing. The IRB came up with the speedboat with two people on board drifting southwards in broken water. One man was transferred to the IRB, and the boat taken in tow to Shoreham. The IRB returned to her station at 6.10.

At 2.32 p.m. on 3rd August, 1969, the coxswain of the life-boat saw that several sailing dinghies had capsized in a sudden squall. Preparations were made to launch the IRB, and as there was no rescue boat near to them the coastguard requested assistance. The IRB was launched at 2.34 in a fresh south westerly wind. The tide was ebbing. She came up with a dinghy about 200 yards east of the breakwater and found a woman on an upturned craft and a man in the water. Both were taken aboard the IRB and their dinghy righted. The dinghy was taken in tow to harbour,

and the IRB returned to her station at 2.58.

Bembridge, Isle of Wight – At 4.55 p.m. on 21st August, 1969, the coastguard told the honorary secretary that there was a capsized dinghy with two people in the water one mile off Black rock. A helicopter was co-operating in the search. The IRB was launched at 5.5 in a moderate north westerly wind with a corresponding sea. It was one hour before high water. She picked up the two people and took the dinghy in tow to Forelands beach, returning to her station at 5.45.

Ramsgate, Kent – At 11.7 a.m. on 23rd August, 1969, east pier watchman informed the honorary secretary that a catamaran had capsized one mile south east of the life-boat station. At 11.10 the fast rescue boarding boat *17-001* was launched in a fresh north westerly wind with a moderate sea. It was three hours after high water. She came up with the catamaran *Sue*, took two of her crew aboard, and righted her. The catamaran was then taken in tow to Ramsgate. While on this service the life-boat helped to right three other craft which had capsized. She returned to her station at 12.5.

Littlehampton, Sussex – At 5.50 p.m. on 27th August, 1969, it was reported to the honorary secretary that a sailing vessel was aground on Littlehampton harbour bar. At 5.55 the IRB was launched. The tide was ebbing. The IRB came up with the yacht *Eureka* with two people on board. Due to the state of the tide it was not possible to tow the yacht clear. The yacht's crew were taken ashore and later the IRB returned and helped to launch *Sea Bird* to tow the yacht clear. She returned to her station at 8.35.

Lyme Regis, Dorset – At 8.5 a.m. on 25th August, 1969, the Wyke Regis

coastguard told the honorary secretary that a dinghy had capsized between Lyme and Charmouth. At 8.10 the fast rescue/boarding *17-002* boat was launched. It was two hours after high water. She came up with a Mirror class dinghy with one man aboard and helped to right her. The dinghy was safely beached, and the rescue craft returned to her base at 8.33.

No. 6 Life-boat Area

Port Isaac, Cornwall – At 1.30 p.m. on 7th August, 1969, the coastguard informed the assistant honorary secretary that a small boat with three adults and two children on board had broken down about a mile and a quarter north of the IRB station and those on board were trying to row the boat ashore. The craft was kept under observation and nine minutes later it was seen that those on board had stopped rowing and were waving their arms for help. The IRB was launched at 1.40 in a moderate south south easterly wind with a corresponding sea. It was shortly after high water. The boat was taken in tow to Port Gaverne, and the IRB returned to her station at 2.20.

Newquay, Cornwall – At 1.7 p.m. on 24th August, 1969, a report was received that two boys with their parents were cut off by the tide on South Watergate beach. At 1.10 the IRB was launched in a moderate north north westerly wind with a choppy sea. It was two hours before high water. The IRB picked up the party from the beach and landed them on an adjoining beach, returning to her station at 2.15.

At 12.20 p.m. on 7th August, 1969, the honorary secretary was told that a rubber dinghy was being blown out to sea. At 12.23 the IRB was launched. It was shortly before high water. She came up with the dinghy, which had two people on board,

half a mile north of the station. The dinghy was taken in tow to the shore, and the IRB returned to her station at 12.30.

Torbay, Devon – At 3.9 p.m. on 9th August, 1969, the coastguard reported that a young boy was out in an inflatable rowing dinghy off Breakwater beach and had been missing for about an hour. The fast rescue/boarding boat *18-03* slipped her moorings at 3.20. It was two hours before high water. After a long search she found the boy. Visibility was already poor and still deteriorating as *18-03* took both boats in tow. She returned to her station, arriving at 3.38.

No. 7 Life-boat Area

Porthcawl, Glamorganshire – At 6 p.m. on 16th August, 1969, the coastguard informed the honorary secretary that a sailing dinghy with two people aboard had capsized off Ogmores-by-Sea and was in need of assistance. The IRB was launched at 6.6. It was three hours after low water. She picked up the two men and towed their dinghy to Newton beach. After beaching the dinghy and landing the two survivors the IRB returned to her station, arriving at 7.45.

New Quay, Cardiganshire – At 8.25 p.m. on 13th August, 1969, it was learnt that two boys were in difficulties on the rocks three miles west of the life-boat station. At 8.37 the IRB was launched. It was two hours before high water. The IRB came up with two boy scouts on some outlying rocks half a mile east of Cwmydyi. Their canoe had capsized. They were picked up and taken ashore where a senior scout was also taken on board. All three were landed at their camp site on Cwmydyi beach. The IRB then towed the canoe which had capsized to the camp site and returned to her station at 9.30.

Borth, Cardiganshire – At 3.50 p.m. on 1st August, 1969, the police reported that a young girl was in difficulties in the sea one and a half miles north of Borth. The IRB was launched. The tide was ebbing. The girl was found unconscious floating face upwards on the water. A member of the crew went over the side to help put the girl aboard the IRB. She was taken at full speed to the beach, where she was treated by a doctor. She was then taken to hospital where she made a complete recovery. The IRB returned to her station at 4.32. The police commended the service carried out by the IRB crew.

At 8.25 p.m. on 15th August, 1969, the police reported that four boys had been cut off by the tide half a mile south west of the IRB station. The IRB was launched at 8.28. The tide was flooding. She put in under the cliff and took the four boys on board. They were landed at Borth beach, and the IRB returned to her station at 9 o'clock.

Mudford, Hampshire – At 5.55 p.m. on 20th August, 1969, the IRB crew saw that a sailing dinghy had capsized during a strong gust of wind and the crew were unable to right her. The IRB was launched immediately in a fresh to strong westerly wind and a rough sea. It was two hours after high water. She picked up the two men from the water and towed the dinghy to the quay. The IRB returned to her station at 6.5.

No. 8 Life-boat Area

Moelfre, Anglesey – At 3.30 p.m. on 18th August, 1969, the coastguard informed the honorary secretary that a motor boat with a dinghy in tow had broken down and was being carried out to sea on the ebb tide. The IRB was launched at 3.35 in a moderate south westerly breeze with a corresponding sea. It was one hour

after high water. The IRB came up with the motor boat one mile north of the life-boat station. A local man and his four children were aboard. They were taken on board the IRB, and the motor boat and dinghy were taken in tow to the beach, The IRB returned to her station at 4.30.

At 5 p.m. on 31st August, 1969, the coastguard informed the honorary secretary that smoke signals had been seen three miles north north west of the life-boat station. At 5.3 the IRB was launched in a moderate north westerly wind with a corresponding sea. It was three hours before low water. The IRB came up with a small boat with three people clinging to her. Their motor launch had sunk, having sprung a leak, and the small boat was being swept out to sea. They were taken aboard the IRB and the small boat was taken in tow to Moelfre. The IRB returned to her station at 6 o'clock.

At 6.15 p.m. on 5th August, 1969, a doctor heard cries for help and sighted a capsized dinghy at Porth Abner. His wife told the honorary secretary while he and his daughter put out in a boat. A man and two girls were in the water. The IRB was launched at 6.17 in a moderate to fresh wouth westerly wind and a corresponding sea. It was half an hour after low water. When the IRB arrived on the scene the doctor and his daughter had rescued one of the girls and the man was still swimming but there was no sign of the dinghy which had sunk. The rescued man indicated the dinghy's probable position, and one of the IRB's crew dived overboard. He found the dinghy's painter, and with this he and the others were able to right her. The second girl reported missing was still in the dinghy. There was some buoyancy in the dinghy, but the combined weight of the engine and of the girl aboard her made it difficult to bring the stern up.

In the end the IRB crew managed to get the small dinghy aboard the IRB. It was then found that the hair of the girl who had remained with the dinghy had been caught in the outboard motor. The doctor cut the girl's hair away and applied artificial respiration. With the dinghy aboard steering the IRB was a difficult operation.

The man who had remained in the water was by now nearly exhausted, and one of the IRB crew went overboard and supported him until a helicopter which had been called out arrived. The helicopter winched the swimmer out of the water, and the crew member was taken aboard the IRB. The helicopter lowered oxygen equipment to the doctor, but all efforts to revive the girl he was treating failed. The IRB reached her station with the dinghy at 7 p.m.

At 10 a.m. on 11th August, 1969, the coxswain told the honorary secretary that a sailing dinghy with two men on board was in difficulties half a mile south west of the life-boat station. At 10.5 the IRB was launched in a strong south westerly wind with a moderate sea. The tide was flooding. The IRB came up with the dinghy, which had a broken mast, and took the two crew members aboard. The sailing dinghy was then taken in tow to Moelfre beach. The IRB returned to her station at 11.5.

At 12.20 p.m. on 7th August, 1969, the motor mechanic reported that the motor launch *Capri* had broken down one mile east of the boathouse. At 12.25 the IRB was launched in a fresh south westerly wind with a moderate sea. The tide was ebbing. The IRB came up with the motor launch and took off the three people on board. The launch was taken in tow to Traith Bychan, where the three were landed. The IRB returned to her station at 2 o'clock.

At 3.7 p.m. on 19th August, 1969, it was learnt that a motor boat, with three people on board, was in difficulties three miles north north west of the boathouse. The IRB was launched at 3.9 in a strong, squally south westerly wind with a rough sea. It was high water. She came up with the boat whose engine had failed and which was drifting out to sea on a strong tide. The crew were taken on board the IRB and the boat was taken in tow to Dulas beach. The IRB returned to her station at 4.30.

At 2.25 p.m. on 5th August, 1969, the coastguard informed the honorary secretary that a yacht appeared to have capsized four miles south east of the boathouse. The IRB was launched at 2.30 in a strong south westerly wind and a rough sea. It was three hours after low water. She made for the position and on the way came up with a small boat with two men and a child on board. The boat was sinking. After taking the people aboard from the boat the IRB towed her to Benllech beach where the survivors were landed. She then made her way at full speed to the position where the yacht had been reported capsized. An intensive search revealed no trace of a capsized yacht, so the IRB returned to her station, arriving at 4.50. A donation was made to the funds of the Institution.

Holyhead, Anglesey – At 7.10 p.m. on 13th August, 1969, the coastguard told the honorary secretary that a dinghy was in difficulties off South Stack. At 7.19 the IRB was launched. It was two hours after high water. The IRB came up with a dinghy with three people on board. They were taken aboard the IRB, and the dinghy was taken in tow to the harbour. The IRB returned to her station at 8.30.

At 7.24 p.m. on 9th August, 1969, the honorary secretary received a report that a dinghy with a man on

board was in difficulties off the North Stack rocks. At 7.28 the IRB was launched. The tide was ebbing and there was a heavy tide race. The IRB came up with the dinghy close to the rocks and took the man on board. The dinghy was then taken in tow to a safe mooring at the yacht club slipway. The IRB returned to her station at 8.40.

Rhyl, Flintshire – At 4.45 p.m. on 30th August, 1969, the coastguard reported that a man was in difficulties at the entrance to the river Clwyd. The IRB was launched at 4.49 in a light north north westerly wind with a slight sea. The tide was ebbing. One man was found hanging on to a wire stay and another man was near the sewer buoy. They were both taken on board the IRB and landed at Rhyl. The IRB returned to her station at 5.14.

Beaumaris, Anglesey – At 3.55 p.m. 4th August, 1969, a local resident told the coxswain that a speedboat with engine failure was being driven against the sea wall. The IRB was launched at 4 o'clock in a fresh south westerly wind with a moderate sea. It was high water. She came up with the speedboat *Pied Piper*. The boat's owner was becoming exhausted in his efforts to hold the boat off the harbour wall. The IRB rescued the two-men crew and towed the speedboat to safe moorings. She returned to her station at 4.30.

Conway, Caernarvonshire – At 2 p.m. on 31st August, 1969, the honorary secretary saw red flares about two miles south west of the IRB station. The IRB was launched at 2.1 in a light south westerly wind, with a heavy tidal swell. The tide was flooding. The IRB came up with the sailing boat *Sea-Fay* aground on the Black rocks with two people on board. They were taken aboard the IRB and landed on the beach. The IRB returned to her station at 2.50.

Blackpool, Lancashire – At 2.10 p.m. on 4th August, 1969, the coastguard told the honorary secretary that a six year old boy had fallen from the north pier jetty while fishing and was in the sea with a man who had jumped in to help him. The IRB was launched immediately in a light south westerly breeze and a moderate sea. It was three hours after low water. She found them both clinging to a life-buoy but being carried northwards away from the pier. She rescued them and returned to her station, arriving at 2.35 p.m.

Morecambe, Lancashire – At 11.45 a.m. on 17th August, 1969, the police informed the honorary secretary that two children were cut off by the

incoming tide on the mussel beds off the west end of Morecambe promenade. The IRB was launched at 11.50 in a light south westerly breeze and a calm sea. It was three hours before high water. When she arrived on the scene it was found that the children had been joined by a young man who had swum out to them. They were standing on the only part of the mussel beds not yet covered by the water. The IRB took them off and landed them ashore. When she returned to her station it was reported that a third child had been in the same area and was missing. The IRB carried out a search of the area without sighting anything. She returned to her station at 1.30 p.m. when it was learnt that the third child had returned home and was safe in bed.

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 37, 45, 57, the following launches on service were made during the months June, July and August, 1969, inclusive:

Aith, Shetlands – July 1st.
Amble, Northumberland – August 12th.
Angle, Pembrokeshire – August 17th.
Anstruther, Fife – July 7th and 23rd.
Appledore, Devon – June 25th, 28th, August 6th and 20th.
Arbroath, Angus – August 2nd.
Arklow, Co. Wicklow – July 25th and 31st.
Arranmore, Co. Donegal – June 26th.
Barmouth, Merionethshire – July 11th and August 10th.
Barra Island, Outer Hebrides – July 20th.
Barrow, Lancashire – August 17th.
Barry Dock, Glamorganshire – June 21st, 26th, 29th, July 1st, 5th, August 5th, 9th and 12th.
Bembridge, Isle of Wight – June 7th, July 7th, 13th, August 24th, 25th and 29th.
Bridlington, Yorkshire – July 12th, 17th, 21st and August 7th.
Broughty Ferry, Angus – July 2nd.
Buckie, Banffshire – August 12th and 17th.
Caister, Norfolk – July 13th.
Campbeltown, Argyll – August 10th.
Clacton-on-Sea, Essex – July 30th and August 21st.
Clogher Head, Co. Louth – July 22nd.
Clovelly, Devon – June 5th (twice), 28th, July 15th, 27th, August 2nd, 6th, 10th, 15th, 17th, 20th and 22nd.
Courtmacsherry Harbour, Co. Cork – August 15th.
Coverack, Cornwall – July 13th and 29th.
Cromer, Norfolk – June 22nd, 26th and August 23rd.
Donaghadee, Co. Down – July 13th and 28th.
Dover, Kent – June 12th, July 7th, 15th, 30th, August 10th, 20th and 23rd.
Dunbar, East Lothian – August 9th.
Dungeness, Kent – July 21st, August 9th, 22nd and 31st (twice).
Dun Laoghaire, Co. Dublin – June 2nd, 18th, 21st, July 6th, 10th, 29th and August 12th.
Exmouth, Devon – June 21st and July 18th.
Eyemouth, Berwickshire – June 28th.
Falmouth, Cornwall – July 13th and August 7th.

Fishguard, Pembrokeshire – June 10th.
Flamborough, Yorkshire – June 4th, July 21st, August 12th and 17th.
Fleetwood, Lancashire – July 7th, 16th, 18th, August 7th, 10th, 11th and 31st.
Fowey, Cornwall – August 2nd, 7th and 31st.
Frazerburgh, Aberdeenshire – July 5th and 25th.
Galway Bay, Co. Galway – June 2nd, 3rd, 6th, 8th, 13th, 17th, 20th, 21st (twice), 28th, July 1st, 4th, 6th, 13th, 14th, 26th, 27th, 29th, August 1st, 6th and 20th.
Great Yarmouth and Gorleston, Norfolk – June 4th, 8th, July 8th, August 10th and 18th.
Harwich, Essex – July 1st, August 1st and 3rd.
Holyhead, Anglesey – June 19th, July 28th and August 4th.
Howth, Co. Dublin – June 21st, July 29th, 31st, August 3rd and 22nd.
Humber, Yorkshire – June 23rd, 28th, 29th, July 21st, 26th, August 13th and 20th.
Ilfracombe, Devon – July 17th and August 30th.
Islay, Inner Hebrides – July 29th.
Kilmore, Co. Wexford – June 24th and July 5th.
Kirkcudbright – June 19th and 25th.
The Lizard – Cadgwith, Cornwall – June 7th and July 10th.
Llandudno, Caernarvonshire – July 21st.
Lochinver, Sutherland – July 26th.
Lowestoft, Suffolk – June 8th, July 5th, 17th, August 3rd, 5th, 6th, 8th and 30th.
Lytham-St. Anne's, Lancashire – August 3rd and 24th.
Mallaig, Inverness-shire – June 26th, July 27th and 28th.
Margate, Kent – June 18th, 24th, 27th, 28th, July 20th, August 16th and 26th.
Minehead, Somerset – June 21st and July 1st.
Moelfre, Anglesey – June 12th and July 19th.
The Mumbles, Glamorganshire – July 28th.
New Brighton, Cheshire – June 5th, 11th, 13th, 24th, July 11th, 18th and August 3rd.
Newhaven, Sussex – July 2nd.
New Quay, Cardiganshire – August 20th.
Padstow, Cornwall – July 7th, 23rd and August 26th.
Penlee, Cornwall – August 1st, 5th, 19th and 29th.
Peterhead, Aberdeenshire – June 7th.
Plymouth, Devon – August 2nd, 3rd and 8th.
Port Erin, Isle of Man – August 14th.
Porthdinllaen, Caernarvonshire – June 19th, 22nd, July 15th and August 7th.
Portpatrick, Wigtownshire – August 24th.
Portrush, Co. Antrim – July 5th, 7th and August 10th.
Port St. Mary, Isle of Man – August 14th.
Pwellheli, Caernarvonshire – July 16th.
Ramsey, Isle of Man – July 18th.
Ramsgate, Kent – June 7th, 8th, July 6th, 16th, August 2nd and 22nd.
Redcar, Yorkshire – July 24th.
Rhyl, Flintshire – July 11th.
Runswick, Yorkshire – August 17th.
St. Abbs, Berwickshire – June 18th and August 4th.
St. David's, Pembrokeshire – August 8th.
St. Helier, Jersey – July 7th, 11th and August 11th.
St. Ives, Cornwall – June 16th, July 15th, 30th (twice), August 6th, 15th and 19th.
St. Mary's, Scilly Islands –
St. Peter Port, Guernsey – July 5th and 14th.
Salcombe, Devon – June 10th.
Scarborough, Yorkshire – August 7th and 14th.
Seaham, Co. Durham – July 25th and August 13th.
Selsey, Sussex – June 24th, July 19th, 20th, 27th, August 15th, 21st and 26th.
Sennen Cove, Cornwall – July 12th, 27th, August 2nd and 22nd.
Shoreham Harbour, Sussex – July 15th and 30th.
Skegness, Lincolnshire – July 19th.
Southend-on-Sea, Essex – June 20th, 28th and August 23rd.
Stornoway, Outer Hebrides – August 2nd.
Stromness, Orkney – August 12th and 26th.
Stromsøy, Orkney – July 17th, August 1st and 12th.
Sunderland, Co. Durham – July 18th.
Swanage, Dorset – June 8th (twice), 14th, 22nd, July 13th, 23rd, 30th (twice) and August 1st.
Tenby, Pembrokeshire – June 22nd, July 31st, August 2nd, 3rd, 23rd, 26th and 27th.
Thurso, Caithness – June 27th.
Torbay, Devon – June 28th, July 29th, August 1st and 27th.
Troon, Ayrshire – June 12th, July 4th and 12th.

Valentia, Co. Kerry – June 4th, 22nd, 29th, July 1st, 13th, 26th and August 23rd.
Walmer, Kent – June 7th, July 24th, August 25th, 25th and 28th (twice).
Walton and Frinton, Essex – July 2nd, 10th, August 10th and 12th.
Wells, Norfolk – August 20th.
Weymouth, Dorset – June 2nd, July 7th, August 1st, 15th (twice).
Whitby, Yorkshire – July 9th, August 4th and 14th.
Wick, Caithness – June 17th.
Wicklow – July 18th and August 7th.
Workington, Cumberland – June 5th, July 17th and 18th.
Yarmouth, Isle of Wight – July 27th.
Youghal, Co. Cork – July 6th and August 12th.
Life-boat 40-001 (at Sheerness) – June 1st (twice), 7th, 9th and July 6th (three times).
Life-boat 44-001 (at Sheerness) – August 6th, 9th, 13th and 18th.
Life-boats 828 and 889 (at Kirkwall/Scapa) – June 8th, August 12th and 13th.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 39, 49, 62, the following launches on service were made during the months June, July and August, 1969, inclusive:

Aberdovey, Merionethshire – June 28th, July 12th, 13th and August 16th.
Abersoch, Caernarvonshire – June 3rd, 11th, 17th, 22nd, 27th, July 6th, 16th, 25th, August 3rd, 7th, 11th and 25th (twice).
Aberystwyth, Cardiganshire – June 15th, 19th, 22nd, July 25th and August 15th.
Amble, Northumberland – June 12th, July 2nd (twice) and 21st.
Arbroath, Angus – July 16th.
Atlantic College, Glamorganshire – July 5th and August 16th (twice).
Bangor, Co. Down – June 18th, 23rd, July 4th and August 28th.
Barmouth, Merionethshire – July 20th, August 1st, 2nd, 10th and 24th
Barrow, Lancashire – June 1st, 8th, 21st, July 21st, August 4th, 17th (twice) and 21st.
Beaumaris, Anglesey – June 26th, July 12th, 26th, August 1st, 19th and 31st.
Bembridge, Isle of Wight – June 20th, July 11th, 13th, 17th, August 12th (twice), 13th and 27th.
Blackpool, Lancashire – June 1st, 8th, 14th, 29th, July 16th, 21st, 27th, 31st, August 8th and 31st (twice).
Barth, Cardiganshire – June 19th and August 16th.
Bournemouth, Hampshire – July 20th, August 6th, 8th, 11th and 21st.
Bridlington, Yorkshire – June 20th, July 3rd, 7th, 18th, 24th, 30th, August 10th, 16th, 21st and 22nd.
Brighton, Sussex – August 3rd.
Broughty Ferry, Angus – June 14th, 21st, July 6th, 10th, 12th (twice), 14th, 19th, August 1st, 15th, 19th, 24th and 30th.
Bude, Cornwall – June 6th, July 13th, 27th, 31st, August 11th, 16th and 22nd.
Burnham-on-Crouch, Essex – June 30th.
Clacton-on-Sea, Essex – June 1st, 9th, 30th, August 1st, 10th, 11th, 21st and 23rd.
Conway, Caernarvonshire – June 13th, July 22nd, August 2nd and 31st.
Criccieth, Caernarvonshire – June 23rd, July 9th, 26th, August 1st and 10th.
Crimdon Dene, Co. Durham – July 21st, August 3rd (three times), 10th, 13th and 14th.
Cullercoats, Northumberland – June 17th and July 13th.
Dunbar, East Lothian – August 11th and 29th.
Eastbourne, Sussex – July 1st and August 11th.
Eastney, Hampshire – June 22nd (twice), 24th, 29th (twice), July 17th, August 23rd (twice) and 31st.
Eastney, Hampshire, 18-02 – June 21st, 29th, July 13th, 17th, 19th (twice) and 27th.
Exmouth, Devon – June 14th, 26th, 28th, July 9th (twice), 18th, 25th, August 1st and 31st.
Filey, Yorkshire – June 15th (twice), July 11th and August 13th.
Fleetwood, Lancashire – June 3rd, July 28th, August 4th, 7th and 29th.
Flint – August 9th and 19th.
Great Yarmouth and Gorleston, Norfolk – June 4th, 15th, 21st, July 16th, 23rd, 29th, 30th, August 11th (twice), 18th, 21st (twice), and 24th.
Happisburgh, Norfolk – July 5th, 25th, August 10th, 12th and 20th.
Hartlepool, Co. Durham – June 28th, July 19th, August 3rd and 13th.
Harwich, Essex – August 1st, 3rd, 23rd, 24th and 27th.
Hastings, Sussex – June 11th, 29th, July 4th, 21st, August 3rd and 20th.
Helensburgh, Dumbartonshire – June 1st, 17th (twice), 19th (twice), 23rd, 29th (twice), July 7th, 17th and August 12th.

Holyhead, Anglesey – July 27th, August 1st and 15th.
Horton and Port Eynon, Glamorganshire – June 15th, July 5th, 17th, August 14th, 17th and 21st.
Howth, Co. Dublin – June 29th.
Humber Mouth, Lincolnshire – June 2nd, July 13th and August 16th (twice).
Kinghorn, Fife – June 23rd, July 18th (twice) and 31st.
Kippford, Kirkcudbright – June 7th.
Little and Broad Haven, Pembrokeshire – August 19th and 22nd.
Littlehampton, Sussex – June 6th, 8th (twice), 16th, 24th, July 2nd, 6th, 11th, 17th, 19th (five times), August 8th, 16th and 19th.
Littlestone-on-Sea, Kent – June 7th (twice), July 31st, August 1st, 3rd, 5th, 18th and 23rd.
Llandudno, Caernarvonshire – June 8th, 18th, 22nd, 29th, July 22nd, August 6th and 12th.
Lyme Regis, Dorset – August 10th.
Lyme Regis, Dorset, 17-002 – July 20th, 29th, August 3rd, 8th, 10th, 19th, 24th and 29th.
Lymington, Hampshire – August 5th.
Lytham-St. Anne's, Lancashire – June 1st, 5th, 6th, 23rd, July 22nd (twice), August 24th and 28th.
Mablethorpe, Lincolnshire – July 6th, 12th, 25th and August 5th.
Margate, Kent – June 2nd, 8th, 16th, 21st, 28th, July 2nd, 18th, 21st, 22nd, 23rd, August 14th, 16th, 25th and 31st.
Moelfre, Anglesey – June 4th, July 4th (twice), 19th, August 5th, 19th and 23rd.
Morecambe, Lancashire – July 16th, August 7th and 10th.
Mudeford, Hampshire – June 21st, July 10th, 20th, 27th (twice), 31st, August 8th, 9th, 10th, 18th and 20th.
Newquay, Cornwall – June 1st, 2nd, 27th, 29th, July 11th, 12th, 14th, 17th, 21st, 22nd, 26th, 31st (twice), August 2nd, 5th (three times), 6th, 10th, 19th, 20th and 23rd.
New Quay, Cardiganshire – June 26th.
North Berwick, East Lothian – June 9th and July 22nd.
North Sunderland, Northumberland – June 5th, 14th and 29th.
Plymouth, Devon, 18-01 – June 21st, July 1st, 5th, 6th, 13th, 18th, August 7th, 12th, 13th and 23rd.
Poole, Dorset, 18-03 – June 21st.
Poole, Dorset, 17-003 – July 10th, 20th and 24th.
Porthcawl, Glamorganshire – June 13th, 15th, 16th, 27th, July 7th, 11th, 22nd, 28th, 31st (three times), August 19th and 28th.
Port Isaac, Cornwall – June 7th, July 7th, August 5th, 11th, 17th and 22nd.
Port St. Mary, Isle of Man – July 4th, 5th, 27th, 29th, August 5th, 21st and 22nd.
Port Talbot, Glamorganshire – July 17th, 28th and August 6th.
Pwllheli, Caernarvonshire – June 23rd.
Queensferry, West Lothian – June 15th, 24th, 28th, July 13th and 26th.
Redcar, Yorkshire – June 1st, July 4th, 11th and 22nd.
Rhyl, Flintshire – June 29th, July 6th, 8th, 12th, 21st, 31st and August 31st.
Rye Harbour, Sussex – June 15th, July 13th, 15th, 25th, 27th, August 22nd and 23rd (twice).
St. Agnes, Cornwall – June 16th, July 13th, 26th and August 13th.
St. Ives, Cornwall – June 4th, 16th, 22nd, 29th, July 5th, 8th, 23rd, 27th, 30th (twice), August 8th, 15th and 31st.
Scarborough, Yorkshire – June 7th, July 22nd and August 14th.
Selsey, Sussex – June 9th, 10th, 22nd, July 8th, 11th, 19th, August 16th and 23rd.
Shoreham Harbour, Sussex – June 8th, 11th, 29th, July 16th, 30th (three times), August 3rd (twice), 10th, 11th and 12th.
Silloth, Cumberland – July 31st.
Skegness, Lincolnshire – June 29th, July 12th, 21st, 27th and August 29th.
Southend-on-Sea, Essex – June 15th, 22nd, 28th, 30th, July 12th, 26th, August 3rd, 7th, 11th, 13th and 23rd.
Southwold, Suffolk – July 13th (twice), 14th, August 3rd, 9th, 11th (twice), 17th and 30th.
Stonehaven, Kincardine – July 4th, 6th, 14th (three times), 19th and 29th.
Sunderland, Co. Durham – June 21st, 22nd, July 6th, 12th, 13th, 20th, 21st, 27th, August 5th, 7th (twice), 17th, 25th and 26th.
The Mumbles, Glamorganshire – June 28th, July 18th, 19th, August 5th, 15th, 16th and 28th.
Tighnabruaich, Argyll – June 21st and July 25th.
Torbay, Devon – June 22nd and 29th.
Torbay, Devon, 18-03 – July 6th (twice), 17th, 19th, 21st, August 1st, 23rd and 27th.
Tre-Ardur Bay, Anglesey – June 24th, July 22nd, 27th, August 4th and 14th.
Tynemouth, Northumberland – June 17th and August 10th.
Walmer, Kent – July 13th, August 3rd, 18th and 28th.
Wells, Norfolk – August 28th.
West Kirby, Cheshire – July 17th and August 19th.

West Mersea, Essex – July 18th, August 21st and 31st.

Weston-super-Mare, Somerset – June 15th (twice), 15th, 22nd (twice), July 1st (twice), 27th (twice), August 10th (twice) and 27th (twice).

Whitby, Yorkshire – July 9th, 12th and August 5th.

Whitstable, Kent – June 9th, 28th, July 6th, 27th, August 1st and 13th.

Yarmouth, Isle of Wight – June 15th, July 15th, August 28th and 30th.

BOOK REVIEWS

● A director of Shire Publications at Tring, Hertfordshire, recently had the excellent idea that a guide book should be produced based on life-boat stations. This company specialises in the publication of unusual guides. The outcome of this suggestion has been *Discovering Life-boats* by E. W. Middleton (Shire Publications, 4s. 6d.). In 80 pages a wealth of information about the life-boat stations of England and Wales is included. Stations are arranged in the order in which they are situated along the coast, starting at the Thames estuary and continuing in a clockwise direction. Details of the station life-boat are given together with a brief history of the station and clear instructions on how the visitor can reach the life-boat.

Brief though the histories are they contain much fascinating information, such as the fact that in January, 1860, the Dover life-boat was exercised in the presence of two Russian princes, sons of the Grand Duchess Mary of Russia, and that nearly a hundred years later the Dover life-boat made television history when a life-boat rescue was televised live for the first time. Elsewhere the reader will learn that the life-boat stationed at Minehead in 1939 was a light surf type with two 12 h.p. engines driving pumps which propelled the boat by water jets. This was a method much in use for ferry boats in Norway and Sweden.

There are a number of excellent photographs of life-boats at Gorleston, Cromer, Bembridge, Walmer and Hastings, as well as diagrams and a useful index.

This work was a combined operation in which much valuable help was given by honorary secretaries of life-boat stations and by the Operations Department at Head Office. It seems a pity that such help is not acknowledged in the text. Nor is any reference made to the author's long connection with the life-boat service.

● The overland journey of the Lynmouth life-boat across Exmoor in January, 1899, is one of the great stories of human endeavour. In conditions which prevented the boat from being launched at Lynmouth she was transported by horse and man-power up Countisbury Hill, with a gradient of 1 in 4½, across the open moor, and down Porlock Hill—in all a 10½ hour journey—before being launched off Porlock beach. But for the action of a former Lymouth honorary secretary, Tom F. Bevan, who described the events laconically in the September, 1933, issue of *The Life-boat*, this extraordinary story might well have remained buried. Since then it has been frequently recalled in newspaper articles. It has also been reenacted on sound radio. Now for the first time a book has been written telling the full story in slightly fictionalised form. This is *The Overland Launch* by C. Walter Hodges (G. Bell & Sons, 20s.).

To give his story more impact Mr. Hodges has created two imaginary characters, a schoolboy and a schoolmaster, but for the rest he has told the story most carefully and accurately. To prepare himself for this task he made a point of walking over the route himself. Mr. Hodges has illustrated his account with some delightful drawings. A tale which cannot be told too often has been presented here in an authentic and lively manner.

● David Harwood in *Alert to Danger!* (G. Bell & Sons, 18s. 6d.) tells a number of stories of human courage and human endurance.

The incidents described include bomb disposal in London in the last war; a fire in an oil well; a climber's fall in the Australian Blue Mountains and the evacuation of the islanders of Tristan da Cunha. Two of the stories tell of life-saving off the south west coast of England. One of these followed the stranding of the French trawler *Jeanne Gougy* on the Armed Knight Rock at Land's End in November, 1962. The frustration experienced by the crew of the Sennen Cove life-boat and of the members of H.M. Coastguard is vividly conveyed. So too is the final rescue carried out by a helicopter of the R.A.F., whose winchman, Flight Sergeant Eric Smith, was awarded the George Medal.

The second story of life-saving at sea is that of the rescue from the yacht *Braemar* by the St. Mary's (Scilly Isles) life-boat in May, 1967. The *Braemar* was on charter to Independent Television News for the coverage of the return of Sir Francis Chichester in *Gipsy Moth IV* after his round-the-world voyage. Appalling conditions were encountered, and the bowman of the life-boat recalled that for the first time in his 23 years of life-boat service he was washed off his feet by a heavy sea. Wave heights were estimated at between 30 and 35 feet as the life-boat carried out an exceptionally difficult towing operation. This was a rescue for which the St. Mary's coxswain, Matthew Lethbridge, received the R.N.L.I.'s silver medal for gallantry.

Mr. Harwood's whole book is an inspiring example of what men in all parts of the world will do when the lives of others are in danger.—P.H.

LETTER

▲ Just in case some of your readers might be wondering how I managed to get the 'Pictorial Story of an IRB Service . . .' (THE LIFE-BOAT, September 1969, centre pages), may I assure them that there was nothing rigged about it: my wife and I were there only by pure chance.

We were spending the weekend in Exeter and on the bright Good Friday morning, we drove down to Exmouth for a breath of fresh sea air. We cruised along the front and on the way back decided, on the spur of the moment, to 'have a go' on the miniature golf course. We missed the entrance to the car park and were looking for somewhere to turn round. The first convenient place was the apron in front of the life-boat display centre which houses Exmouth's IRB. We'd just completed this manoeuvre when cars squealed to a stop behind. 'The IRB's going out', I said, reaching over the seat for my camera case and opening the door at the same time. Within a minute I was ready to shoot—which was just as well as the IRB was already on its way out. We followed its progress and waited for its return.

The odds of my being 'on the spot' for a life-boat launch must be somewhat long, as we live in Wiltshire. However, within three months, it happened again! This time we were holidaying in a caravan at Trevoise Head which overlooks the Padstow life-boat station: again the maroons went up and I was able to photograph a launch. I only hope that the R.N.L.I. will not ban us from coastal districts in the future!

The irony of these stories is that in 1968 I did want a launch sequence of photographs to illustrate an article about the R.N.L.I. Obviously, a mock launch could not be arranged for my personal benefit, and so R.N.L.I. headquarters arranged for me to be at the official launching of the new Padstow life-boat. We travelled a total of 365 miles, and were away from home for 36 hours for the photo-sequence which took some 60 seconds to complete!

David Harwood.
The Common, Broughton Gifford, Melksham, Wiltshire.