

# THE LIFE-BOAT

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## PORTRAIT OF A COXSWAIN



Coxswain Kenneth J. Holland, of the Skegness, Lincolnshire, life-boat *Charles Fred Grantham*. A member of the local life-boat crew since 1947, he was first appointed coxswain in 1965 and then full-time coxswain/mechanic in 1968. Since he became associated with the Skegness life-boat she has been launched 115 times and has saved 64 lives.

# NOTES OF THE QUARTER

ON 21st January, 1970, Fraserburgh life-boat capsized with the loss of five members of her crew. There was only one survivor, Mr. Jackson Buchan. On 25th March Mr. Goronwy Roberts, Minister of State, Board of Trade, stated in the House of Commons that a formal investigation would be held under Section 466 of the Merchant Shipping Act, 1894. He added that the R.N.L.I. had stated that it would welcome the enquiry. The Institution carried out its own investigations and submitted its confidential report to the President of the Board of Trade, but in view of the decision to hold an enquiry the report cannot yet be published, and comment would be improper while the matter is still *sub judice*.

It may, however, be appropriate to quote an extract from the address delivered by Lord Saltoun, former convenor of the Scottish Life-boat Council, at the funeral which was held in Fraserburgh on 25th January. On a bitterly cold day some 10,000 mourners gathered in the church or lined the road to the cemetery. The Duke of Kent, the President of the R.N.L.I., and the Chairman, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., were among the mourners. Lord Saltoun said:

‘I have never called life-boatmen heroes.

‘I have always felt that they are men who can appreciate the risks they run even better than I—but who strain their hearts to outstrip a comrade getting to the boat because they will not let fear be their master. Such were these men.

‘We think of ourselves as belonging to a civilised society. Turn to the papers and see how that society behaves.

‘One does not feel very civilised.

‘And then one learns that a life-boat has put out to help some vessel in distress, encountering all hazards, with no thought of reward, just because the crew are that kind of men.

‘Do we not feel better about our civilisation?

‘The action of these men has redeemed our society, and restored our self-respect.

‘This church—all the churches in Fraserburgh—are devoted to the love and worship of Jesus Christ; and if you ask why, people will tell you that it is because He is our Redeemer; the great Redeemer of mankind.

‘So is it not true to say that these men by redeeming our society from its petty unworthiness have followed as well as men can the footsteps of our Master?’

## TRIUMPHANT OPERATIONAL RECORD

The year 1969 may well be considered a year of triumph for the life-boat service. More calls were answered than ever before, the total number being 2,365. The previous highest figure was 2,310 in 1968. Most important of all, the number of people whose lives were saved by life-boats and inshore rescue boats was 1,132, an increase of about 11 per cent over the 1968 figure of 1,017.

The achievements of the Institution’s financial branches and guilds were also outstanding. In the three preceding years a financial deficit had been incurred, in 1967 the deficit exceeding £400,000. By contrast, in 1969 there was a surplus of nearly £200,000, and while total receipts rose by 19 per cent., the increase in the amounts raised by the branches and guilds was no less than 31 per cent.

The following table shows the surplus or deficit incurred in each of the last five years:

	<i>Surplus</i>	<i>Deficit</i>
1965	£ 36,495	
1966		£124,121
1967		£400,084
1968		£12,811
1969	£199,566	

### **NEW LIFE-BOAT DESIGN**

The Committee Management has accepted a design for a new class of life-boat for use at stations where the life-boat lies afloat. The boat will be a self-righter, 52 feet in length, and have a service speed of about 18 knots. The design has been prepared by Mr. J. A. McLachlan of G. L. Watson & Co., of Glasgow, and it is hoped in due course to produce hulls to this design in glass-reinforced plastic—or G.R.P. as it is generally known. A prototype of this boat is already under construction in wood, and an extremely thorough operational evaluation will be carried out.

### **EXPERIMENTAL WORK ON FORMER LONGHOPE BOAT**

Certain experimental work has been carried out on the former Longhope life-boat. The aim of this is to make the after-cabin watertight. This will have the effect of making it more difficult to capsize an already very stable boat, and will also provide additional safety for the crew.

The former Longhope life-boat was chosen for the work as she happened to be at Messrs. William Osborne's boatyard at Littlehampton undergoing repair. Among the problems posed in carrying out these modifications are that of ventilating the cabin, and resiting the drogue and drogue lines.

### **HOAX CALLS**

Among the more deplorable occurrences in the past year have been an appreciable number of launches by life-boats in answer to distress calls which have subsequently proved to be hoaxes. These hoaxes were mainly perpetuated in the North East of England. Both the Bridlington and Whitby life-boats answered three hoax calls, and the Filey and Humber boats answered one each. On one occasion the Whitby life-boat was out for 10 hours in circumstances which led the honorary secretary to write: 'This service to a hoax call was carried out in the worst ever conditions experienced by the coxswain.' The mental state of those who perpetuate such hoaxes is difficult to understand.

### **Y.L.A. MEMBERSHIP**

At the time of going to press the latest figure for membership of the Yachtsmen's Life-boat Supporters' Association was 4,260. Of these 3,106 signed on during the first year of the Y.L.A.'s existence. The Y.L.A., it may be remembered, was launched at the beginning of 1969 by Sir Alec Rose. Y.L.A. features in this number of THE LIFE-BOAT appear on pages 99.

### **COASTGUARD APPOINTMENT**

Commander P. J. H. Bartlett, O.B.E., R.N. (retd), Chief Inspector of H.M. Coastguard, who retired early this year, has been succeeded by Lt.-Cmdr. J. A. Douglas, M.B.E., R.N. (retd).

## IT'S A MAN'S JOB



The Walmer, Kent, Life-boat *Charles Dibdin* (Civil Service No. 32) was a subject taken by Mr. N. F. Green, of Aldridge, Staffs, for the Barry Photographic Competition last year. Picture was taken on 28th August, 1967.

# CENTRAL APPEALS COMMITTEE

A Central Appeals Committee of voluntary workers for the R.N.L.I. has been formed under the chairmanship of Mr. Norman Crumbie. Its terms of reference are:

- (i) To advise, through the Secretary of the R.N.L.I., on any matters affecting fund raising which may be referred to them and on any new ideas they may have and which they do not feel able to undertake themselves for raising new money and for improving existing fund raising methods.
- (ii) To raise about £500,000 of new money from new sources within the next four to five years as a first target inviting existing branches/guilds to participate in a particular project if they so wish, but not requiring or relying upon them to do so.
- (iii) The operations of the committee will be subject to previous sanction of the Committee of Management and will be restricted to England and Wales.
- (iv) The concept and mode of operation of the C.A.C. will be reviewed from time to time and modifications or alterations proposed in the light of experience.

Mr. Crumbie writes: 'It has been my responsibility and honour to be chairman of the Orpington and district branch since it was founded 22 years ago. From my early associations with the Institution I felt that we were placing too much reliance on legacy income and not enough on the efforts of living people. The value of legacy income should not be underestimated but it is unpredictable. My view has been borne out by the succession of deficits incurred in the three financial years ending 1968 (now happily reversed in the 1969 accounts).

## NATIONAL BASIS

As a result, I determined to press my view to the Committee of Management and proposed that at the initiative of voluntary workers a new body should be set up to organise fund raising events on a national basis. Hitherto the Institution has had no organisation other than its own heavily worked staff to undertake such projects.

After careful discussion, the C.A.C. is now a fact and we are preparing our first activities. May I therefore make the following points?:

- 1—The money we seek to raise is new and additional money—not just to replace existing events and revenue by new means.
- 2—We aim to be as self sufficient in our activities as possible and not to add to the work of the staff at Life-Boat House or at the district offices—nevertheless we shall welcome their help when needed.
- 3—While we shall be grateful for the help of branches and guilds from time to time we recognise that voluntary workers are already giving their maximum efforts in most cases but some may be prepared to help occasionally.
- 4—All money raised in the area covered by a branch will be credited to that branch—the C.A.C. is not seeking to raise money to its own credit.

## WIDE TERMS

Our terms of reference are wide, covering both advisory and active matters. To enable us to be as effective as possible, we shall be pleased to hear from branches and guilds, and indeed all people interested in the good of the life-boat service with suggestions for raising money. They will be considered by my committee. Where it is possible for us to use the suggestions we shall do so or make recommendations as to how they might be used.

A voluntary worker is being appointed to the committee to represent each life-boat district in England and Wales. The district representatives will always



by courtesy of]

[R. Bishop

**Spectators getting a thrill at Port Isaac, Cornwall, when as part of a water safety demonstration the local IRB showed what it could do in a rocky situation.**

be happy to hear from readers. Contact may also be made with me or the honorary secretary direct.

I hope to visit all district conferences during this year and to be joined by the district representative. We want to make friends with the supporters of the life-boats and strengthen the wonderful voluntary team that exists throughout the country.'

Appointments: chairman—Mr. R. N. Crumbie, 28 Chislehurst Road, Orpington, Kent (Tel.: Orpington 25631), representing London (South of the Thames), vice-chairman—Mr. J. R. Walton, J.P., South Shotton House, Stanington, Morpeth, Northumberland, representing North East District; Eastern District—Mr. C. J. Morehouse, The Kursaal, Southend-on-Sea, Essex (Tel.: Southend 66276), Midlands—Mrs. G. Keen, Furnace Mill, Wyre Forest, Nr. Kidderminster, Worcs., South West—Captain T. G. Hornsby, 18 The Lawns, Crownhill, Plymouth, South Devon, South East—Mr. Carl Seagar, Robins Close, Buckland, Nr. Reigate, Surrey, North West—Mr. W. D. Opher, The Garth, Grange-over-Sands, Lancashire, London—Lady Norton, 56 Rivermead Court, London S.W.6. The honorary secretary is Mr. John Crowley, 32 Arnold Avenue, Southend-on-Sea, Essex.

In due course it is hoped to extend the Committee's activities to take in the remainder of the areas served by the Institution.

# GALLANTRY AMONG THE ROCKS

COXSWAIN William Sheader of Scarborough has been awarded the R.N.L.I.'s silver medal for gallantry for a remarkable service in which he had to take the life-boat in among dangerous outcrops of rock with at times only five feet of water under her. One man was saved from a converted ship's life-boat.

The first report that the converted ship's life-boat *Sheena* had capsized in South Bay and that her occupants were in the water reached the Scarborough life-boat house at 12.23 p.m. on Sunday, 23rd November, 1969. Largely because of the weather conditions a number of the members of the life-boat crew were in the boat-house at the time, and the maroons were fired immediately to summon other members of the crew and the shore helpers.

The Scarborough life-boat, *J. G. Graves of Sheffield*, which is one of the 37-foot Oakley type, was launched from her carriage five minutes after the alarm and made for South Bay. A north easterly wind of force 6 was blowing, and the weather was overcast. Very rough, heavy seas were breaking in the bay, and it was two hours after low water springs.

## ROCKS AND KELP

The life-boat approached the *Sheena* about four minutes after being launched. She found her in a very dangerous area, where there were rocky outcrops and heavy kelp growth in shallow water. In the heavy breaking seas and with the knowledge that he had only about five feet of water under the life-boat, Coxswain William Sheader decided to approach the casualty. He was fully aware that had the life-boat capsized she would have been unable to right herself because there was not enough water. In fact the life-boat was filled several times before a man was spotted in the breaking seas.

Watching the seas carefully the coxswain swung the life-boat round. With great difficulty the crew hauled the survivor aboard just as a heavy sea broke over the life-boat. The boat's keel touched bottom, but Coxswain Sheader worked the engines to bring her clear of the sea. By doing so he probably prevented the life-boat from capsizing. The man was hauled aboard thirteen minutes from the time of the alarm and eight minutes from the time of launching the life-boat.

He was in a poor condition, and as nobody else could be seen in the water the coxswain decided to land him. Mouth-to-mouth resuscitation was carried out by a member of the crew, and the rescued man was put ashore at 12.40. An ambulance had meanwhile been summoned by radio.

## SECOND MAN

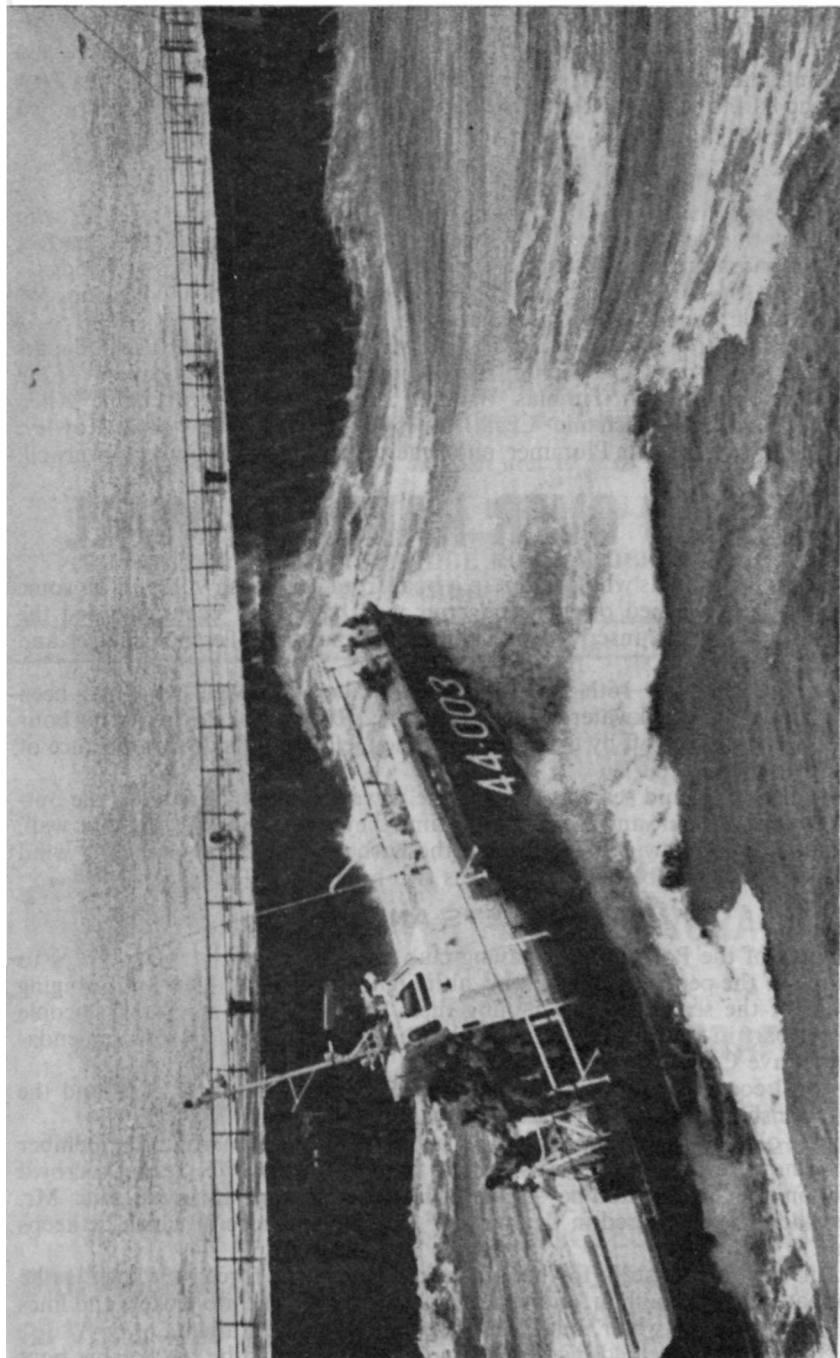
The life-boat then returned to look for a second man who was reported to have been in the water. Once again she had to go into heavy surf, and at 12.56 a second man was found and hauled aboard. Again the life-boat struck bottom, and Coxswain Sheader had to use the full power of his engines to get clear of the kelp, which twice nearly caused the engines to stall. Luckily she came clear just as the sea began to spin her round.

The second man was unconscious and again mouth-to-mouth resuscitation was applied. He was landed at 1.8 p.m. and immediately rushed to hospital by ambulance. Unfortunately he died in hospital shortly afterwards.

The time was now 1.10 and the life-boat put out a third time to search for another man reported missing. A helicopter and skin divers working along the beach also took part in the search, but the man could not be found.

The sea conditions grew steadily worse and two fishing boats were attempting





*by courtesy of]*

*[Eastern Daily Press*

The 44-foot steel life-boat *Khami*, which is stationed at Great Yarmouth and Gorleston, going out on exercise on 9th November, 1969, in a force 8 gale from the south east and a strong ebb tide.

to enter harbour. The life-boat therefore went to their help. She escorted one of them in and then took the second fishing vessel, whose engine was flooded, in tow to the harbour.

After completing this operation the life-boat returned to search again for the missing man, but by 3.22, when because of a very heavy swell and sea conditions she had to work too far off shore to be of any use, the life-boat returned to harbour, arriving at 3.28.

### **'PERFECT TEAM'**

The Inspector of Life-boats, Commander L. F. L. Hill, R.D., R.N.R., who investigated this service reported: 'The crew and boat behaved as a perfect team under most hazardous conditions, taking their lives into their own hands . . . not once but on three occasions. It proved their faith in their coxswain, W. Sheader, and in their Oakley class boat.'

In addition to the award of the silver medal to Coxswain Sheader the thanks of the R.N.L.I. inscribed on vellum were accorded to the other members of the crew: Second Coxswain Thomas William Rowley, Motor Mechanic Allen Rennard, Assistant Mechanic Cecil James Bean, Crewman Jack Rowley, Crewman George William Plummer, and Emergency Mechanic Robert Swalwell.

## **WASHED OVER HARBOUR WALL**

Two private individuals who put out in a boat from a Cornish village after some people had been washed over the harbour wall have both been accorded the thanks of the R.N.L.I. inscribed on vellum. They are Mr. Terence Sawyer and Mr. Frank Opie.

About 6.45 p.m. on 16th June, 1969, a number of people who had been walking along the breakwater, which forms the west side of Portreath harbour entrance were washed off by a large wave. They fell just outside the entrance of the outer harbour.

A very heavy ground sea was causing the waves to break heavily on the outside of the breakwater, and from time to time they swept over the harbour wall. There was also a heavy confused sea in the harbour entrance. A westerly wind from force 3 to 4 was blowing and it was two hours before high water.

### **LIFE-JACKETS AND LINES**

Members of the Portreath life saving club had gone into the water to try to help some of the people in difficulties, although they had no means of bringing them out of the sea except by hauling them up the breakwater. Eight people who took part in this effort have since been awarded the Queen's Commendation for Brave Conduct.

The local coastguard then informed the life-boat station at St. Ives and the St. Agnes inshore rescue boat station of what had happened.

About 7 o'clock Mr. Terence Sawyer, an auxiliary coastguard and a member of the inshore rescue scheme, was driving home with his wife. Seeing a crowd centred on the breakwater he stopped his car and went to investigate. Mr. Sawyer had a boat moored in the harbour and a small store in which he keeps his gear.

He ran back to the store for his life-jackets and lines, forced the lock, as he did not have his keys on him, and returned to the scene. The life-jackets and lines were thrown into the water, but little use could be made of them.

Mr. Sawyer then decided his best course of action would be to take his boat into the water so that it could be used as a floating platform to support both

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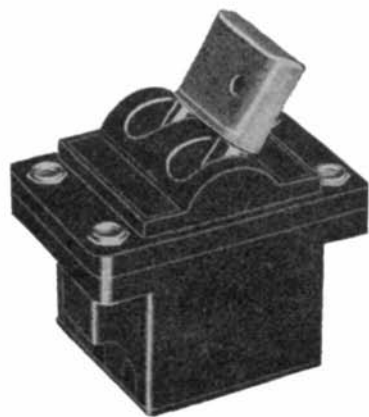
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casualties and rescuers. Mr. Frank Opie agreed to put out with him, and the two men manoeuvred the boat under oars out of the inner harbour. The mooring lines were left trailing to serve as possible life-lines and the engine was not used because of the danger of the propeller striking the people in the water.

Sea conditions in the basin were confused, and at the entrance, which is 40 feet wide, there was a rise and fall of some 15 feet. The two men had great difficulty in keeping the boat head to sea, and had they broached to in the harbour entrance their boat would almost certainly have capsized.

The main rescue attempts were taking place outside the outer entrance, where it was impossible to keep the boat head to sea. Mr. Sawyer and Mr. Opie were therefore forced to return to the inner harbour, which they succeeded in doing with considerable difficulty. Just outside the inner entrance the boat was driven against the harbour wall, but fortunately she was not damaged

## FOUR MEN SAVED FROM TRAWLER

FOR the rescue of four men from a trawler on the evening of 16th November, 1969, Coxswain John King of Bridlington has been accorded the thanks of the R.N.L.I. inscribed on vellum.

At 6.5 p.m. that evening Mr. A. W. Dick, the Bridlington honorary secretary, learnt that the 60-foot stern trawler *Flamborough Light* had grounded on the harbour bar wall trying to enter harbour. Immediately afterwards it was reported that the trawler had cleared the bar and was drifting on to rocks outside the south pier.

Mr. Dick immediately summoned the crew and at 6.30 the Bridlington life-boat *William Henry and Mary King*, which is one of the 37-foot Oakley class, was launched.

A force 8 gale was blowing, varying from east to east north east. The weather was cloudy, visibility was moderate, and there were rain squalls. It was one hour after low water neap tide.

The life-boat approached the stern trawler at 6.40, parachute flares being used to light up the scene. The trawler had grounded near rocks at the foot of the south pier and was lying stern to heavy breaking seas. The crew of the trawler were told by radio telephone to have her anchor ready to be run out to the life-boat in an effort to bring the trawler head to sea. Coxswain King then anchored to seaward and veered the life-boat down to the trawler.

### RUDDER AND PROPELLER LOST

A number of attempts were made to pass a heaving line without success, but in the end a line was successfully fired across the trawler. The life-boat securing rope was secured to the gun line and then to the crown of the trawler's anchor. With the casualty's cable being paid out the life-boat steamed to seaward until she recovered her anchor. Coxswain King then decided that there was enough water to allow the life-boat to tow the trawler head to sea. This was done successfully, the weight of the anchor proving useful in breaking the snatch on the tow-line in the heavy seas.

At 7.11 the *Flamborough Light* reported that her rudder and propeller had carried away. She began to sheer badly and the tow-line was shortened to about 30 feet. The trawler's anchor was taken aboard the life-boat, and with the use of the nylon securing rope a check bridle was rigged to steady the tow. As a result of this the stern trawler was towed through the narrow harbour entrance, reaching here at 8 p.m.

In addition to the award to Coxswain King, framed letters of thanks, signed

by the Chairman of the Royal National Life-boat Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., have been sent to the other members of the crew; Second Coxswain George William Traves, Acting Bowman Fred Walkington, Motor Mechanic Roderick William Stott, Assistant Mechanic Richard Derek Cranswick, Crewman Philip Butterworth, and Crewman Anthony John Ayre.

## FIVE CALLS IN ONE DAY

ON Sunday, 9th November, 1969, the Eastney IRB was called out five times. For their efforts that day Dr. Ian McLachlan, Mr. Peter Banister and Mr Brian Needle have all been accorded the thanks of the R.N.L.I. inscribed on vellum.

The first call came at 2.15 p.m. when Dr. McLachlan, who is the honorary secretary, learnt from the auxiliary coastguard at Eastney that a Piccolo surf-board dinghy with a man clinging to it was being swept out of the harbour. The wind was west to north west, gusting to 60 knots (force 11). The sea inside the harbour was confused, and it was overcast. The tide was half ebb.

### A RECONNAISSANCE

Dr. McLachlan decided that the IRB should be taken out of the boathouse but not launched until he had made a reconnaissance of the situation. After doing this he decided to take the boat out himself with two volunteers, Peter Banister and Brian Needle.

After putting out the IRB found that a Gemini craft manned by five members of the Eastney Cruising Association had already picked up the capsized dinghy. The IRB stood by the Gemini in the confused



*by courtesy of]*

*[Arthur W. Dick*

During an exercise in January, 1970, the Bridlington, Yorkshire, life-boat, because of ice and snow, had to be manhandled down the slope to the beach.

seas until she was out of trouble. Both boats had some difficulty in negotiating the seas in the entrance to Langstone harbour.

One minute after the IRB had been launched the Eastney Coastguard passed on an R/T message that a fishing boat with an outboard engine had broken down near the Mulberry harbour wreck inside Langstone harbour. When it was considered that the Gemini was safe the IRB made for the fishing boat. She found that the Langstone ferry had taken the fishing boat, which had two men on board, in tow and the IRB escorted them to the Eastney ferry pontoon.

A few minutes later, at 2.45 p.m., a Coastguard runner told Dr. McLachlan that a converted pontoon was in trouble near the Mulberry harbour wreck and that three men who had scrambled on to the wreck were waving for help. A minute after this the IRB put out. She reached the wreck with difficulty, secured the pontoon to it and took the three men on board. Eastney pontoon was reached after a rough passage back and the three survivors were landed.

#### **FOURTH ALARM**

The fourth alarm was received at 2.55 when the Coastguard reported that a 10-foot dinghy was being swept out of the harbour with a man on board waving for help. The IRB now made for Gunner Point and at about three o'clock succeeded in beaching the dinghy on the Hayling Island shore and rescuing its occupant. Again there was a rough passage back to Eastney coastguard station, the IRB being continually flooded and having to be baled out.

The final service followed another report from the coastguard. This was received at 3.10, when Dr. McLachlan was told that a fishing boat, which had two men on board, had anchored off the north west end of Baker Island and needed help. The IRB set off on the three-mile trip up harbour at 3.15. The continuous spray driving over the boat put the radio telephone out of action.

The fishing boat was found anchored in shallow water, and during the run in the engine of the IRB had to be unlocked to allow it to tilt when it hit the bottom. The two men from the fishing boat were taken on board, and Mr. Banister and Mr. Needle then had to go over the side and wade in up to their chests to get the IRB off shore. The engine was started and with the skag of the engine bumping over the bottom the IRB was manoeuvred into the channel. She eventually reached her station at 3.50 when the two men were landed.

In addition to the awards to the IRB crew, letters of thanks, signed by the Secretary of the R.N.L.I., Captain Nigel Dixon, R.N., were sent to the five members of the Gemini crew.

## **NINETEEN HOURS ON GALE SERVICE**

COXSWAIN John MacLeod of Barra Island and the other members of the Barra Island crew have received letters of thanks, signed by the Secretary of the R.N.L.I., Captain Nigel Dixon, R.N., in recognition of a long service in which the life-boat was at sea for 19 hours in gale conditions.

It was at 4.46 on the morning of 7th October, 1969 that Mr. Hugh Morrison, honorary secretary of the Barra Island station, learnt from the Stornoway Coastguard that H.M. survey ship *Fox* was aground on Mingay Island in Loch Bay, north west Skye. A quarter of an hour later the coastguard asked for the Barra Island life-boat to be launched, and the boat put out at 5.45.

A southerly gale estimated at force 10 or force 11 was blowing, the sea was very rough and the weather was overcast with frequent rain showers. It was high water at Barra Island. During the passage to Loch Bay there were very heavy following seas. The life-boat carried out the 47-mile passage at an average speed of just over 8 knots.

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H.M.S. *Fox* was aground on the eastern side of Mingay Island. She was lying on the rock bottom very close to the shore. It was nearly low water when the life-boat reached her, and she then had a list of about 40° to starboard. Some two-thirds of H.M.S. *Fox's* ship's company had been landed on Mingay by the ship's motor boat. Inside Loch Bay with the shelter afforded by the Skye mountains sea conditions were much easier, but occasionally strong gusts from the landward side created a sudden wind sea even inside the Loch which Coxswain MacLeod had to watch closely.

### CONFERENCE

H.M.S. *Fawn*, another survey ship similar to H.M.S. *Fox*, was lying about half a mile out in deeper water. The life-boat went alongside H.M.S. *Fawn*, took on board supplies of hot soup and sandwiches and brought these to H.M.S. *Fox*, where they were divided between the crew on board and the men ashore. Another Royal Navy ship, H.M.S. *Leander*, also reached the scene later and anchored in deep water at the outer limits of Loch Bay. The life-boat took the commanding officer and first lieutenant of H.M.S. *Fox* to H.M.S. *Leander* to a conference with the senior officer present. As H.M.S. *Leander* was in fairly open water it was not easy to bring the life-boat alongside the accommodation ladder, and some damage was done to the life-boat guard rails and gunwale capping.

The life-boat lay off for about an hour while the conference took place and then re-embarked the commanding officer and the first lieutenant and brought them back to their ship. By this time it was about 3.30. Meanwhile the whole crew of H.M.S. *Fox* had been re-embarked through the use of their own motor boat.

It had been decided to try to refloat H.M.S. *Fox* at high water, which was at 5.10. About 4.30 the life-boat went alongside H.M.S. *Fawn* and took on board several coils of a coir messenger rope, which was conveyed to H.M.S. *Fox* and secured on board. Twenty minutes later H.M.S. *Fox* began heaving on the messenger rope to try to bring a nylon tow rope on board, but the coir rope parted almost at once.

### TOOK COILS

The life-boat immediately returned to H.M.S. *Fawn* and this time took several coils of nylon tow rope on board. This was secured on board H.M.S. *Fox*; H.M.S. *Fawn* took the full weight of the tow, and the casualty began to move clear of the rocks almost at once. By 6.15 both ships were clear to deep water. They anchored to allow a further survey to be made of H.M.S. *Fox*. By 6.30 the life-boat crew learnt that their help was no longer needed, and the life-boat left Loch Bay for her passage home.

Once she was clear of the shelter afforded by Loch Bay and Dunvegan the full force of the southerly wind and sea was again experienced. The wind force did not fall below force 10 and was gusting to force 11 with corresponding seas. Coxswain MacLeod reduced engine revolutions to make conditions easier for both the crew and the boat. After an extremely uncomfortable passage the life-boat finally reached Castlebay at 1.15 a.m. on 8th October.

The Commanding officer of H.M.S. *Fox* wrote: 'Myself and the whole ship's company have nothing but admiration for the coxswain and crew members of the life-boat; an admiration that was expressed by a voluntary collection on board which resulted in a cheque being sent to the secretary of the Barra Island station'.

The other members of the Barra Island life-boat crew were: Second Coxswain/Mechanic J. A. MacNeil, Assistant Mechanic N. J. Maclean, Second Asst. Mechanic J. MacKinnon, Crew member M. J. Campbell, Crew member W. Mackay, and Crew member D. J. Currie.





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# R.N.L.I. MEDALS FOR IRB SERVICE

Mr. Robert Stewart and Mr. Andrew Scott of Amble have become the first men ever to be awarded medals for gallantry by the R.N.L.I. for a service carried out in one of the Institution's inshore rescue boats. The service was a combined operation in which the Amble life-boat also took part. Coxswain William Henderson and crew member James Stewart have also been awarded bronze medals. The remaining members of the Amble life-boat crew have been accorded the thanks of the R.N.L.I. inscribed on vellum.

At 6.30 p.m. on 29th September, 1969, the coastguard at Amble was watching a yacht entering harbour in a heavy swell. He had a maroon ready to fire as he thought help might be needed. In fact the yacht entered the harbour safely, but the R.A.F. pinnace No. 1386 capsized at that moment as she approached the harbour from the north. Her position was about half a mile from Amble north pier head. The coastguard immediately fired the maroons and two minutes later telephoned the honorary secretary of the Amble Life-boat Station, Mr. L. J. Matthews. While the life-boat crew were assembling, Mr. Matthews called out the IRB which was manned by Mr. Robert Stewart and Mr. Andrew Scott.

## AT FULL SPEED

The IRB was launched at 6.34 and made for the pinnace at full speed once she was clear of the harbour entrance. The seine net vessel *Provider* also cast off and made for the casualty, and the Amble life-boat *Millie Walton*, which is one of the 46-foot *Watson* class, was launched at 6.39. Coxswain William Henderson had decided, in order to avoid a delay even of minutes, to include in his crew some men who were not experienced life-boatmen.

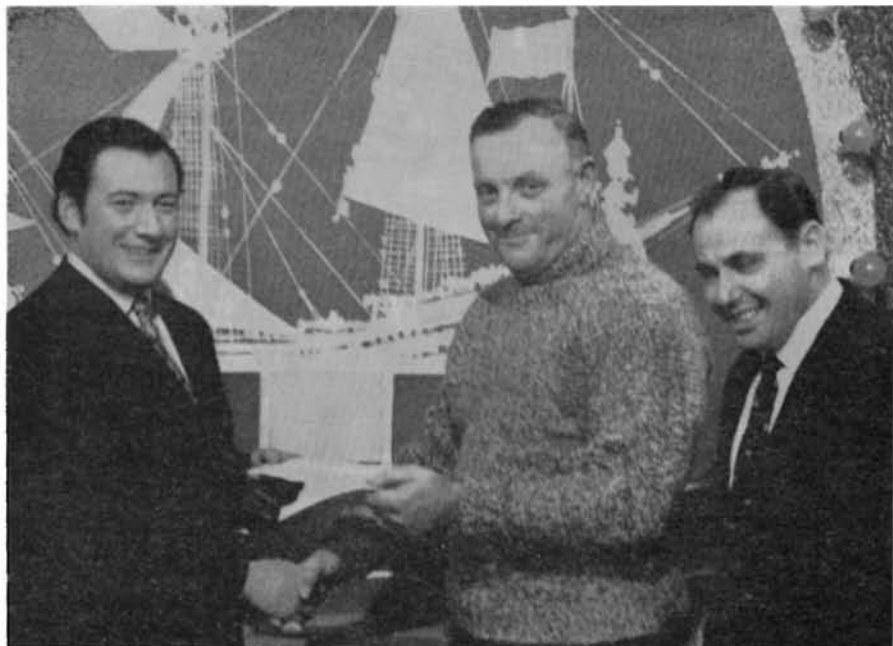
The weather was overcast and visibility was good. There was a westerly wind with a slight sea, but a heavy swell was breaking in the Pan Bush area and on the bar outside the harbour entrance. It was high water.

The IRB crew spotted two men clinging to a life-buoy. They took their boat into the water breaking heavily on Pan Bush without regard to their own safety and hauled the two men aboard. This was done at 6.42 and only 12 minutes after the first alarm. The IRB continued to search for the captain of the pinnace who, the survivors stated, was still alive and somewhere near the life-buoy. As it was thought possible that three men were still in the hull of the pinnace, a radio message was sent via *Provider* asking for skin divers. The two survivors were in a distressed state and the IRB therefore returned to harbour.

## TAPPING SOUND

Two minutes after the IRB had picked up the two survivors the Amble life-boat reached the scene. One man was clinging to the bottom of the pinnace, with seas continually washing over him. Coxswain Henderson brought the life-boat alongside and Mr. James Stewart jumped on to the hull. From there he helped the survivor aboard the life-boat. A helicopter had also reached the scene and carried out a search, in the course of which one survivor was picked up from the sea. Coxswain Henderson learnt from the men the life-boat had rescued that tapping could still be heard inside the hull of the pinnace. He tried to right the pinnace by pulling her over with the grapnel line, but this could not be done. He therefore decided to tow the pinnace into the harbour as quickly as possible.

The life-boat came alongside the pinnace once more and Mr. James Stewart again jumped aboard, this time to secure a line for towing. The propeller shafts provided the only means of making fast, and with great difficulty the tow was



A cheque for £160 was presented on 7th January, 1970, to the Lizard-Cadwith life-boat, winners of Westward TV's life-boat competition run in conjunction with the regional quiz programme 'Treasure Hunt'. Every time a contestant on the show answered a question correctly he won himself money and a point for one of the west country life-boat stations. The Lizard station notched up 327 points—a clear two points over the Weston-super-Mare station. Receiving the cheque from 'Treasure Hunt' compère Keith Fordyce are Coxswain Maurice Legg and Mechanic Peter Mitchell of The Lizard station.

secured and Mr. Stewart was brought aboard the lifeboat again. The life-boat managed to tow the pinnace clear of the heavily breaking water, but after a time the tow line became chafed and parted. Mr. Stewart jumped aboard the pinnace once again and this time he succeeded in securing two lines before he returned to the life-boat.

Meanwhile the IRB had landed the two survivors, and she now took on board two skin divers whom Mr. Matthews had contacted. The IRB reached the life-boat and pinnace at 7.10. The life-boat stopped with the wreck in tow and the divers tried to go under her. The IRB tried dropping the divers both on the lee side down tide and on the weather side up tide, but the divers, though they were both experienced men, found it impossible to get underneath the pinnace because of the tide and heavy swell. They were taken aboard the IRB exhausted and brought back to harbour.

### **STRUCK BOTTOM**

Coxswain Henderson decided it was necessary to bring the pinnace into more sheltered water and the life-boat made for Amble. She was given help by the seine netter *Ocean Vanguard* whose crew passed a line to the forward bollard of the life-boat. This reduced the difficulties in steering which were caused by the square transom of the pinnace. When the harbour bar was reached the mast of the pinnace and the derrick struck bottom. Efforts were made to break the mast,



by courtesy of]

[Spectator Newspapers

The Secretary of the R.N.L.I., Captain Nigel Dixon, R.N. (sixth from the left), pictured during a visit in November, 1969, to Bangor, Co. Down, to inspect the IRB station. With him are local officials and (extreme left) the District Organising Secretary for Ireland, Lt.-Col. B. D. H. Clark, M.C., G.M.

but it was impossible to move the wreck and the two tow lines then parted. The line from the *Ocean Vanguard* also parted and the seine netter went inside the broken water on the bar to stand by and give any help which might be needed.

The tide was falling and the swell was breaking more heavily on the bar. It was clear no further diving attempts could succeed until the wreck provided some protection to further teams of skin divers who were now on their way. The life-boat therefore returned to harbour, which she reached at 8.30 p.m., and landed the man she had rescued. Two regular crew members, who were not available when the life-boat first launched, then took their places in the boat.

As the swell increased the wreck was washed behind the south pier, where she finally stuck. At 10.30 p.m. naval divers from Rosyth together with the life-boat crew carried cutting gear across the rocks. They then waded out to the wreck and eventually at 11.15 they succeeded in cutting through the bottom of the pinnacle. There they freed one survivor and found there were no others in the wreck.

### SOME DAMAGE

Three men were still missing and the search was resumed at daylight, both the *Amble* and the *Newbiggin* life-boats taking part. The bodies of the three missing men were eventually found among the rocks by searchers from the shore.

The life-boat received a certain amount of damage on her starboard side, 19 outside and 7 inside diagonal planks having to be replaced. Two nylon

warps were badly damaged in towing the wreck and the nylon drogue rope was also damaged.

The crew members who received the thanks of the R.N.L.I. on vellum were: Second Coxswain John Connel, Acting Bowman Ronald Falcous, Motor Mechanic Ronald Sabiston, Assistant Motor Mechanic Hugh Jones Matthews, and Crew member Hugh Ronald Matthews, jnr.

Framed letters of thanks signed by the Chairman of the R.N.L.I. were sent to: Crew member Edward Armstrong, Crew member Raymond Henderson, and the two skin divers, Mr. James Sample and Mr. Eric Bramham.

## Seven times alongside Listing Ship

On the evening of 9th November, 1969, the Great Yarmouth and Gorleston life-boat was manoeuvred seven times alongside a severely listing Danish ship, a service for which Coxswain John Bryan has been awarded the R.N.L.I.'s bronze medal for gallantry.

At 7.45 that evening Coxswain Bryan learnt from H.M. Coastguard of a message intercepted from the Danish motor vessel *Karen Bravo*. This stated: 'Our cargo has shifted and we have engine trouble. We need tug assistance immediately. We are heading on a course 326° and our position is 52° 42' N, 02° 04' E. Will keep going until our engine packs up and if the list gets any worse we will take to the little rubber boat.'

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## FAST START

Two minutes after the coxswain had learnt of this message the maroons were fired, and six minutes later the Great Yarmouth and Gorleston life-boat *Khami*, which is one of the 44-foot steel class, left her moorings.

There was a westerly gale of force 7/8 with a rough sea and a heavy north westerly swell. There were rain squalls and lightning, and visibility was poor. The tide was two hours after high water springs.

The life-boat made a very rough passage of about 8½ miles to the area of Cross Sand lightvessel. Through the use of her radar it was estimated that the casualty was five miles to the south east. Course was altered and the life-boat came up with the Danish vessel at 9.35.

The *Karen Bravo* was hove to, heading north west. She was pitching very heavily and had a list to port of some 20°. Her port side and rails were awash and heavy seas were breaking over her bow.

## VERY COLD

The wind by now had veered to the north west and was gusting to force 10 with a very rough, confused sea and a heavy north westerly swell. The cold was intense and the rain squalls and lightning continued.

The master of the *Karen Bravo* asked for five members of his crew to be taken off and at the same time warned the coxswain to keep clear of the ship's thrashing propellers.

Coxswain Bryan decided to take the men off from amidships on the starboard side of the Danish vessel. With excellent judgment he placed the life-boat's port bow alongside seven times, each time synchronising the life-boat's movements with the heavy range of the seas in order to reduce to the minimum the distance the men would have to jump.

So successful were these manoeuvres that five men were taken off, none of them having to jump more than 10 or 12 feet on to the fore-deck of the life-boat and into the arms of two crew members who were securely lashed inside the forward guard rails. Two other members of the life-boat crew, who were stationed abreast the wheelhouse, passed the survivors to the after cabin.

## STOOD BY

The life-boat then stood by to escort the Danish vessel. Her master attempted to correct the vessel's list by transferring the oil fuel. About midnight the two vessels began to make for Gorleston harbour at a speed of about two knots, the life-boat following the *Karen Bravo*. Gorleston harbour was reached about 3 a.m. on the morning of 10th November, and the life-boat reached her berth at 3.15.

In addition to the award of a bronze medal to Coxswain John Bryan the thanks of the R.N.L.I. inscribed on vellum have been accorded to the other four members of the crew: Second Coxswain Alfred Thorn, Assistant Mechanic George Bowles, Crewman Gordon Bell, and Crewman Charles Plane.

## CRAIGHALL HOAX CALL

When a deck-hand from Anstruther, Scotland, was found guilty of sending a false distress radio call alleging that the fishing vessel *Craighall* was in distress, he was fined £400—the maximum penalty—and was ordered to be detained for three months. It was estimated that the hoax cost up to £10,000 and that, in addition to other services, three life-boats were called out.

Apart from false distress calls the Ministry of Posts and Telecommunications is concerned with all cases of illicit radio use. Members of the public who are aware of such activities are encouraged to report cases.

# Y.L.A. SECTION

## 'STICK WITH IT'

Mr. Peter W. Derham, assistant operational secretary of the Mudeford IRB, told a public meeting of the Christchurch, Hants, branch of the R.N.L.I. that a 'cardinal sin' of the sea was for anyone to leave their boat when in trouble. 'Always stick with it', he advised.

Mr. Derham was recalling one of the 21 occasions the IRB was launched during the year following a report from a holidaymaker at Mudeford Quay of someone waving an arm in the water off Hengistbury Head. The life-boat came across a waterlogged boat and rescued the survivor clinging to it, but learnt that another crew member had given up hope and started to swim to the shore. The IRB crew fortunately picked up the exhausted swimmer half-way to the groyne at the Head.

## SPECIAL SCHOOL MEMBERSHIP

Although membership of the Y.L.A. is to continue to be confined to individuals with no corporate membership for clubs or firms, an exception has been made for schools. Annual membership for schools prepared to join the Y.L.A. will be



by courtesy of]

[Camera Thorpe

The proprietor of Josephine's in St. Giles Street, Northampton, Mr. John Warren, who is a member of the Y.L.A., arranged a fashion parade in aid of the R.N.L.I. The fashion parade was held in the showrooms of Grose Ltd., car distributors, Northampton, and here the models are about to make a collection for the life-boat service.

£3. In return for this the school will receive a free copy of the Journal and every pupil in the school will be entitled to purchase or wear a special school Y.L.A. badge. It will sell for 6d.

Membership application forms should be sent to the City of London office at 146 Bishopsgate, London, E.C.2.

## **A MEMORANDUM ON SALVAGE\***

Compiled by N. Warington Smythe, O.B.E.

THE following memorandum has been prepared for guidance after consultation with underwriters. The memorandum deals only with the more salient aspects of salvage, and must not be regarded as an exhaustive submission on the law of salvage.

Salvage is peculiar to a marine adventure and, broadly speaking, anyone who renders effective assistance to a vessel in distress can make a valid claim for salvage. *There are no fixed rules as to what constitutes a salvage service, but certain essentials can be stated.*

- (1) **There must be danger to the salvaged property**, not necessarily immediate, but the danger must be a real one. In every case of salvage it is a pure question of fact whether danger existed or not.
- (2) **A salvage must be a voluntary service rendered to a maritime risk** and salvage does not normally arise where there is a contract for a service, such as an engagement to tow for a fixed price.
- (3) **He who claims salvage has to render a successful service or give substantial aid in an enterprise which is eventually successful.**

The basic principles are thus Danger, Voluntariness and Success. The success factor is often confused by yachtsmen with a phrase they may frequently have heard, i.e., No Cure, No Pay. In effect, this is a short way of putting the necessity of a successful service before salvage can be claimable.

There are no rules to quantify the value of a salvage service, but various points must all be considered. The essentials are:

- (1) The value of the property as salvaged,
- (2) The degree of danger to the salvaged property,
- (3) The length of the service,
- (4) The danger to those rendering the service,
- (5) The danger to the salvor's vessel,
- (6) The value of the salvor's vessel,
- (7) The expenses incurred by the salvor in rendering the service.

### **A WIDE DIFFERENCE**

It will be clear to any yachtsman who considers the basic essentials of salvage, that there will often be a wide difference in the accounts of the salvaged and the salvors. Occasionally certain facts can be checked beyond dispute, as for instance, weather conditions by official reports. Many facts, however, depend on the testimony of those present. In larger yachts where a well-kept log exists, this document could be of substantial value on disputed fact. A chart showing the vessel's exact position is always of value.

Many facts will depend on the reliability of the oral testimony, and the

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*\*This article was first published by the General Purposes Committee of the Royal Yachting Association in consultation with underwriters. It is reproduced with their permission. Mr. Warington Smythe is a member of the Committee of Management of the R.N.L.I.*





*by courtesy of*

**[R. Bishop**  
During a water safety demonstration at Port Isaac, Cornwall, the local IRB and the Padstow life-boat, with other organisations, combined to show what happens when, for example, a sailing dinghy is upset. Here the Port Isaac IRB is making for the upturned boat, and on page 102 is helping the crew to right their dinghy. . . .



*by courtesy of]*

*[R. Bishop*

**The Port Isaac IRB standing by as the crew attempt to right their dinghy.**

behaviour and established actions of the people concerned may often give the lie to later oral evidence; the best illustration, which is often met, is the case of a yachtsman who, after a service, states he was in no danger, but does not deny making distress signals, which he should remember are in themselves an admission of danger. It must, however, be evident that it is often difficult to ascertain the real facts and reliable disinterested independent evidence is of great value. Frequently the sheer weight of numbers of a salvaging party may win the day. A yachtsman should always make an effort to obtain independent evidence, if it is available, and record in the ship's documents the fullest information.

*There are certain things every yachtsman should bear in mind.*

Foremost, he should never make a distress signal or ask assistance if it is within his own power to take his ship to a place of safety. If it is a tow of convenience he requires, a proper bargain should be made and a clear agreement should be come to, preferably in writing; without such a definite contract no tow of convenience should be accepted.

### **CAN MINIMISE CLAIM**

A prudent yachtsman will always keep in mind that, though he may sometimes of necessity have to accept a salvage service, he can still do much to minimise a claim. If he can steer his ship and make a rope fast and get his anchor if it is down he should refuse to allow the salvors aboard to assist him. Their presence cannot prove any increase in the physical danger to the yacht but is often used as evidence of the utter incapacity of the yacht crew, by reason of sea-sickness or incompetence, to do anything towards mitigating the danger. A yachtsman will readily appreciate that a yacht with a crew out of action is in serious jeopardy.

Should a yachtsman have the misfortune to miss the channel and his vessel thereby be put ashore, he must remember that the local fisherman who supplies him with a heavy anchor and warp may well be thinking in terms of salvage; this may bring with it the allegation that the yacht's own gear was insufficient to kedge her off, coupled with the standard allegation that she was bumping heavily with worsening weather putting the ship in serious peril. If taking such assistance he should therefore make sure of the position between himself and the fisherman. Yachtsmen will know that lifeboatmen are entitled to make claims for salvage.

### **FIRE EXTINGUISHERS**

Fire can also give rise to a salvage claim and a prudent yachtsman will remember his fire extinguishers.

The possible maritime perils that may beset a yacht are manifold; equally so, however, are the opportunities of a resourceful yachtsman to minimise them and make a shrewd bargain and prevent heavy claims for salvage.

A yachtsman should not, therefore, forget that he should never accept assistance unless he is in danger. He should not forget to show resource and take every step towards having a record of the facts.

If a yachtsman has reason to think a claim for salvage will be made for services rendered, he should seek advice as soon as possible before discussing details of the value of his ship or disclosing insurance.

This article is not intended to do more than give an overall picture on the question of salvage in broad outline in an attempt to show yachtsmen some of the problems together with some of the answers.

*What is abundantly clear is that every boat owner should make sure he is insured.*

*(continued on page 148)*

# INSHORE RESCUE BOAT CENTRE—COWES\*

THE R.N.L.I. has had a long association with firms at Cowes on the Isle of Wight in the construction of life-boats. The earliest life-boats were built by S. E. Saunders and later Messrs. J. Samuel White. Today life-boat construction is undertaken by Messrs. Groves and Guttridge of East Cowes. The Institution have appointed surveyors and overseers at Cowes since 1914 to ensure that building specifications and standards are met for new construction life-boats and for surveys. Permanent offices were built in the early 1930s to house the staff and to provide storage for patterns, equipment, drawings and records.

With the introduction of the inflatable inshore rescue boat in 1963, it became necessary to provide a repair and development facility to cope with the specialised work in repairs and modifications to these craft. Adjacent to the offices for the overseeing of conventional life-boats were the Trinity House Pilot Service offices, which, on being vacated, were acquired by the Institution. It is in these buildings, suitably modernised and extended, that the major work on inshore rescue boats is carried out today.

## RAPID EXPANSION

The adoption of this type of craft and the very rapid expansion of new stations using it called for a repair and servicing organisation with a rapid turn-round and the capability of providing a serviceable replacement item at



Four inshore rescue boats leaving the Cowes Repair Centre for delivery to coastal stations.

\*This article was adapted from the *Isle of Wight County Press* for 5th April, 1969 and is reproduced by permission of the Editor, the original writer being V. L. Jackson.

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An experimental igloo for IRB storage.

short notice. This challenge was met by the late Mr. P. Rakestrow who was appointed as the Overseer (Cowes) when the repair facility was started in 1967. Largely due to his zeal, planning and drive the Inshore Rescue Boat Centre is the success it is today, but his retirement through ill health prevented the incorporation of all his plans and he died soon afterwards.

Staff Coxswain S. T. Hills, B.E.M., who was assisting the administration and organisation of the Centre, continued in charge until his retirement in October, 1969. On 1st January, 1970, the post of Superintendent (Cowes) was created, combining the duties of the Overseer (Machinery) for conventional life-boats and the Overseer (Cowes) for the Inshore Rescue Boat Centre. Lieutenant-Commander H. E. Over was appointed to this post having joined the Institution three months earlier.

### MAJOR REPAIRS

The present function of the Inshore Rescue Boat Centre is to maintain the inshore rescue boats and outboard motors, undertaking the major repairs, while the Depot at Boreham Wood has a capability to deal with some of the more numerous minor repairs. The year's programme covers the survey of the summer station craft during the winter months and the reserve and winter station craft during the summer operating period. Development work is performed mainly concentrated into the summer months.

The major repairs are carried out at Cowes by four women workers who are particularly skilled in tailoring and gluing the heavy skin fabric. Repairs can include the replacement of worn or damaged bottoms, resecuring the transom

or the more recent modification for the fitting of butyl inner tubes into the existing inflatable skin.

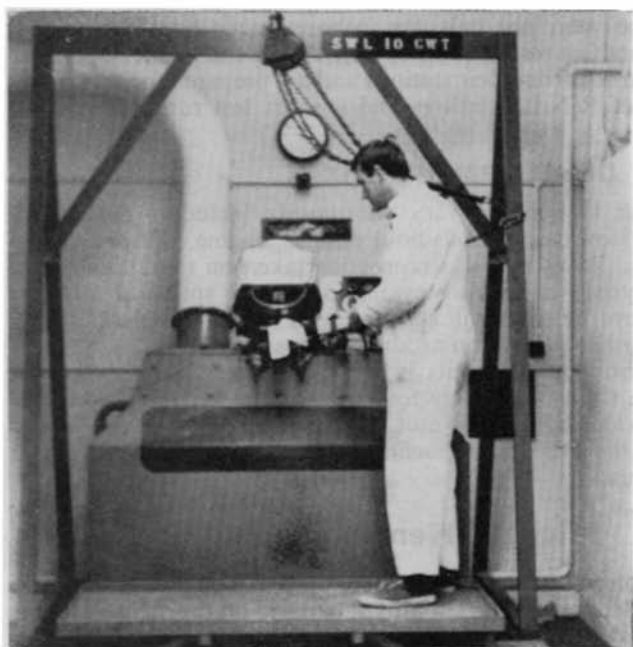
This latest modification has been introduced to overcome the increasing porosity of the skin fabric which becomes accentuated by age and the severe conditions in which the craft operate. It also provides for the removal of the hog of the sponsons and the drooping of the bow due to the stretch of the fabric. Some craft have been successfully modified from originally having 2½ inches hog and 7½ inches of bow droop, all of which seriously affected the craft's speed and planing capability.

### ENGINE SECTION

This operation, which is aptly called 'major surgery', involves the opening up of the radial seams of the sponsons and adjusting the seams to remove the distortion before re-gluing. At the same time the original conical baffles are modified to provide an improved seating for the inner tubes. The tubes are inserted by way of a waterproof zip-fastener similar to those used for submarine escape and immersion suits. The valves are let through the existing hole in the skin. Should there be any failure of the tube the modified case will still retain the air pressure and tests have proved that only a 20-inch drop of water pressure is experienced in one hour.

Repairs to the floors and woodwork of the boats are carried out by two boat-builders. They also set up and rig the boats before embarking on trials to assess and adjust the planing aspect and speed trials. A measured half-mile stretch of the Medina River is used for speed trials.

The engine section of the Inshore Rescue Boat Centre has a major role which involves a considerable throughput of four types of outboard engines. One mechanic copes with the task of servicing about 150 engines per year, each of which comes through Cowes twice on average. The major holding of outboard engines are 'traded-in' to the manufacturer's agent every year. This creates a



An outboard engine being tank-tested.



Working in the repair bay.

requirement to prepare for service of a large number of engines during the earlier months of the year, including incorporating R.N.L.I. special fittings and the initial running-in. The test tank at Cowes base is in continuous use during this period with a throughput of some 15 engines a week.

Apart from this particularly busy period, servicing and damage repairs continue throughout the year, not only for inshore rescue boat engines but for the 18 foot and 17 foot fast rescue boats as well. At the end of each operating year the engines are returned from their stations and are prepared for trading-in, involving the removal of R.N.L.I. fittings and a short test run to prove the engine serviceable.

### **DEVELOPMENT WORK**

Development work at Cowes can vary enormously including the experimenting with improved stowages, various floor designs, engine control arrangements and aerial fittings. Work has also been undertaken on the fitting out of Atlantic College prototypes for R.N.L.I. evaluation. In the spring of this year four Atlantic College hard bottoms will be fitted with buoyancy tubes, engines and steering gear for further evaluation around the coast.

The transport of inshore rescue boats is also undertaken from Cowes. A custom-built Tollbridge trailer can carry four boats with four engines in the Land-Rover which provides the towing unit. This provides a very mobile unit which can negotiate the most difficult of inclines and beach conditions to deliver the boats to the boathouses.

### **Michael Hennessy**

News reaches the Journal that the bowman of the Youghal, Co. Cork, life-boat, Mr. Michael Hennessy, some months ago 'dived off the quay, seaboots and all, and saved a child who had fallen in and was about to drown'.



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For reliable power and unsurpassed dependability. The RNLI are putting Penta outboards in their new inshore rescue craft. With Penta 360, these revolutionary Dell Quay 17ft fibreglass dories get away to an instant electric start. Utterly reliable extra power speeds them to a bather in trouble in record time, fair or foul weather. With its thrifty fuel consumption the Penta 360, 3-cylinder 36 hp engine saves costs as well as lives. Penta offers the same extra-power reliability plus economy right through the Penta range from 4 to 55 hp.

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## PENTA



## Awards to Coxswains and Members of Life-boat Crews

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

<i>Name</i>	<i>Station</i>	<i>Service</i>
LEON G. W. RICHARDS .. ..	Appledore .. ..	Motor mechanic 14 years. Reserve mechanic 6½ years.
THOMAS WILLIAM O'MARAH .. ..	Barmouth .. ..	Assistant mechanic 11 years. Crew member 33 years.
NORMAN ELLIS JONES .. ..	Beaumaris .. ..	Bowman 15½ years. Crew member 12½ years.
JOHN WILLIAM GERRARD .. .. (posthumous)	Blackpool .. ..	Coxswain 4½ years. Second coxswain 10 years. Bowman 8½ years. Crew member 11½ years.
JOHN HENDERSON .. ..	Blyth .. ..	Bowman 6 years. Crew member 16 years.
ALFRED EDMUND BROWN .. ..	Caister .. ..	Second coxswain 20 years. Crew member 3 years.
NORFORD HENRY BROWN .. ..	Caister .. ..	Bowman 19 years. Crew member 13 years.
GEORGE CODMAN .. ..	Caister .. ..	Assistant mechanic 3½ years. Crew member 16½ years.
JOHN ALBERT PLUMMER, B.E.M.	Caister .. ..	Coxswain 13½ years. Bowman 18½ years. Crew member 9½ years. Bronze medal 1963.
JOHN J. WOODHOUSE .. ..	Caister .. ..	Motor mechanic 28½ years. Crew member 8½ years.
SIDNEY CHARLES HARRISON .. ..	Cromer .. ..	Bowman 16 years. Crew member 26 years. Bronze medal 1927. Second Service Clasp 1941.
EDWARD HERON .. ..	Cullercoats .. ..	Bowman 5½ years. Crew member 17½ years.
FREDERICK WILLIAM MILLER .. ..	Cullercoats .. ..	Motor mechanic 5 years. Assistant mechanic 6½ years. Crew member 10½ years.
RAYMOND OLIVER .. ..	Cullercoats .. ..	Coxswain 5½ years. Second coxswain 6½ years. Bowman 5½ years. Second assistant mechanic 1½ years. Crew member 4½ years.
ALBERT LISLE TAYLOR .. ..	Cullercoats .. ..	Assistant mechanic 5 years. Crew member 18½ years.
FRANK TAYLOR .. .. (posthumous)	Cullercoats .. ..	Assistant mechanic 5½ years.
RAYMOND JAMES TAYLOR .. ..	Tynemouth .. .. Cullercoats .. ..	Crew member 14 years. Second coxswain 5½ years. Bowman 6½ years. Crew member 11½ years.
SYDNEY J. B. OILLER .. ..	Dungeness .. ..	Assistant mechanic 19 years.
ALAN A. C. PITCHER .. ..	Eastbourne .. ..	Motor mechanic 4½ years. Bowman 3½ years. Crew member 7½ years. Shore helper 6 years.
JAMES PATRICK BROWN .. ..	Fenit .. ..	Bowman 14½ years. Crew member 10½ years.
DANIEL CROWLEY .. ..	Fenit .. ..	Second coxswain 14½ years. Bowman 17 years. Crew member 12½ years.

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For easy reading and optimum siting

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1,800 lbs pull from 12-220 volt D.C. supply

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Push-button control of 1,000 lbs pull

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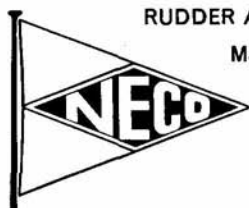
## ENGINE SPEED INDICATOR

R.P.M. from tachometer or probe



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WILLIAM CROWLEY .. ..	Fenit .. ..	Coxswain 21½ years. Second coxswain 5½ years. Bowman 3 years. Crew member 8 years.
DANIEL DOYLE .. ..	Fenit .. ..	Motor mechanic 13½ years. Reserve mechanic 1½ years.
EDWARD A. SLAUGHTER ..	Flamborough ..	Motor mechanic 34 years. Bronze medal 1951.
ALEXANDER DAVIDSON ..	Gourdon .. ..	Assistant mechanic 4½ years. Bowman 1 year.
DONALDSON .. ..		Crew member 6 years.
JAMES DORWARD .. ..	Gourdon .. ..	Coxswain 5½ years. Second Coxswain 2½ years. Bowman 8½ years.
		Crew member 5 years.
WILLIAM G. J. HEATH ..	Gourdon .. ..	Motor mechanic 7½ years. Tractor driver 12½ years. Second assistant mechanic 2½ years.
		Crew member 1 year.
ROY SOUTER .. ..	Gourdon .. ..	Second coxswain 5½ years. Bowman 2½ years.
		Crew member 13½ years.
FRANK WILLIAM EDMUNDS ..	Hastings .. ..	Second coxswain 7 years. Bowman 1 year.
		Crew member 15 years.
LAWRENCE KENNEALLY ..	Helvick Head ..	Assistant mechanic 15½ years. Crew member 5 years.

THOMAS KELLY	..	..	Helvick Head	..	Coxswain 5½ years. Second coxswain 23½ years. Bowman 3 months. Crew member 13½ years.
MICHAEL TOBIN	..	..	Helvick Head	..	Second coxswain 5½ years. Bowman 17½ years. Crew member 14½ years.
THOMAS ALCOCK	..	..	Holyhead	..	Coxswain 3½ years.
			Humber	..	Second coxswain 6½ years. Bowman 2½ years. Crew member 6 months.
			Rhyl	..	Bowman 9 months. Crew member 6½ years. Silver medal 1967.
ROBERT STITT MCKIE	..	..	Kirkcudbright	..	Motor mechanic 17½ years. Assistant mechanic 4½ years. Crew member 19½ years.
JOHN WOOD SALES, B.E.M.	..	..	Lerwick	..	Coxswain 22½ years. Assistant mechanic 3 years. Crew member 1 year. Bronze medal 1957. Silver medal 1958.
WILLIAM BUCHAN SALES	..	..	Lerwick	..	Second coxswain 15½ years. Bowman 2 years. Crew member 7½ years.
HARRY THOMAS BURGESS	..	..	Lowestoft	..	Coxswain 21½ years. Second Coxswain 9 months. Bowman 14½ years.
ROBERT CAPPS-JENNER	..	..	Lowestoft	..	Crew member 18 years.
WILLIAM JAMES CAPPS-JENNER	..	..	Lowestoft	..	Assistant mechanic 6½ years. Crew member 17 years.
JACK EDMUND ROSE	..	..	Lowestoft	..	Bowman 1½ years. Crew member 17 years.
WILLIAM HENRY THORPE	..	..	Lowestoft	..	Second coxswain 1½ years. Bowman 3½ years. Crew member 6½ years.
VERNIL TUCK	..	..	Lowestoft	..	Second coxswain 3½ years. Bowman 4½ years. Crew member 23½ years.
ALEXANDER STEPHEN	..	..	Montrose	..	Second Coxswain 10½ years. Bowman 2½ years. Crew member 1½ years.
JOHN G. GALLAUGHER	..	..	North Sunderland	..	Crew member 12 years. Shore signalman 1 year. Head launcher 37 years.
HORACE EDWARD MURT	..	..	Padstow	..	Assistant mechanic 6½ years. Crew member 16½ years.
HUGH DOW	..	..	Peel	..	Motor mechanic 32½ years.
TOM TREGENZA	..	..	Penlee	..	Crew member 23 years.
JOSEPH CLAUDE SHIMMIN	..	..	Port Erin	..	Motor mechanic 31½ years.
KENNETH McMULLAN	..	..	Portrush	..	Assistant mechanic 8½ years. Bowman 12½ years. Crew member 9½ years.
CHARLES FREDERICK COCKS	..	..	Redcar	..	Second assistant mechanic 1½ years. Crew member 18½ years.
THOMAS RICHARD TOWELL	..	..	Scarborough	..	Bowman 12 years. Crew member 20 years.
ARTHUR VERNON FULLICK	..	..	Selsey	..	Assistant mechanic 20½ years. Crew member 10½ years.
KENNETH K. MAIDMENT	..	..	Selsey	..	Emergency mechanic 6½ years. Crew member 18 years.
SIDNEY GEORGE PAGE	..	..	Shoreham Harbour	..	Bowman 22½ years. Crew member 4 years.
EDWIN AUBREY PATRICK	..	..	Skegness	..	Crew member 23 years.
CLIVE PORTER	..	..	Teemouth	..	Second coxswain 3½ years. Bowman 3½ years. Crew member 12½ years.

LESLIE B. DAY	.. ..	Tenby	.. ..	Motor mechanic 11½ years. Crew member 3½ years.
WILLIAM RAYMOND THOMAS	.. ..	Tenby	.. ..	Coxswain 11 years. Second coxswain 4 months. Bowman 11½ years. Crew member 16 years.
ROBERT MCKENZIE	.. ..	Tynemouth	.. ..	Second coxswain 6½ years. Bowman 4 months. Crew member 9½ years.
JOHN JOSEPH SUGRUE	.. ..	Valentia	.. ..	Coxswain 11 years. Second coxswain 3½ years. Bowman 1½ years. Crew member 5½ years.
WILLIAM KAISER	.. ..	Whitby	.. ..	Assistant mechanic 18 years. Crew member 4½ years.
ALEXANDER LEVENIE	.. ..	Whitehills	.. ..	Assistant mechanic 18 years.
WILLIAM JOHN PIRIE	.. ..	Whitehills	.. ..	Coxswain 12½ years. Second coxswain 5 years. Bowman 2½ years. Crew member 6 months.
JOHN GEORGE RITCHIE	.. ..	Whitehills	.. ..	Motor mechanic 20 years. Crew member 2½ years.
ALEXANDER WISEMAN	.. ..	Whitehills	.. ..	Bowman 9½ years. Crew member 3½ years.
H. J. C. SIMMONDS	.. ..	Yarmouth	.. ..	Second coxswain 13½ years. Crew member 14½ years.

## The Letter Writers

In these days when the telephone is more attractive than letter writing it is always a pleasure to receive a hand-written note. Early this year the R.N.L.I. received 28 such letters from pupils of Pinkwell Junior School, Hayes, Middlesex, explaining how they raised £5 8s. 2d. for the life-boat service. Said John Bates, who illustrated his letter with a life-boat: 'I hope you will accept this money from class 4D. We raised the money during charity week. I earned some of it with two of my friends. Then we had a vote with all the class and decided on the R.N.L.I. and so we are sending five pounds eight shillings and twopence to you.' Marissa Claridge said: 'With the money you can buy tools for the boats'. But Katie Wafer admitted: 'I was not here when they were raising the money.'

## A YEAR'S ADOPTION

When an IRB boat was displayed at Worple Road Infants' School, Isleworth, Middlesex, coupled with a talk on the life-boat service, the R.N.L.I. received letters of appreciation from some of the pupils. The letters were accompanied by coloured drawings of life-boats at work and, most important, written testimony that the school had adopted the R.N.L.I. as their charity 'for the whole year'.

## OBITUARY

The death has occurred of Sir Reginald Leeds, Bt., of Paignton, South Devon, who was a member of the Committee of Management of the R.N.L.I.

## Technical Appointment

Mr. J. G. Groves, former Inspector of Machinery at the R.N.L.I., has been appointed Surveyor of Machinery on the retirement of Capt. D. A. Cotman, R.N.

# Life-boat services round the Coasts

## THE LIFE-BOAT FLEET

135 station life-boats                      102 inshore rescue boats  
1 70-foot steel life-boat on operational trials  
1 40-foot G.R.P. life-boat on evaluation trials at Sheerness  
6 fast rescue/boarding boats

**LIVES RESCUED 91,691**

from the Institution's foundation in 1824 to 30th November, 1969

## SEPTEMBER

### No. 1 Life-boat Area

**Stornoway, Outer Hebrides** – At 12.40 p.m. on 28th September, 1969, the coastguard informed the honorary secretary that a yacht, which was anchored in Loch Seaforth, had been driven ashore on the south west corner of Seaforth island. At 1.15 the life-boat *Michael Stephens*, on temporary duty at the station, slipped her moorings in a west south westerly storm force wind with a very rough sea. It was one hour before low water. Due to the severe weather conditions, the life-boat did not come up with the yacht *Aeolian* until 6.15. By that time the three people on board had managed to get ashore as the tide ebbed. Two of them were taken aboard the life-boat. The third followed later having used the yacht's dinghy to salvage valuable equipment. At 12.45 a.m. on 29th September the life-boat succeeded in towing the yacht clear on the rising tide. The youngest member of the yacht's crew, a boy of nine, was landed at Aline at the tip of Loch Seaforth. The yacht was taken in tow to Stornoway, and the life-boat returned to her station at 5 o'clock.

### Reserve life-boat O.N. 776 on passage

– At 10.30 p.m. on 12th September, 1969, while the life-boat was moored overnight at Oban, the harbour master reported that red flares had been sighted in the vicinity of Lismore island. At 10.40 the life-boat *The Rankin* slipped her moorings in a slight north easterly wind with a smooth sea. The tide was ebbing. At 11.20 she came up with the motor yacht *Modestine*, with three people on board, just off Creig island. Her engine had failed and she was drifting. The life-boat took her in tow to Oban, and returned to her moorings at 12.40 a.m. on 13th September.

### No. 2 Life-boat Area

**Workington, Cumberland** – At 8.39 p.m. on 11th September, 1969, the coastguard informed the honorary secretary that he had received reports of a small boat flashing a white light about one and a half miles off Harrington. The signal appeared to be an SOS. At 9.43 the life-boat *Henry Blogg*, on temporary duty at the station, slipped her moorings in a strong south south westerly wind with a rough sea. It was two hours after high water. She came up with a

## LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st September to 30th November: Launches 534, lives saved 286

dinghy, with four men aboard, at 10.5. The dinghy had just started to drift on to the weather shore. A line was passed, the boat was brought alongside and the men taken aboard the life-boat. The dinghy was made fast astern and taken to Workington, where the four men were landed and the dinghy secured in the harbour. The life-boat returned to her station at 10.45.

**Girvan, Ayrshire** – At 12.20 p.m. on 21st September, 1969, the coastguard

told the life-boat coxswain that a distress signal had been seen from a small boat off Lendalfoot. The life-boat *Inbhear Mor*, on temporary duty at the station, slipped her moorings at 12.30 in a gale force south south westerly wind with a rough sea. It was two hours before low water. At 1.10 she came up with the dinghy, with two men on board, about two miles north of Lendalfoot and two miles to seaward. They were taken on board and the dinghy towed back to Girvan. Before making port



by courtesy of]

[P. A. Studios

At this year's International Boat Show in London one of the R.N.L.I.'s new McLachlan rescue craft with a G.R.P. hull was shown for the first time. Late last year it was announced that for the first time ever the R.N.L.I. had placed an order for four McLachlan fast rescue boats with GRP hulls. They are being built by William Osborne and Co. at Littlehampton, Sussex.

at 2 o'clock, a report was received at 1.52 that a dinghy had overturned in the Lendal area. The life-boat landed the two men and sailed again at 2.5. She searched the area without success and returned to her station at 4.10.

### No. 3 Life-boat Area

**Whitby, Yorkshire** – At 9.9 p.m. on 9th September, 1969, the coastguard informed the honorary secretary that an injured man aboard the motor fishing vessel *Susitna* needed medical assistance urgently. At 9.30 the life-boat *Mary Ann Hepworth*, with a doctor aboard, was launched. It was half an hour before low water. She came alongside the *Susitna* at 12.37 a.m. on 10th September, 21 miles north east of Whitby. The doctor and two members of the life-boat crew were put aboard the vessel. The man's injuries were found to be so serious that it was decided not to transfer him to the life-boat. The life-boat escorted the fishing vessel to Scarborough where an ambulance was waiting to take the injured man to hospital. The life-boat returned to station at 7.15 a.m.

**North Sunderland, Northumberland** – At 8.42 p.m. on 1st September, 1969, the life-boat mechanic reported red flares in the direction of the Farne islands. The life-boat *The Edward and Mary Lester* was launched at 8.55. It was one and a half hours after high water. At 9.10 she came up with a dinghy. The dinghy's engine had struck a submerged object which had holed the boat. The crew of four were taken on board the life-boat and the dinghy was taken in tow to harbour. The life-boat returned to her station at 9.30.

At 11.28 p.m. on 21st September, 1969, the coastguard reported that red flares had been seen in the direction of Swadman buoy and Holy Island. At 11.38 the life-boat *The*

*Edward and Mary Lester* was launched in a westerly gale with a rough sea. It was half an hour before high water. At 12.30 a.m. on 22nd September she came up with the yacht *Ciris* with eight people on board, between the Swadman and Goldstone buoys. The yacht had dragged her anchor in the gale. The life-boat took the *Ciris* in tow to Seahouses and returned to her station at 1.45.

### No. 4 Life-boat Area

**Harwich, Essex** – At 11.4 a.m. on 28th September, 1969, it was learnt that a yacht was in difficulties 500 yards off the Sunk light vessel. The crew of the light vessel had floated a line to the yacht and this had been secured. Unfortunately weather conditions made it impossible to draw the yacht closer. At 11.10 the life-boat *Margaret Graham* slipped her moorings in a strong south westerly wind with a rough sea. It was three hours before high water. At 12.30 she came up with the yacht *Jacaranda*, with a crew of two aboard, and passed another line. At 12.47, in rough conditions, she took her in tow to Harwich town quay. The life-boat returned to her station at 2.55.

**Lowestoft, Suffolk** – At 9 a.m. on 28th September, 1969, the coastguard reported that a rowing boat was in difficulties off the Links road. At 9.10 the life-boat *Frederick Edward Crick* slipped her moorings in a fresh south westerly wind with a choppy sea. It was two hours before high water. The life-boat came up with the rowing boat. The rower had lost one oar and the anchor was fouled. Two life-boat men were transferred to the boat, which was subsequently towed to the beach. The life-boat then went south to warn several fishing vessels of an expected deterioration in the weather. The life-boat returned to her station at 10.20.



At 8.25 p.m. on 2nd September, 1969, the coastguard reported that a red flare had been sighted about four miles east of the coastguard lookout. The life-boat *Frederick Edward Crick* slipped her moorings at 8.35 in a moderate north easterly wind with a choppy sea. It was one hour before low water. At 9.15 she came up with a rowing boat with two youths on board who were attempting to row to Holland. Both were seasick, and the life-boat crew took them on board, rendered first aid to one of the youths, and took them both back to harbour where they were taken to Lowestoft hospital. The rowing-boat was taken in tow to harbour, and the life-boat returned to her station at 10.10.

### **No. 5 Life-boat Area**

**Walmer, Kent** – At 9.58 p.m. on 28th September, 1969, the honorary secretary intercepted radio messages between the coastguard and the South Goodwin lightship which reported red flares from a cabin cruiser abeam the South Foreland light, two miles offshore. The life-boat *Charles Dibdin* (Civil Service No. 32) slipped her moorings at 10.3 in a fresh west south westerly wind with a moderate sea. It was low water. At 10.50 she came up with the cabin cruiser *Jannenna* with two people on board. The cruiser's engine was working only intermittently. The m.v. *Tyrronall* was standing by. After some difficulty two life-boatmen were put aboard the cruiser, and she was taken in tow to Ramsgate where she was safely berthed at 12.25 a.m. on 29th September. The life-boat sailed from Ramsgate at 12.55, reaching her station at 2 a.m.

**Newhaven, Sussex** – At 7.47 p.m. on 6th September, 1969, the coastguard informed the honorary secretary that a vessel was in difficulties about seven miles south east of the station. At 7.55 the life-boat *Kathleen Mary*

was launched in a moderate north easterly wind with a smooth sea. It was half an hour before high water. The life-boat came up with the converted ship's life-boat *Strathclyde* with five people on board and took her in tow to harbour, returning to her station at 10.40.

At 2.8 a.m. on 21st September, 1969, it was learnt that flares had been sighted off Seaford. At 2.28 the life-boat *Kathleen Mary* was launched. It was one hour after low water. The life-boat came up with the motor boat *Tuna* with one man aboard. The life-boat took the motor boat in tow to harbour, returning to her station at 3.50. At this time a report was received that the tug *Criani* and the m.f.v. *Wilhelmina Johanna* had collided off Beachy Head. The life-boat crew stood by in harbour in case assistance should be required. At 7.30 the tug made harbour and the life-boat crew were stood down.

### **No. 6 Life-boat Area**

**The Lizard – Cadgwith, Cornwall** – At 6.48 a.m. on 11th September, 1969, the coastguard informed the honorary secretary that a large yacht was firing red flares about two miles south south west of the Lizard West coastguard's look-out. The life-boat *The Duke of Cornwall* (Civil Service No. 33) was launched at 7.10 in a gale force south westerly wind with a rough sea and poor visibility. It was one hour after high water. At 7.36 she came up with the ketch *Cap-Lizard* with a crew of four. She had developed machinery defects in the south westerly gale and was making slow progress. The life-boat, after some difficulty in getting alongside, took her in tow from a dangerous position. Two of the crew were given first aid and transferred to a small boat, landing at Kilcobben Cove. They were given medical attention for shock, exposure and

burns by battery acid and were taken by ambulance to Truro hospital. With the owner and one crew member still on board the yacht, the life-boat continued with her tow to a berth in Falmouth, arriving there about midday. After the life-boat crew had had a hot meal, the life-boat sailed from Falmouth, returning to her station at 11.50.

**Coverack, Cornwall** – At 6.12 p.m. on 3rd September, 1969, the honorary secretary was told that a red flare had been seen about two miles south of Blackhead. Although the coastguards could not confirm this sighting, the life-boat *William Taylor of Oldham* was launched at 6.32. It was shortly after low water. With the support of a helicopter, the life-boat located the catamaran *Swordfish* of Plymouth with her engine broken down about five miles east of The Lizard. The crew of four had been unable to make any progress for some 36 hours and were without food. The life-boat took the craft and her crew in tow at 7.36 to a berth in Falmouth, owing to the heavy ground swell at Coverack due to strong north easterly winds. The life-boat was secured to the customs quay at 10 o'clock and made ready for further service. The life-boat crew returned by road to their station until it was possible to rehouse at Coverack.

### No. 7 Life-boat Area

**Swanage, Dorset** – At 4.50 p.m. on 2nd September, 1969, the coastguard informed the honorary secretary that a red flare had been fired from a trimaran one and a half miles south of Peveril Point. At 5 o'clock the life-boat *R.L.P.* was launched in a strong north north easterly wind with a rough sea. It was two hours after high water. The life-boat came up with the trimaran *Suedor* one mile south of Durlston Head. There were

four people on board. Her engine had broken down and she was unmanageable in the rough sea. A line was made fast and the yacht was taken in tow. At the Old Harry rocks the line parted, having fouled the keel of one of the outriggers. The line cut across the forestays which parted under the strain and brought the mast down. The damaged mast was taken aboard the life-boat and the tow was resumed to Poole harbour. As the yacht was left on her moorings the life-boat grounded on the soft mud. She refloated without damage at 9.37, and returned to her station at 10.35.

### No. 8 Life-boat Area

**New Brighton, Cheshire** – At 7.38 p.m. on 21st September, 1969, the coastguard reported a cabin cruiser in difficulties off New Brighton slipway. The life-boat *Norman B. Corlett* slipped her moorings at 7.59 in a gale force north westerly wind with a rough sea. The tide was flooding. She came up with the cabin cruiser *Lara*, with a crew of two on board, and towed her with her crew to moorings. The life-boat returned to her station at 9.25, and at 10.30 the life-boat's boarding boat went out to the moorings and assisted the crew of the *Lara* to beach their boat.

**Fleetwood, Lancashire** – At 8 a.m. on 30th September, 1969, it was learnt that the cabin cruiser *Pinnacle* had broken down off the Morecambe bay lightvessel and required assistance. At 9.7 the life-boat *Ann Letitia Russell* was launched in a fresh westerly wind with a choppy sea. It was low water. The life-boat came up with the cabin cruiser being towed by the m.v. *Ansgaretum*. The motor vessel slipped the tow, and the life-boat took the cabin cruiser with her crew of three in tow to Fleetwood, returning to her station at 4.10 p.m.

**Rhyl, Flintshire** – At 4.30 a.m. on 22nd September, 1969, the honorary secretary received an anticipatory message from the coastguard reporting that a speedboat with three men on board was overdue from a fishing trip. At 8.13 the coastguard requested the assistance of the life-boat in locating the missing craft. The life-boat *Har-Lil* was launched at 8.40 in a strong westerly wind with a rough sea. It was three hours after low water. She made a box search of the area to the Dee estuary, and at 11.3 reported the recovery of a foam cushion, which was believed to have come from the speedboat. Five minutes later the life-boat came up with the capsized boat with one survivor clinging to the hull. He was suffering from the effects of prolonged immersion and exposure. After receiving first aid aboard the life-boat he was winched up by a helicopter, which had taken part in the search, and carried to hospital at Rhyl. The search for the two men missing from the boat was continued until 1.50 p.m. without success. The life-boat was then recalled, returning to her station with the speedboat in tow at 4.45.

**Llandudno, Caernarvonshire** – At 12.50 p.m. on 21st September, 1969, the local sailing club requested assistance for the club's guard boats in a race in which several sailing dinghies had capsized in squally weather off Little Orme's Head. The IRB was launched at 1 o'clock in a strong south westerly off shore wind with a rough sea. It was three hours after high water. She was followed five minutes later by the life-boat *Lilly Wainwright*. The life-boat came up with the first dinghy at 1.15, took off her crew of two, and took the dinghy in tow. She then located three other dinghies, righted them and took them in tow. The IRB found two further dinghies, which had beached in Whitechapel bay, and towed them to Llandudno

bay. The tug *Elizabeth Howard* marked one further dinghy about six to seven miles off shore as it was a danger to shipping. When all crews had been reported safe, the IRB returned to her station at 4 o'clock and the life-boat at 6.35.

**Beumaris, Anglesey** – At 9.56 p.m. on 21st September, 1969, the coastguard at Penmau informed the honorary secretary that a cabin cruiser was in difficulties at Moil-y-Don. At 10.30 the life-boat *Field Marshal and Mrs. Smuts* was launched in a gale force south westerly wind with a very rough sea. It was three hours before low water. The life-boat came up with the cabin cruiser *Sarah Jane* with four people on board. The cruiser's engine had broken down. The four on board the cruiser were taken aboard the life-boat and landed at Menai Bridge. The life-boat returned to her station at 1 a.m. on 22nd September.

**New Brighton, Cheshire** – At noon on 28th September, 1969, it was learnt that a dinghy was in difficulties off the Derby bathing pool. The life-boat *Norman B. Corlett* slipped her moorings at 12.13 in a near gale force westerly wind with a rough sea. The tide was flooding. At 1 o'clock she came up with the dinghy half a mile off shore in Leasowe bay. The crew of three were taken on board the life-boat and the dinghy taken in tow to New Brighton. The life-boat returned to her station at 1.20.

## No. 10 Life-boat Area

**Dun Laoghaire, Co. Dublin** – At 3.36 p.m. on 14th September, 1969, a member of the National yacht club told the life-boat coxswain that he had seen distress flares between the west pier and Poolbeg, about two miles from the former. The life-boat *John F. Kennedy* slipped her moorings at 3.44 in a fresh, squally easterly wind with a choppy sea. The

tide was ebbing. At 3.52 she came up with the yacht *Garavogue* with a broken mast. The life-boat took the yacht, together with the five people on board, in tow to harbour, returning to her station at 4.10.

**Courtmacsherry Harbour, Co. Cork** – At 10.15 p.m. on 14th September, 1969, the honorary secretary learnt that the motor launch *Flip*, with a crew of two, was overdue from a fishing trip believed to be in the vicinity of the Barrel rocks. The Old Head lighthouse keeper, however, had seen no boat in difficulties. The life-boat *Helen Wycherly* slipped her moorings at 10.40 in a moderate north east to easterly breeze. It was three hours before low water. She was setting out towards the centre of Courtmacsherry bay when the m.v. *Constantine* reported at 11.15 to the life-boat by radio-telephone that she had a small boat answering the description astern of her, five miles off the Seven Heads. She stood by until the life-boat arrived. The life-boat located the lights of the motor vessel in deteriorating visibility and took the *Flip* and her crew in tow at midnight. Shortly after this dense fog compelled them to drop anchor at 1.10 a.m. on 15th September. When the fog cleared at 6.30 the life-boat resumed her tow to Courtmacsherry harbour. She returned to her station at 7.30.

**Youghal, Co. Cork** – At 4.35 p.m. on 9th September, 1969, Valentia radio station reported that the motor fishing vessel *Beal Abhr* was in difficulties in Youghal bay. The life-boat *J. B. Couper of Glasgow* was launched at 4.45 in a fresh southerly wind with a moderate sea. It was high water. She came up with the vessel, anchored under the lee of Knockadoon head. Her engine had broken down. At 5.15, the life-boat took her in tow, with her crew of three, back to Youghal and returned to her station at 6.25.

## IRB LAUNCHES

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

### No. 1 Life-boat Area

**Stonehaven, Aberdeen** – At 5.25 p.m. on 17th September, 1969, the coast-guard informed the honorary secretary that three boys were stranded on the rocks at Downie point. The IRB was launched at 5.26 in a strong south easterly wind with a rough sea. It was one hour before high water. The boys were taken from the rocks—by then awash—and the IRB returned to her station at 5.40.

**Broughty Ferry, Angus** – At 7.5 a.m. on 21st September, 1969, it was learnt that the yacht *Sea Grim* was in difficulties near Lady bank in Monifieth bay, four miles east of the station. At 7.10 the IRB was launched in a strong gale force south westerly wind with a very rough sea. It was one and a half hours after low water. While on passage to the *Sea Grim* the IRB came up with the yacht *Fun and Games*, with three people on board, aground two miles east of the station. They were taken aboard the IRB and landed on a sandbank from which they were taken ashore by helicopter. The IRB then continued in search of the *Sea Grim* and found her out of control with eight people aboard. Five of her crew were taken aboard the IRB and landed on the shore, but the remaining three declined to be taken off the yacht as they hoped to make land safely. While the IRB was engaged in this service the trimaran *Nimble-Iki* fired distress signals. The life-boat *W and S, on temporary duty at the station*, was launched at 7.51. She came up with the trimaran which had by then got under way and did not require help. Following a report that the fishing vessel *Viking* was overdue the life-boat searched for her. She came up with the vessel with a crew

of three 200 yards east of the Horse-shoe buoy and took her in tow to Tayport. Five minutes later she was called out again to the assistance of the yacht *Sea Grim*. She took the remaining three people from the yacht and brought them ashore. The IRB returned to her station at 8.55. At 12.45 on 22nd September the life-boat was back at her station.

**Queensferry, West Lothian** – At 3.28 p.m. on 14th September, 1969, the honorary secretary was informed that a dinghy had capsized half a mile west of the station. At 3.30 the IRB was launched. The IRB came up with the dinghy *Dido* and found her crew of two in the water. One was taken aboard the IRB while the other helped to clear the boat's running gear. The IRB crew righted the dinghy and took her in tow to safe moorings, returning to her station at 4 o'clock.

## No. 2 Life-boat Area

**Helensburgh, Dunbartonshire** – At 5.55 p.m. on 21st September, 1969, the coastguard informed the honorary secretary that the motor yacht *Navara* had engine trouble and was drifting towards a lee shore at Cove. There were three men and a woman on board. The IRB was launched at 6 o'clock in a south westerly gale force wind with a rough sea and rain squalls. It was three hours before high water. She came up with the yacht about eight miles south west of the station and stood by while attempts were made to restart her engine. These were unsuccessful. The IRB assisted the yacht to a safe mooring and, with considerable difficulty, took off her crew and landed them safely at Cove. The IRB returned to her station at 7.40.

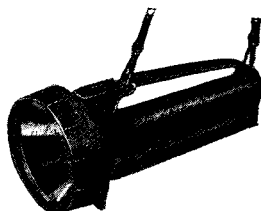
At about 11.15 a.m. on 14th September, 1969, the coastguard informed the honorary secretary that a yacht was dismasted one mile

from the station and that a member of her crew was ill. At 11.30 the IRB, which was on exercise, went to the yacht's assistance in a freshening easterly wind with a moderate sea. It was three hours before high water. The IRB took the sick woman on board, and towed the yacht to Rosneath, where the woman was landed. The IRB was then called out to the sailing dinghy *Goosander* which had capsized off Rosneath point, two miles from the station. She had a crew of two. One member was clinging to the upturned dinghy while the other was in the sea about 40 yards away. The IRB picked up both people, righted the dinghy, and escorted her to Helensburgh with an IRB crewman on board. The IRB returned to her station at 12.30.

**Tighnabruaich, Argyll** – At 8.15 p.m. on 17th September, 1969, the assis-

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tance of the IRB was requested by a man who had swum ashore from the motor launch *Nanette*. He reported that the boat was in difficulties on a lee shore with two people still on board. The IRB was launched at 8.20 in a fresh south easterly wind with a choppy sea and poor visibility. It was low water. She came up with the *Nanette* two miles south west of the station, towed her to a safe anchorage, and returned with the two men. The IRB then went two miles further south to check the safety of a motor cruiser which had drifted with a broken propeller shaft. As no help was needed the IRB returned to her station at 10.15.

## No. 2 Life-boat Area

**Humber Mouth, Lincolnshire** – At 5.30 p.m. on 21st September, 1969, the coastguard reported that the motor boat *Rubadub*, with a crew of two, was in difficulties half a mile off Brighton slipway, Cleethorpes. At 5.45 the IRB was launched in a moderate west south westerly wind with a choppy sea. It was low water. The IRB took the motor boat in tow to the slipway, returning to her station at 7.5.

**Hartlepool, Co. Durham** – At 3.45 p.m. on 21st September, 1969, the IRB crew, while on standby duty for the life-boat pennant race, saw a yacht being swept towards the South Gare breakwater as she tried to enter Teesmouth. At 3.51 the IRB was launched in a strong south easterly wind with a heavy swell. The tide was ebbing. She came up with the yacht *Buccaneer*, which had dropped anchor to stop the drift, and made fast a line. The anchor was recovered and the yacht, with her crew of three on board, was taken in tow to a safe anchorage in the river Tees. Later another yacht was seen to capsize. The IRB stood by until her crew succeeded in righting the yacht.

Then, at 6.30, the IRB returned to her station.

## No. 4 Life-boat Area

**Clacton-on-Sea, Essex** – At 11.25 a.m. on 15th September, 1969, the coastguard told the honorary secretary that a man was trapped on the sandbank at the entrance to Point Clear bay. At 11.36 the IRB was launched. The tide was flooding. The IRB came up with the party comprising two adults and two children. The quickly flooding tide had submerged them to their waists. A fifth member of the party had swum ashore for help. The IRB picked up the party and landed them at the bay. She returned to her station at 1.15 p.m.

**Great Yarmouth and Gorleston, Norfolk** – At 4.2 p.m. on 27th September, 1969, the coastguard informed the honorary secretary that a speedboat with one man aboard had been in difficulties off the Britannia pier, two miles from the station. At 4.5 the IRB was launched. It was half an hour after high water. The IRB came up with the speedboat threequarters of a mile offshore but there was no one on board. Later a man was found in the sea 200 yards from the speedboat, endeavouring to swim to the shore following an explosion on the speedboat. He was taken on board the IRB and the speedboat was taken in tow to harbour, the IRB returning to her station at 5 o'clock.

At 5 a.m. on 13th September, 1969, the coastguard reported that a motor boat with two men on board was missing throughout the night. It was decided to send out the IRB to search at first light. At 6.15 the IRB, which had been carried to Bredon, was launched. There was fog. The IRB carried out a difficult search on Bredon Water, damaging her propeller on an underwater obstruction, but found the motor boat about two-

thirds of the way up Bredon. One of the crew of two, an elderly man, who was suffering from exposure, was taken aboard the IRB and landed safely. The IRB returned to her station at 8 o'clock.

**Southend-on-Sea, Essex** – At 3.25 p.m. on 2nd September, 1969, the coastguard reported that a sailing dinghy had capsized one mile east of the pierhead. The IRB was launched at 3.30 in a moderate north easterly wind with a squally sea. It was one hour before high water. The IRB came up with the dinghy *Roger C* with one man clinging to the hull. He was taken on board the IRB and his dinghy was taken in tow to the pier. The IRB returned to her station at 3.48.

**Southwold, Suffolk** – At 3.40 p.m. on 3rd September, 1969, the coastguard informed the honorary secretary that a small sailing dinghy had capsized outside the harbour entrance. The IRB was launched at 3.45 in a moderate south easterly wind with a choppy sea. It was high water. On coming up with the dinghy she found two girls and a man clinging to the hull. The dinghy was righted and the girls were taken on board the IRB. Having towed the dinghy to Southwold harbour, the IRB returned to her station at 4 o'clock.

## **No. 5 Life-boat Area**

**Shoreham Harbour, Sussex** – At 3.31 p.m. on 21st September, 1969, the coastguard reported a catamaran with a crew of two had capsized half a mile west of the west breakwater. The IRB was launched at 3.32. It was three hours before low water. The crew of the catamaran were picked up by the IRB which later transferred them to another boat. As the IRB returned to her station a second sailing boat with a crew of two was seen to capsize. She made for this craft and

took one member of her crew from the water. The second crew member remained with the boat which was taken in tow to Shoreham by another boat.

At 3 p.m. on 28th September, 1969, the coastguard informed the honorary secretary that three sailing dinghies had capsized, two off Worthing and one 500 yards south of the coastguard lookout. The IRB was launched at 3.3 in a strong south westerly wind, with a rough sea. It was two hours after high water. While on passage to the dinghy—the one which had capsized south of the coastguard lookout—a report was received that the two remaining dinghies were receiving attention. The dinghy was found to be full of water. One member of her crew of two was taken on board the IRB while the other remained on board the dinghy to assist in steering while the boat was towed to her moorings. The IRB returned to her station at 3.20.

At 4.55 p.m. on 21st September, 1969, two women informed the honorary secretary that the sailing boat *Apollo*, with a crew of two, had capsized 300 yards east of the station. The IRB was launched at 4.57 in a fresh north westerly wind with a choppy sea. It was two hours before low water. She picked up the two men from the water and took the boat in tow to Kingston beach. The IRB returned to station at 5.35.

**Selsey, Sussex** – At 3.9 p.m. on 29th September, 1969, the coastguard reported that a rowing dinghy with two men on board was in difficulties about one mile south west of Selsey Bill. At 3.10 the IRB was launched. It was half an hour after high water. The IRB came up with the dinghy, which had lost an oar, as it was being swept out to sea on the receding tide. The IRB took the dinghy in tow to safe moorings, returning to her station at 3.35.

At 1 p.m. on 21st September, 1969, it was learnt that two men were clinging to a capsized canoe in Aldwick bay. The IRB crew, having just returned from an earlier service launch, were still at the station. They launched immediately in a fresh south westerly wind with a moderate sea. The tide was ebbing. The IRB, which came up with the canoe one and a half miles east of her station, picked up her crew of two. She returned to her station at 1.50. A donation was made to the Institution's funds.

**Ramsgate, Kent** – At about 1 p.m. on 26th September, 1969, the watchman on the east pier told the honorary secretary that a motor boat with someone aboard had broken down three quarters of a mile north east of the station. At 1.5 the small fast rescue boat *17-001* was launched in a moderate south westerly wind with a rough sea. It was high water. *17-001* came up with the motor boat *Gee Gee* and took her in tow to safe moorings at Ramsgate, returning to her station at 2 o'clock.

**Ramsgate, Kent** – At 7.22 p.m. on 7th September, 1969, the coastguard reported that a capsized sailing canoe with a rubber dinghy alongside had been sighted 200 yards from the boating pool on the West Cliff. The small fast rescue boat *17-001* was launched at 7.30 in a moderate easterly wind with a corresponding sea and a heavy swell. It was two hours before high water. She came up with the sailing canoe *Inchala* and picked up two men who were in the rubber dinghy. She took the canoe in tow to harbour, and returned to her station at 8.45.

**Eastney, Hampshire** – At 11.44 a.m. on 14th September, 1969, a report was received that a sailing dinghy with two men aboard had capsized in the entrance to Langstone harbour.

The IRB was launched in a light north easterly breeze. It was one and a half hours before high water. While the IRB was making for the dinghy the Hayling ferry launch *Iris* passed a life-buoy and a light float to assist the men in the water. They were picked up by the IRB which returned to her station at 12.1. The dinghy was taken in tow by another boat.

**Rye Harbour, Sussex** – At 10 a.m. on 7th September, 1969, the coastguard informed the honorary secretary that a sailing dinghy with a crew of two had capsized one mile off Camber beach. At 10.5 the IRB was launched in a moderate south westerly wind with a choppy sea. It was one hour after high water. The dinghy's crew were found in the water clinging to the upturned keel. They were taken on board the IRB and the dinghy was towed safely to Camber. The IRB returned to her station at 10.25.

**Littlestone-on-Sea and Dungeness, Kent** – At 12.43 on 26th September, 1969, news was received that a speed-boat had sunk one and a half miles east of Eastroads and four people were in the water. At 12.44 the IRB was launched in a moderate south south westerly wind with a corresponding sea. It was one hour before high water. The IRB searched the area without result and aircraft assistance was requested. The IRB then made for an area where a helicopter was seen circling and picked up the four survivors. As a boy survivor was unconscious, he and his father were winched aboard the helicopter and taken to hospital for treatment. At 1.7 the life-boat *Mabel E. Holland* was launched and started searching in the vicinity. She came up with the speed-boat *Stingray* and took her in tow to safe moorings at Littlestone-on-Sea. The IRB returned to her station at 12.36, and the life-boat at 3.20.



## No. 6 Life-boat Area

**Lyme Regis, Dorset** – At 3.9 p.m. on 3rd September, 1969, the coastguard told the honorary secretary that a dinghy had capsized one mile off Charmouth. At 3.15 the small fast rescue boat *17-002* was launched in a moderate north easterly wind with a slight sea. It was two and a half hours before low water. *17-002* came up with the sailing dinghy and one crew member, righted the dinghy, and towed her to the harbour. *17-002* returned to her station at 3.43.

**Newquay, Cornwall** – At 4.16 p.m. on 28th September, 1969, the police reported that a sailing dinghy had capsized a mile and a half east of the station. The IRB was launched at 4.23 in a moderate westerly wind with a choppy sea. It was three hours before high water. The IRB came up with the dinghy with two people on board. She had been righted but, having been dismasted, was unable to sail. The IRB took her in tow to Newquay, returning to her station at 4.45.

**Torbay, Devon** – At 8.13 p.m. on 10th September, 1969, the coastguard reported that a red flare had been sighted off Paignton pier. The IRB was launched at 8.29 in a strong south south westerly wind with a choppy sea. It was two hours after high water. At 8.39 she came up with a motor boat with two people on board two and a half miles north north west of the harbour. Her engine had broken down. The motor boat was taken in tow to Brixham harbour, and the IRB returned to her station at 9.37.

**Torbay, Devon** – At 7.11 p.m. on 11th September, 1969, news was received that the dinghy *Hot Dog* was in difficulties off Paignton harbour and that a man was in the water. The IRB was launched at 7.17 in a moderate southerly breeze with a slight sea. It

was high water. She came up with the dinghy at 7.28. The man was picked up and the dinghy was taken in tow to Paignton harbour. The IRB returned to her station at 7.50.

**St. Agnes, Cornwall** – At 12.45 p.m. on 7th September, 1969, the coastguard stated that a man had fallen over the cliff at Polberro Cove, about 500 yards south west of the station, and was lying injured on the rocks. At 12.52 the IRB was launched with a stretcher on board. It was two hours before high water. The IRB made for the cove where the man was found to have serious head and other injuries. He received first aid treatment from the crew and was then taken aboard the IRB by stretcher. The IRB landed the man at a nearby beach where an ambulance was waiting to take him to hospital. The IRB returned to the beach to collect companions of the injured man but they had climbed the cliff safely. At 1.25 the IRB was back at her station.

## No. 7 Life-boat Area

**New Quay, Cardiganshire** – At 4.22 p.m. on 1st September, 1969, it was learnt that a small yacht had capsized off Coybal beach west of the IRB station. At 4.25 the IRB was launched. It was two hours before low water. The IRB came up with a yacht *Birdchimmer* with three people in the water alongside. They were picked up by the IRB and landed on the beach, where a search revealed that a dog, which had been aboard the yacht, had got ashore safely. The yacht was towed into harbour by the fishing boat *Dunbar Castle*, and the IRB returned to her station at 5.40.

**Borth, Cardiganshire** – At 1.30 p.m. on 14th September, 1969, the honorary secretary sighted a capsized dinghy and two men in the water one mile north of the station. At 1.33 the IRB was launched in a moderate north easterly wind with a

choppy sea. The tide was ebbing. The IRB came up with the dinghy, took the two men aboard, and towed the dinghy to the shore. She returned to her station at 2.20.

### **No. 8 Life-boat Area**

**Moelfre, Anglesey** – At 1.50 p.m. on 21st September, 1969, the coast-guard reported that a sailing dinghy with two young women aboard had capsized half a mile west south west of the boathouse. At 2.3 the IRB was launched in a strong south westerly wind with a rough sea. It was one hour after low water. She picked up both women from the water and landed them at the life-boat station where, wrapped in blankets, they awaited the arrival of their parents. The IRB then towed in the dinghy, and returned to her station at 3 o'clock.

At 11.23 p.m. on 20th September, 1969, it was learnt that a motor launch was drifting out to sea, her engine having broken down. At 11.30 the IRB was launched in a fresh south westerly wind with a choppy sea. It was two hours after low water. The IRB came up with the motor launch *Pamandux* with two people on board. They were taken aboard the IRB, and the launch was taken in tow to safe moorings. The IRB returned to her station at 2.15.

**Blackpool, Lancashire** – At 5.45 p.m. on 20th September, 1969, a report was received from the police that two bathers were in difficulties near the north pier jetty. The IRB was launched at 5.50 in a moderate south westerly wind with a corresponding sea. It was half an hour before high water. The two men were picked up in an exhausted condition and, on reaching the shore, were transferred to an ambulance. The IRB returned to her station at 6.10.

**Beaumaris, Anglesey** – At 1.30 p.m.

on 10th September, 1969, the coast-guard reported that a man on a raft was being carried out to sea off Penrhyn dock. At 1.40 the IRB was launched in a strong south westerly wind with a slight swell. It was three hours after high water. The IRB came up with the raft and took the man aboard. The raft was then taken in tow to Bangor pier and the IRB returned to her station at 2.30.

### **No. 10 Life-boat Area**

**Howth, Co. Dublin** – At 6.30 p.m. on 21st September, 1969, a report was received from the Baily lighthouse keeper that a rowing boat with five young men aboard was overdue. At 6.45, as darkness was falling, the IRB was launched in a strong south westerly wind with a very choppy sea. It was one hour after high water. She soon came up with the boat, whose crew had been unable to row against the wind and were about to head for Ireland's Eye. Three were taken aboard the IRB which took their boat in tow back to harbour, returning to her station at 7.15.

## **OCTOBER**

### **No. 1 Life-boat Area**

**Peterhead, Aberdeenshire** – At 5.25 p.m. on 26th October, 1969, the coastguard reported that a rock climber was stranded on the cliffs just south of Buchanness lighthouse. At 6.24 the life-boat *James Mariska Joicey* was launched in a light south westerly wind with a choppy sea. The tide was ebbing. The man was stranded on a ledge and was unable to move. The life-boat came in to the foot of the cliffs, stem on, a rope was lowered from the cliff top to the climber, and he was then able to lower himself to the life-boat. He was landed at Peterhead. The life-boat returned to her station at 7.47.

**Wick, Caithness** – At 12.3 p.m. on 17th October, 1969, the coastguard sent a message to the coxswain of the life-boat that a red flare had been sighted some four to five miles south of the coastguard lookout and that there was a small boat in the vicinity. The life-boat *Sir Godfrey Baring* slipped her moorings at 12.10 in a moderate southerly wind with a corresponding sea. It was two hours after low water. At one o'clock she came up with the lobster boat *Skua* about two miles east of Sarelett head. The *Skua* had engine trouble and was driving ashore. She had a crew of two. The life-boat took her in tow to Wick harbour at 2.15 p.m., and returned to her station at 2.45.

### No. 3 Life-boat Area

**Whitby, Yorkshire** – At 5.38 p.m. on 1st October, 1969, the coastguard reported that the m.f.v. *Fairmorn* had been in danger of going aground on the Upgang rocks and might attempt to make harbour. There was a heavy confused swell running at the harbour entrance. The life-boat *Rosa Wood and Phyllis Lunn* was launched at 5.55 in response to a later message from the coastguard. She came up with the boat, which was pitching and rolling heavily in the confused sea, at 6.12. There was one man on board. The life-boat escorted the *Fairmorn* away from the danger area, and as it was not possible to enter harbour, they made for Scarborough. The fishing boat was left on safe moorings at Scarborough at 9 o'clock. Due to weather conditions it was not possible for the life-boat to re-enter Whitby harbour, so she remained at Scarborough overnight, returning to Whitby at 4.45 p.m. on 2nd October.

**Humber, Yorkshire** – At 11.25 a.m. on 25th October, 1969, the coastguard informed the coxswain superintendent that a sick man aboard the

m.v. *Angelic Wings* of Piraeus, which was anchored 12 miles south of Spurn lighthouse, needed hospital treatment. After a doctor had arrived at the life-boat station the life-boat *City of Bradford III* was launched at 1.53. It was one and a half hours after low water. The doctor was put aboard the motor vessel at 2.15 and was embarked. She had the sick man at 2.55. The life-boat reached Grimsby at 3.38, returning to her station at 5.45.

At 7.44 p.m. on 16th October, 1969, it was learnt that a stewardess on board a vessel in Bull anchorage required immediate medical attention for suspected appendicitis. The life-boat *City of Bradford III*, with a doctor on board, was launched at 8.35. It was one hour before high water. About two miles south of Spurn lighthouse she came up with the ore carrier *Switzerland* of Panama and put the doctor on board at 8.50. He diagnosed acute appendicitis and the patient together with the doctor was transferred to the life-boat at 9.5. The life-boat returned to her station at 9.28, and the patient was cared for at the coxswain superintendent's house pending the arrival of an ambulance to take her to hospital.

### No. 4 Life-boat Area

**Wells, Norfolk** – At 2.45 p.m. on 31st October, 1969, the coxswain noted that the fishing boat *Blanche* had not returned to harbour with the other local boats. At 3.35 the life-boat *Ernest Tom Neathercoat* was launched in a fresh westerly wind with a choppy sea. The tide was ebbing. The life-boat came up with the fishing boat, with two people on board, nine miles north east of Wells. Her engine had broken down. She was taken in tow to Wells, and the life-boat returned to her station at 8.45.

## No. 5 Life-boat Area

**Ramsgate, Kent** – At 7.13 p.m. on 26th October, 1969, news was received that red flares had been sighted off Broadstairs bay. At 7.30 the life-boat *Michael and Lily Davis* slipped her moorings in a slight south westerly wind with a corresponding sea. The tide was ebbing. She found the converted ship's life-boat *Ruby*, with the motor boat *Curlew* alongside her, in the vicinity of Broadstairs Knoll. Their engines had broken down. The two boats, with two men on board, were taken in tow to Ramsgate. The life-boat returned to her station at 8.30.

At 6.4 p.m. on the 28th October, 1969, the east pier watchman told the honorary secretary that red flares had been sighted east south east of Ramsgate. At 6.16 the life-boat *Michael and Lily Davis* slipped her moorings in a light south westerly wind with a smooth sea. The tide was ebbing. She came up with the yacht *Christina*, with three people on board, two miles south west of the North Goodwin lightvessel. Her engine had broken down. The life-boat took her in tow to Ramsgate, and returned to her station at 8.33.

## No. 6 Life-boat Area

**Sennen Cove, Cornwall** – At 4.11 p.m. on 10th October, 1969, it was learnt that a fishing boat needed assistance three quarters of a mile west north west of Tol Pedn. At 4.21 the life-boat *Susan Ashley* was launched. It was one hour before high water. The life-boat came up with the fishing boat *Antelope* at anchor with engine failure. She carried a crew of four. The life-boat took her in tow to Newlyn, and returned to her station at 8.3.

**Clovelly, Devon** – At 7 a.m. on 2nd October, 1969, the life-boat *Grace Paterson Ritchie*, on temporary duty

at the station, intercepted a distress signal from the motor yacht *Britannia* reporting that she was in difficulties with a broken rudder two to three miles south west of Hartland Point. The life-boat slipped her moorings at 7.3 in a fresh westerly wind with a rough sea. It was two and a half hours before high water. She found the motor yacht on radar and came up with her at 8.30. She carried a crew of four. The life-boat took the motor yacht in tow to Clovelly and secured her temporarily to the life-boat moorings while repairs were made to her rudder. When these had been completed the *Britannia* continued on passage to Watermouth. The life-boat returned to her moorings at 11.30.

**Fowey, Cornwall** – At 12.25 p.m. on 11th October, 1969, it was learnt that a boat was in difficulties at Lantivet bay. At 12.40 the life-boat *Deneys Reitz* slipped her moorings in a fresh east south easterly wind with a choppy sea. It was low water. The life-boat came up with the motor boat *Francis Drake* with three people on board. She was drifting towards the rocks in the bay. The life-boat took her in tow to the harbour, and returned to her station at 1.35.

**Weymouth, Dorset** – At 7.20 p.m. on 25th October, 1969, the coastguard told the honorary secretary that a red flare had been sighted about one mile seawards of Church Ope Cove. The life-boat *Frank Spiller Locke* slipped her moorings at 7.37. It was low water. She came up with the motor boat *Tap*, with a crew of two, at 8.15 anchored two miles south by west of Grove point. Her engine had failed. The life-boat took her crew aboard and towed the motor boat to Weymouth harbour, returning to her station at 9.30. A donation was made to the Institution's funds and a gift to the life-boat crew.

**Torbay, South Devon** – At 2.30 p.m.

on 18th October, 1969, information was received that a cabin cruiser was in difficulties off Babbacombe. The life-boat *Princess Alexandra of Kent* slipped her moorings at 2.50 in a fresh east by northerly wind. It was three hours after high water. At 3.48 she came up with the cabin cruiser *El Amira* with a crew of three. She had engine trouble and was drifting shorewards. The life-boat took her in tow to Brixham, returning to her station at 5.14.

### No. 7 Life-boat Area

**Swanage, Dorset** – At 6.30 p.m. on 6th October, 1969, the coastguard told the life-boat coxswain that a man was trapped on the face of the cliff at Ballard. The crew assembled in case of need. A police rescue party joined the C.R.E. Company and found the man about 100 feet down and his two other friends at the bottom of the cliff. The assistance of the life-boat was requested at 7.2 and the *R.L.P.* was launched at 7.10. It was high water. She reached the foot of the cliff at 7.15 and two men went ashore in her inflatable dinghy. A policeman and a coastguard were lowered to the man and he and the policeman were then lowered to safety and taken aboard the life-boat. The coastguard was hauled back to the top of the cliff. The two men at the foot of the cliff then made their own way back. The life-boat returned to her station at 8 o'clock.

**Tenby, Pembrokeshire** – At 4.7 p.m. on 31st October, 1969, the coastguard reported that the m.f.v. *Young Ian* was in difficulties off Amroth. The motor boat *Minerva* was going to the fishing vessel's assistance, but the life-boat crew were asked to stand by. Later a message was received that the *Minerva* was returning due to shortage of fuel. At 5.35 the life-boat *Henry Comber Brown* was launched in a light west by south wind with a smooth sea. It

was low water. She came up with the vessel, with a crew of two on board, off Pendine beach. The life-boat took her in tow to Tenby, and returned to her station at 8.50.

### No. 8 Life-boat Area

**New Brighton, Cheshire** – At 4.41 p.m. on 18th October, 1969, a message was received that a boat appeared to be in difficulties half a mile west of the Rock light. At 4.55 the life-boat *Crawford and Constance Conybeare*, on temporary duty at the station, slipped her moorings in a strong south westerly wind with a moderate sea. It was high water. At 5.6 she came up with two boats—the trimaran *Devil Woman* which had run out of fuel, and a cabin cruiser with engine failure. At 5.30 the life-boat took both boats and eight people in tow to safety, and returned to her moorings at 5.40.

**Hoylake, Cheshire** – On the morning of 31st October, 1969, the honorary secretary learnt that a motor cruiser was stranded off Spencer Spit. The West Kirby IRB was towed to Hoylake by road and launched at 11.25. There was a strong north westerly breeze with a rough sea. The tide was flooding. She made for a dinghy with a man on board which had left the motor cruiser *Jepa II*. The man was returned to the motor cruiser by the IRB to await a tow. Then the IRB went back to her station at 12.30 p.m. The Hoylake life-boat *Oldham IV* was launched five minutes later. She came up with the cabin cruiser at 12.55 and took her in tow to safe moorings at Hoylake, returning to her station at 1.30.

### No. 10 Life-boat Area

**Valentia, Co. Kerry** – At 9.55 p.m. on 23rd October, 1969, Valentia radio station informed the honorary secretary that the trawler *Ard Finbar* had reported seeing red flares about two

miles north west of Bray head. The life-boat *Rowland Watts* slipped her moorings at 10.15. A further report was received by the life-boat from the trawler at 10.25 that she had seen more red flares to the south west of her. The coaster *Niocalas Ann* also reported flares and was steaming to give assistance. At 11.35 the life-boat came alongside the m.f.v. *Granat*, which had no radio in operation, three miles north of the Great Skelligs. She had a crew of five on board and her trawl had fouled her propeller. The life-boat took her in tow to Valentia, returning to her station at 3.30 a.m.

## IRB LAUNCHES

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

### No. 2 Life-boat Area

**Helensburgh, Dunbartonshire** – At 11.50 a.m. on 12th October, 1969, a sailing dinghy was seen to capsize a short distance away by the crew of the IRB which was at sea on exercise. The IRB had been launched at 11.10 in a gusting easterly wind with a moderate sea. She came up with the dinghy *Sex* with a broken rudder and assisted in righting her. The IRB picked up the crew of two from the sea and took the dinghy in tow to moorings, returning to her station at 12.15.

### No. 3 Life-boat Area

**Hartlepool, Co. Durham** – At 3.20 p.m. on 12th October, 1969, a report was received that a dinghy with a crew of two had capsized four miles south east of the station. The IRB, which had launched at 1.30 on exercise, was diverted to the area. There was a fresh easterly wind with a moderate swell. It was two hours after low water. The dinghy was righted with some difficulty. One member of her crew returned aboard

while the other was taken into the IRB. An IRB crewman boarded the dinghy to navigate the craft. The dinghy was then taken in tow to the sailing club slipway, and the IRB returned to her station at 5.30.

**Redcar, Yorkshire** – At 3 p.m. on 27th October, 1969, the coastguard reported that a red flare had been seen in the vicinity of Saltscar buoy. The IRB was launched at 3.5 in a light west north westerly breeze with a choppy sea. The tide was flooding. She came up with the fishing boat *Dian*, with a crew of four, four miles east of the station. Her engine had failed and she was shipping water. She was taken in tow to South Gore breakwater, the IRB returning to her station at 5 o'clock.

At 11.15 a.m. on 26th October, 1969, news was received that a speedboat had broken down one mile south east of the station. The IRB was launched. It was low water. She made for the capsized vessel and took her in tow to harbour, returning to her station at 11.45.

### No. 4 Life-boat Area

**Southend-on-Sea, Essex** – At 3 p.m. on 11th October, 1969, it was learnt that a sailing dinghy, with a crew of two, had capsized half a mile north east of the lookout. The IRB was launched. It was two hours after high water. She helped to right the sailing dinghy and took her in tow. The tow was subsequently transferred to the sailing club safety boat, and the IRB returned to her station at 3.30.

### No. 5 Life-boat Area

**Littlestone-on-Sea, Sussex** – At 4.3 p.m. on 25th October, 1969, the coastguard informed the honorary secretary that a red flare had been sighted about two and a half miles off the station. The IRB was launched at 4.4. It was one and a half hours

before low water. She came up with a dinghy with two people on board at 4.11. The dinghy's engine had failed. She was taken in tow to Littlestone, and the IRB returned to her station at 4.30.

**Eastney, Hampshire** – At 1 p.m. on 12th October, 1969, the coastguard reported that the sloop *Marama* was adrift off South Parade pier, Southsea. She had lost her rudder. The IRB was launched at 1.5 in a moderate east south easterly wind with a rough sea. It was one hour after high water. She closed with the sloop and, assisted by the sloop's engine, towing started for Langstone harbour. As it was not possible to make the harbour entrance because of the ebb tide, the sloop was made fast to a mooring buoy. The two adults and two children aboard were transferred to the IRB and landed at Eastney, the IRB returning to her station at 1.45.

At about 4 p.m. on 13th October, 1969, it was learnt that a rowing dinghy with three people on board had been swept out to sea from Langstone harbour. At 4.9 the IRB was launched in a moderate easterly wind with a choppy sea. It was half an hour after high water and the current was very strong. The IRB made for the area and found the dinghy. She then beached the dinghy with her crew in slack waters, secured a tow to her, and towed her back to harbour. The IRB returned to her station at 4.40.

**Lymington, Hampshire** – At 5.5 p.m. on 2nd October, 1969, the coastguard informed the honorary secretary that a motor launch with two people on board needed assistance at Pennington sewer boom, one and a half miles south south west of the IRB station. A helicopter was standing by the casualty. At 5.10 the IRB was launched. It was one and a half hours after high water. The IRB

found the launch aground inside the sea wall. She transferred a member of the helicopter's crew from the launch to the sea wall in order that he might rejoin the helicopter which was not fitted with a hoist. The IRB then returned to the launch and put a member of her crew aboard to assist in navigating the mudflats channel. Having escorted the motor launch to harbour, she returned to station at 5.45.

**Hastings, Sussex** – At 10.14 a.m. on 13th October, 1969, a member of the public told the honorary secretary that a small power boat had capsized a quarter of a mile east of Rock-a-Nore and that three people were in the water. The IRB was launched at 10.20 in a moderate south westerly wind with a choppy sea. It was two hours before high water. She made for the position and picked up two of the power boat's crew. The third member of the crew had reached safety. The boat was left upside down, with her anchor holding, to be retrieved later. The IRB returned to her station at 10.30.

## No. 6 Life-boat Area

**Lyme Regis, Dorset** – At 6.44 p.m. on 9th October, 1969, news was received that a man was missing on the beach between Lyme Regis and Charmouth. A search of the area, with binoculars, was unsuccessful. Night was falling. The small fast rescue boat 17-002 was therefore launched at 6.48. It was high water. The man was found cut off by the tide on Back beach. As it was considered undesirable to beach the rescue boat, the IRB was also launched at 6.55. She picked up the man and transferred him to the fast rescue boat as he was in a very distressed condition. Both boats returned to station at 7.15.

## No. 7 Life-boat Area

**Aberystwyth, Cardiganshire** – At

11.35 a.m. on 1st October, 1969, it was learnt that a sailing dinghy was sinking half a mile north of the station and that there were two people struggling in the water. At 11.40 the IRB was launched. The tide was flooding. The IRB came up with the dinghy, picked up her crew and took the half submerged boat in tow to harbour, returning to her station at 12.5 p.m.

**Poole, Dorset** – At 10 p.m. on 10th October, 1969, the coastguard reported that the sailing yacht *Barbizon* was in difficulties five miles south east of the IRB station in thick fog. The IRB was launched at 10.15. The tide was ebbing. She came up with the yacht close to the Training Bank rocks and took her in tow to Poole harbour. The IRB returned to station at 12.30 a.m. on 11th October.

### No. 5 Life-boat Area

**Blackpool, Lancashire** – At 3.5 p.m. on 12th October, 1969, it was learnt that a small motor dinghy with two people on board was drifting out to sea. The IRB was launched at 3.10 in a strong easterly wind with a moderate sea. It was three hours before low water. She came up with the dinghy three miles west of the south pier. The IRB took her in tow to harbour, and returned to her station at 4.30.

## NOVEMBER

### No. 2 Life-boat Area

**Girvan, Ayrshire** – At 11 a.m. on 4th November, 1969, the coastguard informed the honorary secretary that the lighthouse tender, taking a relief keeper to the Ailsa Craig lighthouse, was in difficulties. At 11.20 the life-boat *James and Barbara Aitken* slipped her moorings in a strong west north westerly wind with a moderate sea. It was low water. She came up with the vessel *Ailsa Lady*

four miles west of Girvan. She had engine trouble. The life-boat took her in tow, with her crew of three on board, to Girvan, and returned to her station at 12.15 p.m.

### No. 3 Life-boat Area

**Filey, Yorkshire** – At 2.30 p.m. on 10th November, 1969, news was received that red flares had been sighted under Bempton cliffs. The life-boat *Robert & Dorothy Hardcastle* was launched at 2.41 in a fresh west south westerly wind with a moderate sea. It was three hours after low water. At 3.15 the life-boat came up with the coble *Sea Witch* six miles south east of Filey. Her engine had broken down. The coble, with a crew of three on board, was taken in tow to Filey. The life-boat returned to her station at 3.45.

**Tynemouth, Northumberland** – At 1.19 p.m. on 1st November, 1969, it was learnt that the motor boat *Sonia* was in difficulties about two miles south east by east of Tyne piers. The life-boat *Tynesider* was launched at 1.26 in a gale force west by northerly wind with a moderate swell. It was two hours before low water. The life-boat came up with the *Sonia* with seven adults and four children on board at 1.45. The motor boat's engine was unable to develop sufficient power to keep her head to the wind in the prevailing conditions. A line was made fast and the life-boat took her in tow to safe moorings at South Shields. She then returned down the estuary to check up on the motor boat *Majestic* which was anchored and appeared to be broken down just to weather of the Black Middens rocks. Having been assured that all was well, the life-boat returned to her station at 2.20.

### No. 4 Life-boat Area

**Lowestoft, Suffolk** – At 8.54 p.m. on 14th November, 1969, a report was



received that white flares had been sighted about one mile south of the coastguard look out. The life-boat *Julia Park Barry of Glasgow*, on temporary duties at the station, slipped her moorings at 9 o'clock in a strong southerly wind with a rough sea. It was one hour after low water. At 9.14 she came up with the fishing boat *Samary* which had engine failure. The *Samary* had a crew of two. The life-boat took her in tow to harbour and returned to her station at 9.40.

**Clacton-on-Sea, Essex** – At 9.35 a.m. on 19th November, 1969, the coastguard reported that a motor boat was flashing a light one mile south of Cooper's beach. The life-boat *Valentine Wyndham-Quin* was launched at 9.50. The tide was ebbing. At 10.33 she came up with the motor boat *Linda* with one man on board. Her engine had broken down at 10 a.m. the previous morning but the man's distress signals had not been seen. He was taken on board the life-boat and the motor boat taken in tow to Brightlingsea. The life-boat returned to her station at 2.11 p.m.

**Skegness, Lincolnshire** – At 4.5 p.m. on 9th November, 1969, it was learnt that a speedboat was firing red flares half a mile east of Skegness. At 4.30 the life-boat *Charles Fred Grantham* was launched in a fresh north westerly wind. The tide was flooding. The life-boat came up with the speedboat, which had engine failure, and took off her crew of two. She was then taken in tow to Skegness where she was beached. The life-boat returned to her station at 5 o'clock.

**Great Yarmouth and Gorleston, Norfolk** – At 1.10 a.m. on 7th November, 1969, the coastguard informed the honorary secretary that a red flare had been sighted a quarter of a mile east of the north pier. At 1.18 the

life-boat *Khami* slipped her moorings in a strong south easterly wind with a rough sea. It was low water. She came up with a dinghy, with one man on board, at 1.40. The man was taken on board the life-boat, and the dinghy taken in tow to Great Yarmouth. The life-boat returned to her station at 2.25. A donation was made to the Institution's funds.

## No. 5 Life-boat Area

**Ramsgate, Kent** – At 3.50 p.m. on 9th November, 1969, news was received that a motor boat was drifting in the bay about one mile north east of Ramsgate and was signalling for assistance. The life-boat *Michael and Lily Davis* slipped her moorings at 4.3 in a strong west north westerly gale with a very rough sea. It was one hour before low water. At 4.13 she came up with the motor boat *Sunspray II* with one man aboard. Her engine had broken down. The life-boat took her in tow, returning to her moorings at 4.45.

## No. 6 Life-boat Area

**Torbay, South Devon** – At 10.45 p.m. on 23rd November, 1969, information was received that the m.f.v. *Scaldis* was in difficulties in Lyme bay. At 11.10 the life-boat *Princess Alexandra of Kent* slipped her moorings in a gale force east north easterly wind with a rough sea. It was low water. She came up with the fishing vessel off the Star of India buoy at 2.30 a.m. on 24th November. Her engine had broken down. The vessel, with her crew of four, was taken in tow to Brixham. The life-boat returned to her station at 8 o'clock.

**The Lizard – Cadgwith, Cornwall** – At 5 p.m. on 27th November, 1969, a report was received that a fishing vessel, with two skin-divers on board, was in difficulties in Rill bay. At 5.30 the life-boat *The Duke of*

*Cornwall (Civil Service No. 33)* was launched in a fresh west north westerly wind with a moderate sea. The tide was flooding. She found the m.f.v. *Priscilla Whittles* with her engine broken down and her anchor held fast in the rocks. The life-boat crew freed the anchor, afterwards taking the vessel in tow to Porthleven. The life-boat returned to her station at 10 o'clock.

### No. 7 Life-boat Area

**Poole, Dorset** – At 2.5 p.m. on 3rd November, 1969, the coastguard informed the honorary secretary that a yacht appeared to be in difficulties two miles east by south of Bourne-mouth pier. The life-boat crew were asked to stand by. At 3.30, as the yacht was making no headway against the gale force wind, the life-boat *George Elmy*, on temporary duty at the station, slipped her moorings. The tide was flooding. The life-boat came up with the yacht *Tilaer*, with two people on board, three miles south of Southbourne. Her sails were blown out. She was taken in tow to Poole, and the life-boat returned to her station at 6.30.

**Angle, Pembrokeshire** – At 10.35 p.m. on 13th November, 1969, news was received that red flares had been sighted by the army authorities off St. Govan's head in the Bullslaughter bay area. The life-boat *Richard Vernon and Mary Garforth of Leeds* was launched at 10.57 in a moderate south easterly wind. It was two hours after high water. She came up with the fishing boat *Thomas Sinclair*, with the owner aboard, at 12.5 a.m. on 14th November close to Crow rock. Her engine had broken down. The life-boat took the fishing boat in tow to Milford Haven, returning to her station at 3.40 a.m.

### No. 10 Life-boat Area

**Rosslare Harbour, Co. Wexford** – At

10.10 a.m. on 28th November, 1969, a report was received that a member of the crew of the m.f.v. *Westmorland* needed urgent medical attention. At 10.30 the life-boat *R. Hope Roberts* slipped her moorings in a strong northerly wind with a rough sea. It was one hour before high water. She came up with the vessel two miles north north east of the Tuskar light-house. The man was transferred to the life-boat by stretcher and landed at Rosslare pier where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 10 o'clock.

## IRB LAUNCHES

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

### No. 4 Life-boat Area

**Harwich, Essex** – At 4.28 p.m. on 9th November, 1969, news was received that a dinghy, with a crew of two, had set out from the beach to join the yacht *Solent Sprite* but high winds had swept the dinghy to the other side of the harbour. *Solent Sprite* slipped her moorings in an endeavour to assist but ran aground. The IRB was launched at 4.29 in a gale force southerly wind with a rough sea. It was one and a half hours before low water. She came up with the dinghy, half filled with water, about one mile east of the station. The two men were taken on board and the IRB and the dinghy was taken in tow to harbour. It was subsequently reported that the crew of the *Solent Sprite* were safe and were able to walk ashore. The IRB returned to her station at 5.5. A donation was made to the Institution's funds.

**Southend-on-Sea, Essex** – At 2.4 p.m. on 9th November, 1969, the coastguard reported that a small boat was in difficulties half a mile off Southend-on-Sea. The IRB was launched at 2.7 in a gale force west south westerly

wind with a very rough sea. The tide was ebbing. She came up with the boat, which had engine failure, and took her in tow to the pier head, where the sole crewman was landed. The life-boat *Greater London II* (*Civil Service No. 30*), with the IRB in support, was launched at 3.3 to the help of a cabin cruiser which was in difficulties off Canvey point. The cabin cruiser was found aground with three people on board. As they were in no immediate danger, the IRB and the life-boat stood by until 4 o'clock when the tide receded. The crew of the cabin cruiser were then

able to walk across the sand to the IRB. They were taken on board and landed at the pier. The life-boat was then directed to two other small boats in difficulties. One, with two people on board, was found on the Maplin sands. The life-boat stood by while an Army DUKW took them off. The search was continued and the second boat was found one mile north of Black Tail Spit. The life-boat contacted the Army DUKW by radio and stood by while the four survivors aboard were taken off. The IRB returned to her station at 4.30, and the life-boat at 10.30.

## OTHER LIFE-BOAT LAUNCHES

*In addition to the services by life-boats which resulted in saving lives and which are recorded in full on pages 114, 126, 132, the following launches on service were made during the months September, October and November, 1969, inclusive:*

**Aldeburgh, Suffolk** – September 30th and October 3rd.  
**Amble, Northumberland** – September 18th, 24th, 30th and October 1st.  
**Angle, Pembrokeshire** – November 4th and 6th.  
**Anstruther, Fife** – November 1st.  
**Appledore, Devon** – September 13th and November 7th.  
**Arranmore, Co. Donegal** – November 4th and 12th.  
**Barra Island, Outer Hebrides** – September 2nd, 10th, 23rd, 24th, October 7th and November 28th.  
**Barrow, Lancashire** – October 15th and November 21st.  
**Barry Dock, Glamorganshire** – September 20th, 27th, 28th (twice), October 25th, November 9th and 25th.  
**Beaumaris, Anglesey** – October 11th.  
**Bembridge, Isle of Wight** – September 3rd, 6th, 21st and November 9th.  
**Blyth, Northumberland** – September 20th and November 11th.  
**Bridlington, Yorkshire** – October 9th, November 2nd, 25th and 28th.  
**Buckie, Banffshire** – November 1st.  
**Campbeltown, Argyll** – October 10th.  
**Clacton-on-Sea, Essex** – September 30th, October 30th and November 30th.  
**Cloughy-Portarogie, Co. Down** – September 13th and November 5th.  
**Clovelly, Devon** – September 28th, October 26th, November 7th, 10th and 19th.  
**Courtmasherry Harbour, Co. Cork** – September 27th and October 22nd.  
**Cromer, Norfolk** – October 13th and November 4th.  
**Donaghadee, Co. Down** – September 14th and October 14th.  
**Dover, Kent** – September 19th.  
**Dunbar, East Lothian** – November 1st and 2nd.  
**Dungeness, Kent** – September 28th and November 1st.  
**Dun Laoghaire, Co. Dublin** – September 4th (twice) and 21st.  
**Eastbourne, Sussex** – October 3rd.  
**Exmouth, Devon** – September 3rd, October 31st, November 2nd and 23rd.  
**Eyemouth, Berwickshire** – October 1st.  
**Falmouth, Cornwall** – October 5th and November 1st.  
**Fishguard, Pembrokeshire** – October 12th.  
**Flamborough, Yorkshire** – October 7th.  
**Fleetwood, Lancashire** – September 17th, 27th, October 27th, November 9th and 19th.  
**Fowey, Cornwall** – October 11th.  
**Fraserburgh, Aberdeenshire** – September 22nd.  
**Galway Bay, Co. Galway** – September 4th, October 6th, 9th, 22nd, 27th, November 19th, 23rd and 27th.  
**Girvan, Ayrshire** – September 28th.

**Great Yarmouth and Gorleston, Norfolk** – September 5th, 16th, October 16th, 17th, 20th,  
 November 9th and 28th.  
**Harwich, Essex** – October 15th.  
**Hastings, Sussex** – November 2nd, 14th and 29th.  
**Holyhead, Anglesey** – October 7th.  
**Howth, Co. Dublin** – September 4th, October 22nd and November 20th.  
**Hoyle, Cheshire** – September 22nd.  
**Humber, Yorkshire** – September 3rd, 4th, 22nd, October 26th, November 21st, 27th and 29th.  
**Islay, Inner Hebrides** – September 17th and 21st.  
**Kirkcudbright** – September 11th.  
**Llandudno, Caernarvonshire** – September 22nd.  
**Lowestoft, Suffolk** – September 30th, October 24th, November 16th and 25th.  
**Malliag, Inverness-shire** – October 17th.  
**Margate, Kent** – September 14th and October 12th.  
**Minehead, Somerset** – November 19th.  
**Montrose, Angus** – November 7th.  
**Newbiggin, Northumberland** – September 30th.  
**New Brighton, Cheshire** – September 13th and 22nd.  
**Newhaven, Sussex** – September 27th, 28th, October 13th and November 1st.  
**North Sunderland, Northumberland** – September 28th and November 14th.  
**Peel, Isle of Man** – September 7th and 11th.  
**Peterhead, Aberdeenshire** – November 28th.  
**Poole, Dorset** – October 20th.  
**Portrush, Co. Antrim** – September 10th.  
**Ramsay, Isle of Man** – October 4th.  
**Ramsgate, Kent** – October 11th, 18th, 22nd and 29th.  
**Rhyl, Flintshire** – October 12th.  
**St. Ives, Cornwall** – September 4th and 15th.  
**St. Mary's, Scilly Islands** – September 12th and 19th.  
**St. Peter Port, Guernsey** – September 16th and November 9th.  
**Salcombe, Devon** – September 1st, 11th, 27th and October 16th.  
**Scarborough, Yorkshire** – September 13th and October 19th.  
**Seaham, Co. Durham** – November 10th.  
**Selsey, Sussex** – September 14th and 21st (twice).  
**Sennen Cove, Cornwall** – September 12th.  
**Sheringham, Norfolk** – September 17th.  
**Shoreham Harbour, Sussex** – September 21st, 22nd, October 16th and November 23rd.  
**Skegness, Lincolnshire** – October 5th.  
**Southend-on-Sea, Essex** – September 25th, November 9th and 29th.  
**Stornaway, Outer Hebrides** – September 20th and October 3rd.  
**Stromness, Orkney** – October 22nd.  
**Stronsay, Orkney** – October 1st.  
**Sunderland, Co. Durham** – October 29th and November 9th.  
**Swanage, Dorset** – September 2nd, 6th, 22nd and October 26th.  
**Teesmouth, Yorkshire** – September 21st, October 10th, November 5th and 29th.  
**Tenby, Pembrokeshire** – September 9th and 24th.  
**Thurso, Caithness** – October 29th.  
**Torbay, Devon** – October 20th.  
**Troon, Ayrshire** – September 8th, 19th, 28th, October 20th, 22nd and November 26th.  
**Tynemouth, Northumberland** – September 23rd and October 27th.  
**Valentia, Co. Kerry** – October 9th.  
**Walmer, Kent** – September 18th and October 15th.  
**Walton and Frinton, Essex** – September 2nd and 11th.  
**Wells, Norfolk** – September 21st and October 24th.  
**Weymouth, Dorset** – September 1st and 17th.  
**Whitby, Yorkshire** – October 5th.  
**Wick, Caithness** – September 18th and November 23rd.  
**Wicklow** – September 29th.  
**Workington, Cumberland** – October 21st.  
**Yarmouth, Isle of Wight** – September 14th and November 9th.  
**Life-boat 40-001 (at Sheerness)** – September 14th, 17th, 21st, 28th, 29th, 30th, October 5th,  
 11th, 15th, 23rd, November 1st, 9th, 10th and 18th.  
**Life-boat 803 (at Sheerness)** – November 23rd, 25th and 29th.

## OTHER IRB LAUNCHES

*In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 120, 130, 134, the following launches on service were made during the months September, October and November, 1969, inclusive:*

Abersoch, Caernarvonshire – September 4th and October 18th.  
Aberystwyth, Cardiganshire – September 20th, October 5th and November 23rd.  
Atlantic College, Glamorganshire – September 1st (twice).  
Bangor, Co. Down – September 17th, October 25th and 27th.  
Barrow, Lancashire – September 3rd, 14th, 20th, 21st and October 12th.  
Bembridge, Isle of Wight – September 1st.  
Blackpool, Lancashire – September 10th, 12th, 19th and October 14th.  
Borth, Cardiganshire – October 4th.  
Bridlington, Yorkshire – September 6th, 14th, 23rd and October 18th.  
Brighton, Sussex – September 21st.  
Broughty Ferry, Angus – September 21st, 27th and October 6th.  
Bude, Cornwall – September 9th.  
Clacton-on-Sea, Essex – September 21st.  
Conway, Caernarvonshire – October 4th and 26th.  
Cullercoats, Northumberland – September 16th and 27th.  
Eastbourne, Sussex – October 23rd.  
Eastney, Hampshire – September 1st (twice), 14th, 21st (twice), October 2nd, 12th, November 9th and 23rd.  
Exmouth, Devon – September 6th.  
Filey, Yorkshire – September 23rd.  
Fleetwood, Lancashire – October 26th.  
Hartlepool, Co. Durham – September 14th (twice), 21st and October 10th.  
Harwich, Essex – September 25th, November 2nd and 3rd.  
Hastings, Sussex – September 5th, October 1st and November 27th.  
Helensburgh, Dunbartonshire – September 6th, 14th, (twice) October 3rd, 25th, November 4th, 9th (twice), and 10th.  
Horton and Port Eynon, Glamorganshire – September 4th.  
Howth, Co. Dublin – October 11th and 31st.  
Humber Mouth, Lincolnshire – September 18th and October 26th.  
Kingham, Fife – September 2nd.  
Largs, Ayrshire – September 19th.  
Littlehampton, Sussex – September 14th, 16th, 25th, October 12th (twice), 29th and November 2nd.  
Llandudno, Caernarvonshire – September 2nd, 21st and October 28th.  
Lyme Regis, Dorset – September 4th, October 9th (twice) and October 17th.  
Lytham-St. Anne's, Lancashire – September 14th.  
Mablethorpe, Lincolnshire – September 3rd.  
Margate, Kent – September 1st, 6th, 18th, and 21st (twice).  
Moelfre, Anglesey – September 14th.  
Morecambe, Lancashire – September 27th, October 8th and 28th.  
Mudford, Hampshire – September 4th, 28th and October 25th.  
Newquay, Cornwall – September 22nd and October 26th.  
New Quay, Cardiganshire – September 1st.  
North Berwick, East Lothian – September 10th.  
North Sunderland, Northumberland – September 1st, 5th, 11th, October 10th and November 1st.  
Plymouth, Devon (18-01) – September 13th, 19th, 20th, 25th, 26th, October 2nd, and November 14th.  
Poole, Dorset (17-003) – October 20th.  
Porthcawl, Glamorganshire – September 1st and October 26th.  
Port Isaac, Cornwall – September 2nd and October 9th.  
Port St. Mary, Isle of Man – September 10th.  
Port Talbot, Glamorganshire – September 28th.  
Queensferry, West Lothian – September 27th and October 29th.  
Ramsgate, Kent (17-001) – September 1st, 18th and October 19th.  
Redcar, Yorkshire – September 2nd, 24th, 26th, October 13th and 29th.  
Rhyl, Flintshire – September 19th and 22nd.  
Rye Harbour, Sussex – September 7th and 28th.  
St. Agnes, Cornwall – September 17th and 24th.  
St. Ives, Cornwall – September 4th, 15th and October 5th.  
Scarborough, Yorkshire – September 2nd and 21st.

Selsey, Sussex – September 21st (twice).  
 Shoreham Harbour, Sussex – September 1st, 14th (twice), 21st, October 2nd, 16th and November 9th.  
 Southend-on-Sea, Essex – September 7th, 11th, 21st, 25th, October 4th, 10th (three times), November 2nd and 4th.  
 Stonehaven, Kincardine – September 7th (twice), 13th and 26th.  
 The Mumbles, Glamorganshire – October 21st and 29th.  
 Tighnabruich, Argyll – September 17th.  
 Torbay, Devon (18-03) – September 11th.  
 Tynemouth, Northumberland – September 23rd and October 15th.  
 Walmer, Kent – October 15th.  
 West Kirby, Cheshire – September 28th, October 12th (twice), 31st and November 22nd.  
 West Mersea, Essex – September 28th and November 2nd.  
 Whitby, Yorkshire – September 4th.  
 Whitstable, Kent – September 7th, 10th, 13th, 14th and 28th.  
 Yarmouth, Isle of Wight – September 28th and November 8th.

## LIFE-BOATS

*The following additional life-boat services took place in May and August, 1969:*

### No. 4 Life-boat Area

**Lowestoft, Suffolk** – At 1.12 p.m. on 23rd August, 1969, the coastguard informed the honorary secretary that a yacht had capsized off Benacre Ness. The life-boat *Frederick Edward Crick* slipped her moorings at 1.14 in a strong north westerly wind with a rough sea. It was two hours after low water. She came up with the dismantled yacht *Therio* with three people on board at 1.40. The yacht was taken in tow to harbour, and the life-boat returned to her moorings at 2.50.

### No. 5 Life-boat Area

**Walmer, Kent** – At 11.30 a.m. on 24th August, 1969, it was learnt that a dismantled yacht with a crew of two was wallowing in broken water on the Brake Sand close to the B.1 buoy. The life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched at 11.45 in a strong north westerly wind with a choppy sea. The tide was ebbing. She came up with the yacht *Almaz* with a crew of two on board at 12.10. The yacht was taken in tow to Ramsgate harbour, and the life-boat returned to her station at 2.10.

**Newhaven, Sussex** – At 3.6 p.m. on 20th August, 1969, it was learnt that the cabin cruiser *Pavey* was in a dangerous position near Seaford Head. At 4.6 the life-boat *Kathleen Mary* was launched in a strong south westerly wind with a rough sea. It was two hours after high water. The life-boat came up with the cabin cruiser, with two people on board, and took her in tow to harbour, returning to her station at 7.10.

At 5.55 p.m. on 22nd May, 1969, the coastguard told the honorary secretary that a small boat had fired a red flare between Peacehaven and Telscombe cliff. At 6.15 the life-boat *Kathleen Mary* was launched. The tide was ebbing. She came up with the cabin cruiser *Golden Viking*, with three people on board, one and a half miles south of Portobello. She was out of fuel and drifting. The life-boat took her in tow to Newhaven, and returned to her station at 8.10. A gift was made to the life-boat crew.

### No. 7 Life-boat Area

**Tenby, Pembrokeshire** – At 9.35 p.m. on 3rd August, 1969, news was received that four youths were cut off by the tide on Waterwynch beach. At 9.42 the life-boat *Crawford and Constance Conybeare*, on temporary duty at the station, was launched in a moderate south south easterly wind with a corresponding sea. The tide was flooding. Just before launching a

further message was received of a boat firing flares in Saundersfoot bay. The life-boat made for Waterwynch bay and fired a flare. Four people were seen on a ledge which was being swept by spray. The cliff rescue party at the top of the cliff were unable to locate the four boys due to the overhang. The life-boat came in close to the beach, and by use of the searchlight and loud hailer, directed the cliff rescue party to the four boys who were hauled to the cliff top. It was subsequently learnt that the boat in difficulties in Saundersfoot bay had been towed to safety by a trawler. The life-boat returned to her station at 11 o'clock.

## IRB LAUNCHES

*The following additional IRB services took place in April, July and August, 1969:*

### **No. 2 Life-boat Area**

**Largs, Ayrshire** – At 2.25 p.m. on 11th August, 1969, the coastguard told the honorary secretary that a rowing dinghy, with one crewman, was adrift two miles north of the station. The dinghy's oars had been lost. The IRB was launched at 2.35. She came up with the boat and took her in tow to Largs, returning to her station at 3.30.

At 7.30 p.m. on 21st July, 1969, the police told the honorary secretary that a speedboat, with two people on board, was in difficulties off Toward. The IRB was launched at 7.45 in a moderate south westerly wind with a corresponding sea. She came up with the boat, which had run short of fuel, about eight miles north west of the station. She took her in tow to Wemyss bay, and returned to her station at 8 o'clock.

At 4 p.m. on 26th July, 1969, it was learnt that a yacht was ashore between Largs and Fairlie. The IRB

was launched at 4.15 in a fresh south westerly wind. She came up with the boat, with a crew of two and a dog, two miles south of the station. The IRB towed her clear, and returned to her station at 7 o'clock.

At 11 a.m. on 19th July, 1969, news was received that a motor boat, with four people, had gone ashore at Toward west of the lighthouse. The IRB was launched at 11.15 in a fresh south easterly wind with a moderate sea. She came up with the motor boat 10 miles north west of the station and towed her off. The IRB escorted the boat to Rothesay, and returned to her station at 3 o'clock.

At 3 p.m. on 27th April, 1969, the sailing club informed the honorary secretary that a sailing dinghy, with two people on board, was in difficulties off Fairlie. She had capsized several times and on the last occasion the crew had been unable to right her. The IRB was launched at 3.15 in a fresh north westerly wind. It was three hours before high water. She came up with the dinghy three miles south west of the station and took the crew on board. The IRB towed the dinghy to Largs, returning to her station at 5 o'clock.

**Abersoch, Caernarvonshire** – At 1.24 p.m. on 19th August, 1969, information was received that a sailing dinghy, with damaged rigging, was in difficulties threequarters of a mile off Abersoch. She carried one crewman. The IRB was launched at 1.26 in a fresh south westerly wind with a choppy sea. It was high water. The dinghy was taken in tow to the shore, and the IRB returned to her station at 1.50.

**Services for which special awards were made appear on pages 84 to 98.**

# BOOK REVIEWS

● *Roving Commissions* (R.C.C. Press, price 42s.) is a limited annual edition of the Journal of the Royal Cruising Club, edited by Alasdair Garrett. If every reader gets as much pleasure and profit from these brisk, refreshing yacht journals as the present writer, Alasdair Garrett and his contributors must indeed have earned a great deal of warm commendation.

Covering a wide range of vessels, places and crews there is something new and absorbing to the sea-lover on every page, including a considerable amount of very useful pilotage information. Every now and then an unusual piece of erudition sparkles unexpectedly. As, for instance, the fact that Edam cheeses are only provided with red rind for the export trade. It can never taste the same again!

In general the cruises all emphasise the ability and resolution of those concerned, but some of the passages undertaken appear to be a somewhat hazardous form of pleasure. However, the essence of cruising satisfaction is to carry out a successful voyage requiring both skill and courage. There must be a large reservoir of these qualities in the Royal Cruising Club.

Navigational details are somewhat sparse and the exceptional accuracy of some of the positions from radio bearings would perhaps astonish the makers of the instruments. No doubt it could be said that the end justified the means! Even the most sophisticated modern instruments do not absolve the navigator from keeping a good dead reckoning, of course.

This is a book for all seasons. What a pity the edition is limited!—E.W.M.

● Richard Gillis, of Pentire, Newquay, Cornwall, has produced two interesting booklets of sea stories covering the south west. *Wrecks Around the Cornish Coast* (price 2s.6d. postage 5d.) and *A Sea Miscellany of Cornwall and the Isles of Scilly* (price 5s., postage 9d.), both published by Harvey Barton Ltd., of Bristol, contain many rare wreck illustrations. For *A Sea Miscellany* . . . Mr. Gillis gathered first-hand information by visits to the Isles of Scilly and Penzance. He pays tribute to Mr. Edwin Mills, of Redruth, 'whose files on shipwrecks around Cornwall and Scilly can only be described as fantastic'.

● Commander Erroll Bruce has produced in *Who's Who In Yachting* (Nautical Publishing Co., £4 4s.) a most valuable record of the achievements, interests, clubs and other personal details of leading figures in the yachting world. He rightly states that it is 'the first and only fully comprehensive guide to the personalities of yachting'. There are over 4,000 entries including both private individuals and firms of boatbuilders.

● 'The bodies started to come in with the tide just before dawn, clustered together, bobbing in through the surf to the beach a hundred feet below my hiding place.' So runs the prologue of James Graham's book, *A Game for Heroes* (Macmillan, price 21s.), which is a novel of high adventure set in the little Channel Island of 'St Pierre' during the German occupation in the last war. But, as the author points out, the island of St. Pierre does not exist in real life. A life-boat comes into the story and, what is more, Macmillan's are using an artist's impression of an R.N.L.I. life-boat as part of a countrywide publicity drive to launch the book.

● Two important new additions to life-boat station history have recently appeared. One is in the 'Wreck and Rescue' series and deals with the life-boats in Cardigan Bay and Anglesey. It has been written by Henry Parry and pub-



lished by D. Bradford Barton Ltd. of Truro at 32s. The second is *The Story of Cornwall's Life-boats* by Cyril Noall and is published by Tor Mark Press, Truro, at 3s. 6d. These books will be reviewed in the July number.

## FINANCE SECRETARY

Mr. John R. Barnett, who lives at West Meon, nr. Petersfield, Hampshire, has been appointed Assistant Secretary (Finance) of the R.N.L.I. An Associate of the Chartered Institute of Secretaries, Mr. Barnett, who has held work study posts, was for four years treasurer and assistant secretary of the Winchester Diocesan Board of Finance.

## THIEVES TO SHAME

After a charity box containing up to about £20 had been stolen from the lounge bar of the City of London public house, Gravesend, Kent, a 'mystery' woman put the thieves to shame when she walked in and handed the landlord a brown paper parcel. After 'a few choice words about the thieves', she asked that the parcel be given to the R.N.L.I. It contained £1 and £5 notes amounting in all to £50.

## WHAT THEY SAY ABOUT LIFE-BOATMEN...

Mutley Baptist Church, Plymouth, has close contacts with the R.N.L.I., and when an essay competition on life-boatmen was held for members of the junior church there was a good response.

The following are extracts: 'The men on board the boats are very brave and risk their own lives to save others.'—Anthony Blackmore, aged 11. 'The life-boatmen who go out are not dull men who don't like their jobs. . . . They go out happy and come back happy, except when their journey has not been successful and even then they try to be as cheerful as they possibly can.'—Helen Phillips, 11. 'The life-boatmen rescue anybody—man, woman or child—of any nation in the world. . . .'—Rosemary Hepple, 13. 'Thus I conclude that the life-boatmen make the biggest sacrifice that they could make when they risk their lives to save the life of a fellow human being.'—Jane Snell, 14.

## Church Kneelers

The R.N.L.I. Depot at Boreham Wood, Herts., has to be ready to tackle almost any request for help. A recent one was for a life-boat design for 60 new church kneelers for Flamborough. A design was turned out incorporating a life-boat and the words 'R.N.L.I. Flamborough'.

## LETTER

● I was interested in the note 'What is a covenant?' on page 687 of THE LIFE-BOAT for September, 1969. It implies that unless the payer suffers tax at the full rate the covenant is not applicable, whereas as I understand the position a person who pays tax at a reduced rate may covenant, in which case he will have to account to the Revenue for the difference between the highest tax he suffers and the standard rate. It is not difficult to calculate the amount of the covenant so that the amount paid under the covenant and the additional tax paid to the Revenue together equal the amount which the payer wishes to give.

*Richard A. Holland,  
Holmes, Campbell & Co.,  
Solicitors,  
Arundel, Sussex.*

# NEW WAYS OF RAISING MONEY

*A new member of the Fishponds branch of the R.N.L.I., Mr. Martin Rowe, organised a 'Guess my weight' competition, plus a skittles evening, at the Railway Hotel, Fishponds, near Bristol—and raised over £27.*

*Captain John M. Elgar, R.N.R., who is a senior partner in a firm of Salisbury solicitors, recently offered—and his offer was accepted—to have his firm's letters franked with the 'Help the Life-boats' mark.*

*Rhona Brown, aged 7, daughter of the honorary secretary of the Paisley ladies' life-boat guild, organised with her two friends, Christine McAlphine (8) and Eleanor Pritchard (10), a coffee morning. Alone and unaided they made buns (for which they sold the recipe), provided the coffee and ran a raffle, making a profit of £5. Rhona's grandmother, the late Mrs. T. J. Brown, was also a keen R.N.L.I. worker.*

*Mr. S. F. Leaver, chairman of the Enfield, Middlesex, branch, writes: 'My branch has found another novel way of raising money. We collect Green Shield stamps which we are able to cash at the rate of 12s. per book. If members or their friends receive such stamps for goods or petrol and don't collect them we are open to receive them.'*

*Mr. Michael Elder, of Edinburgh, who edits The Scottish Story of the Life-boat, gave part of his 1969 professional fee for this work to the R.N.L.I.*

*The Bristol office of the R.N.L.I. late last year received a cheque for over £37, being the proceeds of a sponsored all-night basket-ball marathon which was staged by members of the East Town House of Clifton College, Bristol.*

*A group of Dunbar, East Lothian, youngsters asked the Dunbar ladies' life-boat guild if they could have a stall and sell shells. Their 'lovely polished shells' brought in £5 13s. 5d. They even made their own poster to advertise the event.*

*A miniature working circus, consisting of over 200 figures and more than 50 vehicles, conceived and built by Mr. Roy Gumbrell, of St. Dionis Road, Fulham, London, not only earns money in the way of donations for the R.N.L.I. when it is on public display but part of the hire fee is given to the life-boat service by Mr. Gumbrell.*

*Every time the maroons calling out the life-boat are fired at Bridlington, Yorkshire, the Mayor and Mayoress put a shilling each in a collecting box at their home. It was pointed out that if 1,000 people did this, and the life-boat was launched 18 times a year, the total collected would be nearly £1,000.*

*In enclosing a cheque to the R.N.L.I. for £5 5s., a supporter explained that it was part of the fee he received for a photograph which a yachting publication had intended to use but which was subsequently lost. However, the publication paid*

him, and he added: 'I have admired the work of the R.N.L.I. many times each year in the Solent and along the south coast, and hope you can make similar good use of the very small tribute to the magnificent efforts of your Institution'.

Mrs. Lewis, the energetic proprietor of the Seaspray Café, Burnham-on-Sea, stacks all her chipped cups beside an R.N.L.I. mechanical collecting box. Customers who want to buy them cheaply are asked to contribute.

On the same day as the Apollo 11 was launched the Rocket Club, of Birmingham, which was founded in 1897, presented the R.N.L.I. with a cheque for £300 as a result of an appeal by the president of the club, Mr. G. Collins-Jones. During the past three years over £900 a year has been distributed to charities, and since 1914 a sum in excess of £20,000 has been disbursed.

Michele Tiernan, of Burn Bridge, Harrogate, Yorkshire, in sending the Institution £2 14s. 7d., said: "Recently my friend Sally Newton and I held a garden fête. It was not a very nice day so we held it in the garage. . . . I hope you will be able to make use of our small donation."

The Jersey Pottery, Gorey, Jersey, Channel Islands, have for some years been asking visitors who were not charged to look round their work premises to



by courtesy of]

[Irish Press

Mrs. Montague Kavanagh, who has for four years organised the very successful Dublin spring sale, stripping her own stand on which she made £550 towards a sale total of nearly £2,500.

*donate something to charity. The contributions are collected in giant pots, and last year when the Bailiff, Sir Robert Le Masurier, smashed the huge pots with a sledge-hammer, £1,850 in coppers, silver and notes poured on the ground. The share given to the R.N.L.I. was £500.*

*When in July, 1969, the Weymouth life-boat had to have her hull cleaned there was no slip available at the time. Arrangements were therefore made with a local skin diving club and five of their members who are divers scrubbed the hull. Their charge for the operation was £5, which only covered them for the air used. The work itself was done free of charge. The club, whose chairman is Mr. R. Parry, has put on a number of displays in the past in aid of the life-boat service.*

*In thanking the R.N.L.I. for their co-operation in arranging demonstrations at Llandudno, Rhyl and Blackpool last summer, Mr. R. J. Powell, publicity manager, Daily Express, Manchester, said: 'There is no doubt that this was a great exercise appreciated by holidaymakers and residents alike in all the three resorts. . . . We have written to the individual secretaries . . . and are arranging for a cheque for £50 to be sent to each station.'*

*When a Klondyke treasure hunt was arranged in September, 1969, on Barry Island, Glamorganshire, run by Barry Corporation and John Collins Pleasure Park, hundreds of people took part in the 'dig' and close on £190 was given to the R.N.L.I.*

*In 1868 Messrs. Harland and Wolff built a ship called the Star of Greece for Messrs. J. P. Corry. Last year—100 years later—a three-foot-long model of this vessel turned up, and Mr. Brian Corry asked a local amateur model enthusiast to repair it for the firm's board room. Mr. Michael Bailey, of Knockdarragh Park, Belfast, repaired the model and donated the fee—£25—to the R.N.L.I.*

*Miss E. G. Hutchins, of Chadwell Heath, Romford, Essex, sells rooted cuttings from her small garden in aid of charities. Last year she selected the R.N.L.I. and sent a donation of £1 10s.*

*In August, 1969, three Reading, Berkshire, boys, Alastair Barrow, David Howell and Jeffrey Dray, who had just left the George Palmer Junior School, held a fête in Jeffrey's back garden in aid of the R.N.L.I. Aim was to raise £10 for the life-boats but the amount made exceeded £18. In a covering letter, the boys said: 'We think the R.N.L.I. is a jolly good cause and we are glad to help'.*

*Form 5M of the King Edward VI Grammar School, Louth, Lincolnshire, raised £1 by washing cars used by the staff.*

*A Mrs. Thompson and a Mrs. Smith, supported by friends who all live in Hull, decided to couple their holidays with some worthwhile project and undertook a sponsored walk from their home town of Skegness, Lincolnshire, pushing their prams and taking the family with them. They looked after their own arrangements and a Hull business man offset expenses incurred en route. About £500 was raised for the R.N.L.I.*

*'On the 14th of May some of our class went down town to buy some seeds and they grew into plants that we sold for a penny and then we grew some cuttings and we sold them for 6d. and 9d. and when we had got five pounds for the infants we started to save for the R.N.L.I. . . .'. So ran a letter written by a small girl at the Woodlands Junior School, Tonbridge, Kent, describing part of the programme arranged at her school in support of the life-boat service. The amount collected was £4 12s. 6d.*

*Since 1963, when Commander J. H. Bowen, of Wareham, Dorset, started to collect for the Swanage branch, he has raised over £730 by collecting from customers to his studio. Money is collected by means of a life-boat box and from an adjacent fountain. Commander Bowen estimates that to date some 100,000 coins have been thrown into the fountain. An idea of the success of the fountain as a collecting agent was indicated in a letter received from Commander Bowen in July last year. He said that a mechanical collecting box on the stall table during Life-boat Week produced £4 2s 8d., a larger 'boat' £3 7s. 8d., and the fountain 2,677 coins worth over £18.*

*While on holiday in August, 1969, at Pontins Holiday Camp, Selsey, Sussex, a children's fancy dress competition was held at which Tommy Hamilton, aged 17 months, of West Wickham, Kent, was dressed in his yellow mackintosh and sou'wester. Then he went on stage with an R.N.L.I. collecting box. He won the competition and, in going round the hall, collected £5—possibly a record for such a youthful collector.*

*In sending £1 2s. to the R.N.L.I., Elizabeth Austin, aged 10, Robert Austin, 9, and Andrew Bourne, 6, of Banbury, Oxfordshire, said: 'To get this money for you we picked fruit and sold it at our garden gate'.*

*While on holiday at Fleetwood, Lancashire, Jane Addison, aged 8, of Slough, saw the life-boat go out on duty twice. When she returned to Slough, and without telling anyone, she selected toys and books of her own and sat outside on the kerb selling them. Result: 10s. 4d. for the R.N.L.I.*

## **HALFPENNIES HELP THE LIFE-BOATS**

Mr. Stanley Docherty, of Ashington, Northumberland, has handed over a sum in excess of £52 to the Newbiggin ladies' guild which he raised through collecting halfpennies when they were taken out of general circulation. He received press coverage for his efforts which resulted in support from all sections of the community in all parts of the county. Mr. Docherty, incidentally, has had a lengthy association with the local guild.

## **WEYMOUTH CENTENARY**

When the Weymouth life-boat celebrated its centenary last year the ladies' life-boat guild made an all-out effort to mark the occasion by raising a record £970 for the R.N.L.I. Their life-boat shop, for instance, made over £320.

# NEW YEAR HONOURS

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

## **B.E.M.**

Mr. Henry T. Davies, coxswain, Cromer, Norfolk, life-boat.

Mr. Roland Moore, coxswain, Barrow, Lancashire, life-boat.

Mr. Neil Stewart, jnr., coxswain, Wick, Caithness, life-boat.

The following people actively associated with the R.N.L.I. are also included in the honours list for other forms of public service:

## **C.B.**

Rear Admiral Basil C. G. Place, v.c., D.S.C., Admiral Commanding Reserves, *ex-officio* a member of the Committee of Management of the R.N.L.I.

## **C.B.E.**

Dr. Malcolm Arnold, the composer and conductor, specially wrote the 'Padstow Life-boat March' for the naming ceremony of the new Padstow life-boat. The Duke of Kent, who is President of the R.N.L.I., named the boat.

Councillor D. F. Bevan, mayor of Swansea, *ex-officio* president of the Swansea branch of the R.N.L.I.

## **M.B.E.**

Mrs. Angela Wooldridge, honorary secretary of the Stourbridge branch of the R.N.L.I. for over 12 years.

## COMMITTEE OF MANAGEMENT

Vice Admiral Sir Arthur Hezlet, K.B.E., C.B., D.S.O., D.S.C., who lives in Northern Ireland, has joined the Committee of Management of the R.N.L.I. Admiral Hezlet, who retired in 1964, served in submarines during the war. His post-war appointments included that of Director R.N. College, Greenwich, 1956-1957, and Flag Officer, Scotland and Northern Ireland, 1963-1964.

Another appointment to the Committee of Management is Mr. B. F. Turner, Chairman of the Baltic Exchange.

## The Margate Ladies

In disclosing that the R.N.L.I.'s temporary secondhand shop in High Street, Margate, had netted £800 in three weeks, Mrs. H. D. Ford, honorary secretary of the Margate ladies' life-boat guild, said: 'We must have over 1,000 branches serving populations of over 45,000 (like Margate). If each one made this effort there would be a national annual profit of £800,000 to the R.N.L.I. from such sources alone.'

## Raid on R.N.L.I. Depot

Early in the morning of 7th November, 1969, the nightwatchman at the R.N.L.I. Depot at Boreham Wood, Herts., Mr. Kazimierz Jastrzebski, who is 55, struggled with a gunman who was accompanied by four other men. One of the raiders fired a shot. Mr. Jastrzebski was taken to hospital suffering from bruises and shock.

## EX-COXSWAIN HARRY LLOYD JONES

The death has taken place of ex-Coxswain Harry Lloyd Jones, formerly of Barmouth, Merionethshire, who took part in several daring rescues in Cardigan Bay. He was 70, and 12 years of his long service with the life-boats was spent as boat's officer.

## 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 July, 1970.*

## Stamps

Mr. B. Smale, of 28 Stratford Road, Blacton, Chester, and Mr. R. Smart, c/o Flat 18, 81 Oak Hill, Woodford Green, Essex, are collecting used postage stamps in aid of the R.N.L.I. Readers at home and abroad are urged to support these appeals as the two supporters sell the stamps and send the proceeds to the institution.

## THANKS FROM R.A.F.

The R.N.L.I. has received a letter of appreciation from Air Marshal Sir Andrew Humphrey, K.C.B., O.B.E., D.F.C., A.F.C., for the help given when a Royal Air Force pinnacle overturned at Amble (see page 94).

'I have', he writes, 'had the opportunity of seeing the papers stemming from the inquiry and I am writing to tell you how impressed I am by the speedy and very efficient way in which the call for help was answered. I have particularly noted the valuable and heroic work carried out by Mr. Stewart and Mr. Scott who were the crew members of the IRB.'

'The efficiency and gallantry of the life-boat service has always attracted the greatest admiration of all members of the R.A.F. It is our great privilege to be closely associated with you in this work and incidents such as this sad accident show how closely we have learned to work together.'

## Donation from Ship's Company

The ship's company of H.M.S. *Leander* have given the R.N.L.I. £430 to help pay for an IRB for Margate, Kent. Mr. H. B. Fleet, the honorary secretary at Margate, who went to Portsmouth to receive a cheque for that amount from the officer commanding the vessel, Captain D. J. Bent, D.S.C., R.N., was told that the money was raised mostly in the Far East through competitions and raffles.

## Apprentices Help

Last year the Apprentices' Association of the National Physical Laboratory, Teddington, Middlesex, adopted the R.N.L.I. as their charity for 1969. Encouraged by the Twickenham and district branch of the R.N.L.I., they held a sponsored event at the Army Guards Depot, Pirbright, Surrey, during which the contestants had to tackle all the obstacles—31—along the official course. They were sponsored at 2d. a head for every obstacle cleared. In this way the apprentices raised over £200.

## Y.L.A. SECTION *(continued from page 103)*



*by courtesy of]*

*[Belfast Telegraph*

The Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., arriving at the Belfast Boat Show on 18th February, 1970. Admiral Woods, while in Northern Ireland, visited a number of life-boat stations.

### **A REMINDER**

May we remind members of the Y.L.A., whose subscriptions are not paid by banker's order, that their renewals are due on the anniversary of joining? We will write to anyone not paying but obviously this means additional work and cost. It would help tremendously if renewals could be sent automatically to the R.N.L.I. office of the Y.L.A. at 146 Bishopsgate, London E.C.2, on the due date, quoting the membership number.

We need hardly say that a banker's order would avoid any inconvenience, so we do urge members to complete one. Forms are obtainable from the same address.

### **AUSTRALIANS LIKE THE R.N.L.I.**

Mr. Arthur D. Senior, who is skipper of the 12th Ballarat Sea Scouts at Ballarat, Australia, in thanking the R.N.L.I. for reading matter sent to the scouts, said the stories were an 'inspiration to our boys'. He added that the scouts often go out to help boats in distress.