

THE LIFE-BOAT

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PORTRAIT OF A COXSWAIN



Coxswain John Donnan, of the Cloughey-Portavogie, Co. Down, life-boat *Glencoe, Glasgow*. Appointed coxswain in April, 1966, he had previously been second coxswain from April, 1961, to March, 1966. In 1965 the old Cloughey station was closed for a new station known as Cloughey-Portavogie. Coxswain Donnan, when this picture was taken, was wearing the old type of life-jacket which has now been replaced with the modern life-jacket and protective suit.

NOTES OF THE QUARTER

THE weekend of 15th/16th August, 1970, was the busiest the life-boat service has known in its entire history. Winds of force 10 or more were blowing, and there was a spate of activity by both life-boats and inshore rescue boats, particularly in Wales. The total number of calls on life-boats was 40 and on inshore rescue boats 22. Off the Welsh coast alone there were launches by the Barry Dock, Fishguard, New Quay, Pwllheli, Rhyl and Tenby life-boats and by the Aberdovey, Abersoch, Conway, Criccieth and Mumbles IRBs. The previous busiest weekend was in July, 1956, when 52 life-boats were launched after a hurricane had sprung up unexpectedly. At that time of course there were no IRBs in service.

When such disturbances occur in the height of summer there is clear evidence that among the many who find themselves in trouble and in need of the help of the R.N.L.I. some are skilled and experienced yachtsmen.

ARRANMORE'S NEW LIFE-BOAT

The life-boat involved in the Longhope disaster in 1969 has returned to service after being completely overhauled. She is now on operational duty at Arranmore, where the crew have spoken in the highest terms of the boat's qualities. A number of them had the opportunity of gauging her performance in a variety of conditions during the long passage of the life-boat from Littlehampton, where the overhaul and modifications were carried out, to the station in County Donegal. The after cabin of the life-boat has been made watertight. She is fitted with a watertight door at the forward end of the cabin and with a watertight stretcher hatch near the after end. These structural changes have also necessitated a modified system of ventilation for the cabin. In addition four freeing trunks have been fitted in the wheelhouse deck and all the side scuppers have been removed. The primary purpose of the modifications is to increase the range of stability of the boat.

COST OF LIFE-BOAT AND IRB STATIONS

The question is frequently asked: what is the cost of a life-boat station? There is no clear-cut answer. The actual disbursements of station branches do not represent the real costs because they cannot take into account the ultimate cost of replacing the life-boat or the money spent on research work and the ancillary services needed. A closer approximation can be reached by taking as a starting point the total cost of the service after money spent on fund raising and publicity has been deducted. Certain other deductions have also to be made, and the sum then left may be divided by the number of stations. Clearly life-boat stations are much more expensive to run than IRB stations, and the method adopted by the R.N.L.I. is to divide costs in the ratio of 9 : 1 life-boats to IRBs. The figures which result from this exercise are that in 1969 the average cost of running a life-boat station was £10,750 and the average cost of running an IRB station £1,600.

NEW TYPES OF IRB UNDER EVALUATION

Four new types of fast inshore rescue boat developed from designs prepared at Atlantic College in South Wales have been undergoing evaluation trials on different parts of the coast. Two of the new boats are 21 ft in length and fitted with twin 40 h.p. outboard engines. The other two are 16 ft in length and have a single 40 h.p. outboard engine. All four boats are termed 'rigid inflatables',

as they have a wooden bottom containing four water-tight compartments. This is attached to the buoyancy tubes. The larger of the boats is fully equipped for night operations. The estimated speed of each new boat is 28 knots. The future use of these craft for operational purposes will be decided after a detailed study of the results of the evaluation trials.

RACING CARS HELP LIFE-BOATS

Mr. Edward Gordon Thomson, a former chairman of the Ben Line, made a munificent gift to the R.N.L.I. in the form of 17 post-vintage thoroughbred and historic racing cars. They were all auctioned by Sotheby's at Gleneagles Hotel in August and produced the gross sum of £58,630. The net figure was £53,786. One 1955 Jaguar 3½ litre D-type two-seater sports car was sold for no less than £10,000. This car was the winner of the Le Mans 24-hour race in 1956. The car's new home will be in Fife, the owner having decided that he wanted to ensure that this historic car remained in Scotland. A 9-year-old American boy, Todd Jenkins of Richmond, Virginia, successfully bid £1,150 for a 1960 Cooper Monaco.

BOYS SNATCHED FROM BLOCK

LETTERS of appreciation signed by the Secretary of the R.N.L.I., Captain Nigel Dixon, R.N., have been sent to the crew of the Eastney, Hampshire, IRB, Mr. J. Fletcher and Mr. R. Faro, for the rescue of two boys who were marooned off Southsea beach. Similar letters were also sent to the police and to Mr. John Andrews of the Eastney Coastguard.

It was at 7.9 a.m. on 22nd February, 1970, that news was received that the boys were marooned on a concrete block. The IRB was launched at 7.24 in near darkness a few minutes after low water in a south westerly wind force 6 with gusts to force 7 with drizzle and low cloud. Due to the state of the tide the IRB had to go almost to the Langstone Fairway buoy before turning to the north west to close the shore.

After they turned they could see parachute flares lighting up the scene of the casualty. Due to the very short steep sea that was running, particularly after the turn to the north west, only half or slow speed could be made and the two crew of the IRB changed positions several times taking turns on the tiller, as the man forward was so shaken by the pounding.

Meanwhile at the beach rescue operations had been launched by swimmers. Police Constable Graham Lawrence and a civilian, Mr. David Jones, both trained life-savers, had swum out to the block which was only some 40 yards from the water's edge at low tide. P.C. Lawrence had brought one of the boys ashore but the other boy had refused to enter the water and Mr. Jones remained on the block with him to await the arrival of the IRB.

HEAVY SEA

At the same time as the IRB was called out the C.R.E. had been brought to the scene. After the first boy had been rescued the tide began to rise and to those waiting on shore the IRB seemed to be a very long time in coming, as it was only able to make good about six knots over the ground with a foul tide of two knots and the heavy head wind and sea.

At low water the top of the block had been a foot or more clear but during the wait for the IRB the tide rose until it was awash and it was clear that as soon as it was covered Mr. Jones and the boy would be unable to keep their foothold on it as it was slippery with weed. The breeches buoy was therefore rigged to



by courtesy of]

The yacht *Orchid II* pictured on 11th July, 1970, in trouble on the ebb tide on Caernarvon bar. Before the photograph was taken storm oil had been used by the Porthinllaen life-boat (pictured in the foreground) to calm the sea. One man was taken off the yacht by helicopter and then she was towed by the life-boat to Port Dinorwic.

[Motor Mechanic D. L. Faulkner

bring the man and boy ashore. Police Sergeant Evans swam out to the block, taking with him the end of a rocket line, and he then hauled out a heavy line. This line had three bowlines made in it and carried three life-jackets so that it could be used to haul to the shore the boy, Mr. Jones and the police sergeant. Just as the bowline was being placed round the boy, the IRB reached the block at 7.55 and Mr. Fletcher drove the bows up on to it. Police Sergeant Evans let the line go and he, the boy and Mr. Jones tumbled into the boat which immediately headed for the beach.

A south easterly swell was breaking on the beach to a height of about four feet, and choosing his moment, Mr. Fletcher drove the boat straight up and the survivors were landed, the boy being taken to hospital and the two men to their homes. The IRB returned to her station at 8.25.

CASUALTY MIGHT HAVE CAPSIZED

OUTSTANDING services in which courage and skilled seamanship were displayed by St. Mary's, Isles of Scilly, life-boat personnel in the rescue of ten crew from a Swedish motor vessel under fierce weather conditions, have been recognised through R.N.L.I. awards.

Coxswain Matthew Lethbridge, jnr. has been awarded a silver second service clasp, and second coxswain Ernest Roy Guy and motor mechanic William Richard Burrow have been awarded bronze second service clasps.

Additionally, Richard Lethbridge (bowman), William Harry Lethbridge (assistant mechanic) and crew members Rodney Terry and L. Green have been accorded the R.N.L.I. thanks on vellum for their part in the gallant and lengthy rescue operation.

This began at 2.22 a.m. on 21st February, 1970, when the coastguard reported that the 450-ton *Nordanhav* of Lidköping was listing heavily north of the Isles and in need of immediate help. The weather was squally, visibility poor, with a very rough sea and heavy swell. The life-boat *Guy and Clare Hunter* was launched. In a force 8 wind and strong flood tide she headed for the initial Mayday position without reducing speed in view of the urgency.

Nearly an hour later the life-boat was told that H.M.S. *Ulster* had sighted red flares in the distress area and that an aircraft was also searching. Then H.M.S. *Ulster* found and stood by the casualty, the crew of which were preparing to abandon ship. Overcoming by skilled seamanship difficulties caused by interference on the radar screen, Coxswain Lethbridge continued on his course and eventually reached the casualty. The ship at this time had no power and was therefore showing no lights so was not visible until the life-boat came within close range.

UNSTABLE CONDITION

The *Nordanhav*, which was illuminated by the R.N. ship's searchlight, was lying down by the head, listing badly to port and rolling and pitching in an obviously unstable condition.

Realising there was a possibility of the ship capsizing, Coxswain Lethbridge decided to close her without delay. He took the life-boat between H.M.S. *Ulster* and the casualty and turned alongside the motor vessel's port side, but so bad were the conditions it was not possible to use securing ropes and it was out of the question to approach the pilot ladder.

Coxswain Lethbridge, using considerable skill and judgment, kept the life-boat alongside amidships using his helm and engines—in spite of the violent conditions which caused his boat to 'bounce' badly 10 feet to 15 feet away from

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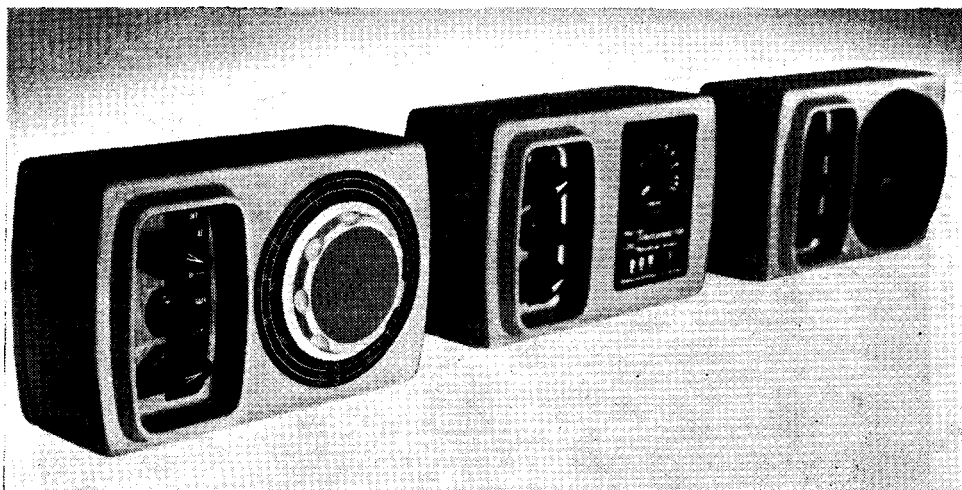
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the casualty. Each time the vessels came together survivors were grasped by crew members and helped aboard the life-boat. At times the life-boat stanchions were bent inboard almost blocking the starboard working area. Although these spring back they were an ever-pressing danger to the men aboard.

Throughout the rescue operation there was constant threat of the casualty capsizing on to the life-boat, but by 7.10 a.m. all survivors were aboard the *Guy and Clare Hunter*, which was then manoeuvred clear and headed for St. Mary's, arriving back at station at 1.2 p.m. after a 35-mile passage.

Longhope Memorial Unveiled

A memorial to the crew of the Longhope, Orkney, life-boat who lost their lives on the night of 17th March, 1969, when their boat capsized in severe weather conditions, was unveiled in Osmondwall cemetery by Queen Elizabeth the Queen Mother on 9th August, 1970. The memorial is in the form of a life-boatman gazing out to sea.

The R.N.L.I. was represented by the Chairman of the Committee of Management, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., The Duke of Atholl, Convener, Scottish Life-boat Council, and Commander P. D. Sturdee, O.B.E., R.N., Chief Staff Officer (Operations).



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[The Glasgow Herald

Queen Elizabeth the Queen Mother unveiling the statue to the Longhope life-boatmen at Osmondwall cemetery, Orkney, on 9th August, 1970.

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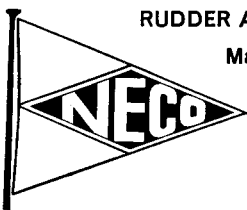
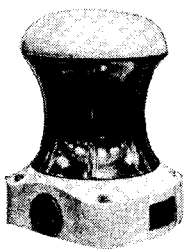
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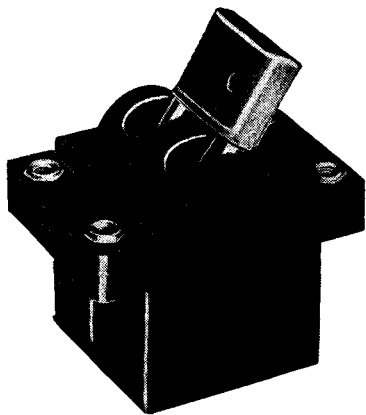


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CENTRAL APPEALS COMMITTEE*

WHO WE ARE—We are a group of voluntary workers, each associated with a branch or guild, who believe that the financial needs of the R.N.L.I. are urgent and that the new money necessary to meet the previous deficits and rising costs can be best provided by voluntary effort and central or national Appeals.

We are doing this work over and above our voluntary work with our local branches which we believe ensures that the Central Appeals Committee, which is representative of each life-boat district in England and Wales, is in touch with current life-boat fund-raising ideas from all districts where our functions are carried out.

We are not a group of people which is going to show everyone else how things should be done. We entirely respect local branches and the wonderful voluntary service of everyone associated with them.

THINGS THAT ARE HAPPENING

National Balloon Race. The release will take place on *Sunday, 15th November, 1970*, not the 8th November as previously stated, for it would not be proper to hold the event on Remembrance Sunday. So many balloons are expected to have to be released that, taking into account the regulations designed for air safety, it is impossible to release them from one point in one day. The public will be welcome to attend the release taking place at the Sea Cadets Headquarters, Redhill, Surrey. Information regarding the arrangements can be sought from the South East District representative, Mr. F. Carl Seager, M.B.E., Robins Close, Buckland, Betchworth, Surrey. Other releases will take place from Air Training Corps Headquarters, Reigate, Surrey, Brockham Big Field, Dorking, Surrey, R.A.F. Kenley, Surrey, and Stockwell College, Bromley, Kent. Branches are particularly requested that unsold labels should be returned direct to Mr. Seager so that they can be sold on the release day if possible. Over 200 branches are taking part in this project. The money they raise goes to the credit of their own branch account.

SUGGESTIONS APPRECIATED

The many suggestions that have come from branches and guilds throughout the whole of the country are greatly appreciated. I do hope that you will keep writing to me with your ideas which I am always pleased to receive at 28 Chislehurst Road, Orpington, Kent.

It is a tremendous task to raise £550,000 of new money to replenish the sum that had to be taken out of the General Funds to meet the deficits of 1966/7/8. We are determined to succeed, but it should be clearly understood that the money raised will be credited to branch accounts from where it emanates, so the success of the Central Appeals Committee projects will result in bigger branch collections.

In the next number I shall be reporting progress on other projects, in particular the important national walk which we are planning for the spring.—R.N.C.

*Details of the CAC, whose chairman is Mr. Norman Crumbie, were given in the April Journal (page 82).



On Easter Sunday the eight young ladies shown here, dressed in R.N.L.I. jerseys and red mini-skirts, walked from Tower Bridge to Hyde Park Corner—a distance of 20 miles—circumnavigating the city and West End. Organisations such as the Rotary Clubs, Townswomen's Guild and Round Table sponsored the walk, and the sponsor form had wide appeal because a photograph of the named participants was published with it, thus giving authenticity to the event. Over £1,200 was promised by the sponsors. Miss Shirley Foale, a typist at the Wembley office of the R.N.L.I., took over the actual organisation, did much of the paper work in her own time, and walked the whole distance with the group. Miss Foale, in addition, obtained sponsorship for £470.

THE GROSVENOR CIRCLE

Once more the Institution's drama group, The Grosvenor Circle, is to enter Westminster Drama Festival in November. Last year was the first time the group entered the festival, and it was a successful effort by all. This year's entry, 'The Walrus and the Carpenters', by R. J. Boswell, is already under rehearsal. Anyone interested in joining should contact the honorary secretary, Mrs. M. Blumsum, c/o R.N.L.I., 42 Grosvenor Gardens, London, S.W.1 (Tel.: 730-0031, extn. 101).

NAMING CEREMONIES

As briefly reported in the July issue of *THE LIFE-BOAT* (page 154) a number of life-boat naming ceremonies have taken place.

Barry Dock, Glamorganshire: the 44-foot steel life-boat *Arthur & Blanche Harris* was named by Lady Traherne, wife of the Lord Lieutenant of Glamorganshire, on 2nd May. The cost of the boat was defrayed by a legacy left by Mrs. B. A. L. Harris of London, W.1. Mr. Raymond Cory, a member of the Committee of Management of the R.N.L.I., accepted the boat on behalf of the Institution, and Captain G. C. E. Trueman, honorary secretary at Barry Dock, accepted her on behalf of the station. The dedication was performed by Canon C. A. Davies, Rector of Cadoxton-Juxta-Barry, assisted by the Rev. Father Cresci.



by courtesy of]

[J. P. Morris

The new Barry Dock life-boat *Arthur and Blanche Harris* circling the harbour after the naming ceremony.

Rosslare Harbour, Co. Wexford: the *R. Hope Roberts*—a 48-foot 6-inch Solent class life-boat with a steel hull—was named by Mrs. J. Lynch, wife of the Prime Minister of the Irish Republic, on 2nd May. The cost of the boat was defrayed by the appropriation of the proceeds of legacies of Miss Annie Ronald, Mrs. Rhoda Hope and Miss E. E. Roberts, together with an anonymous donation of £23,500. Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., Chairman of the Committee of Management, delivered the boat to the care of the Wexford and Rosslare Harbour branch, and Mr. C. G. Miller, station honorary secretary, accepted the boat on behalf of the branch. The Most Rev. Dr. D. J. Herlihy, Bishop of Ferns, and the Right Rev. Dr. H. R. McAdoo, Bishop of Ossory, Ferns and Leighlin, blessed the life-boat.

Exmouth, South Devon: the *City of Birmingham*—a 48-foot 6-inch Solent type—was named by Mrs. Charles V. G. Simpson on 16th May. The cost of the boat was defrayed by contributions made by the citizens of Birmingham and the general funds of the Institution. The Deputy Mayor of Birmingham (Ald. Charles V. G. Simpson) handed over the life-boat on behalf of the City of



by courtesy of]

[Roger M. Smith

An aerial picture of the Rosslare Harbour life-boat *R. Hope Roberts* which is a 48-foot 6-inch Solent type costing about £70,000.

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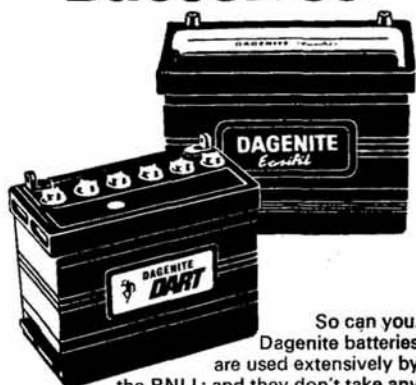
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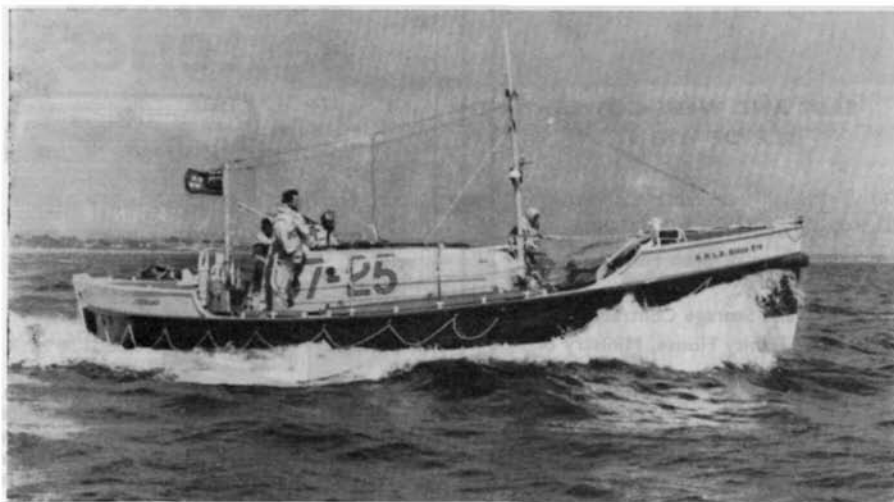
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Birmingham, and she was received on behalf of the R.N.L.I. by Admiral Sir Wilfrid Woods, and Mr. C. E. Chown, honorary secretary of the station. The Lord Bishop of Exeter, the Right Rev. R. C. Mortimer, dedicated the life-boat, assisted by the Rev. R. T. Urwin, Vicar of Littleham cum Exmouth, the Rev. A. Lester-Hetherington, Free Church, and the Rev. Canon J. P. O'Malley, Roman Catholic priest.

Peterhead, Aberdeenshire: the *James and Mariska Joicey*, also a 48-foot 6-inch Solent type, was named by Miss Magda Joicey on 6th June. The life-boat was provided by a gift from the James Joicey Trust. Mrs. E. M. Hinton handed over the life-boat to the Institution, and His Grace The Duke of Atholl, Convener, Scottish Life-boat Council, accepted the boat on behalf of the Committee of Management. Mr. W. A. P. Cormack, honorary secretary of the station, received her on behalf of the local branch. The Rev. William H. Brown, Minister of St. Andrew's Church of Scotland, Peterhead, and Superintendent Vernon Carey, R.N.M.D.S.F., conducted the dedication.

Bembridge, Isle of Wight: the *Jack Shayler and The Lees*, which is a 48-foot 6-inch Solent type, was named by the Governor of the Isle of Wight, Earl Mountbatten of Burma, on 3rd July. The cost of the boat—£70,000—was defrayed from the legacies of the late Miss Annie G. Shayler of Burgh Heath, Surrey, and Mr. Alfred Lees, of Oldham, Lancashire, and the general funds of the R.N.L.I. Sir Charles Baring, a member of the Committee of Management, handed over the life-boat to the station, and she was accepted by Mr. A. P. Weaver, B.E.M., honorary secretary. The Archdeacon of the Isle of Wight, the Venerable Ronald V. Scruby, dedicated the life-boat, assisted by the Rev. J. Buckett, Vicar of St. Helens, the Rev. J. Charlton Blackburn, Methodist minister, and Father J. Balfe, Roman Catholic priest.

Ramsey, Isle of Man: the *James Ball Ritchie*—a 37-foot Oakley type—was named by Mrs. Ritchie on 9th July. The cost of her was defrayed by a gift from Mrs. Ritchie in memory of her husband, the late Mr. James Ball Ritchie. Captain Nigel Dixon, R.N., Secretary of the Institution, accepted the boat on behalf of the R.N.L.I., and Mr. B. T. Swales, honorary secretary, on behalf of the local



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[J. A. McMullin

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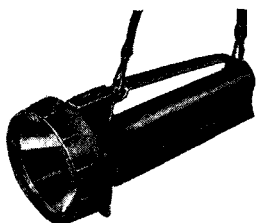
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branch. The Lord Bishop of Sodor and Man, the Right Rev. Eric Gordon, dedicated the life-boat, assisted by the Rev. Francis Wood, parish priest of Our Lady of the Sea and St. Maughold's, Ramsey, and the Rev. E. J. Le Poidevin, chairman of the Methodist Church, Isle of Man district.

New Quay, Cardiganshire: the *Birds Eye*, which is a 37-foot Oakley life-boat, was named by the president of the New Quay station branch of the R.N.L.I., Mr. Alastair Graham, on 9th September. Mr. M. G. Moss, marketing development director of Birds Eye Foods Ltd., presented the life-boat to the R.N.L.I., and she was accepted on behalf of the Institution by Rear-Admiral D. J. Hoare, C.B., M.I.MECH.E., M.R.I.N.A., a member of the Committee of Management. Captain J. Byron Jones, O.B.E., honorary secretary of the station, accepted the boat on behalf of the local branch. The Lord Bishop of St. David's, the Rt. Rev. J. Richard Richards, dedicated the life-boat.

IRB GIFT BY COMPANY

Every year the Abbey Life Assurance Co. Ltd. donates a certain sum of money to charity. About two years ago there was a mobile display by the R.N.L.I. outside St. Paul's Cathedral which was directly opposite Abbey Life offices. This was how Lymington, Hampshire, came to receive its new IRB on 22nd July, 1970.

The new boat—it bears the number 181—was handed over to Major General Ralph H. Farrant, C.B., a member of the Committee of Management, by Mr. W. Daniel Dane, agency director of Abbey Life. Together with equipment she cost £1,000 and has replaced the craft which had been on station at Lymington for the past five years.



The new Lymington, Hampshire, IRB which was presented by the Abbey Life Assurance Co. Ltd. to the R.N.L.I.

by courtesy of]

[B. Manby

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Y.L.A. SECTION



In the July issue of 'The Life-boat' it was reported that Mr. Bernard Hayman, Editor of *Yachting World*, had his new car registered YLA. To date Mr. Hayman seems to be the only admitted holder of such a registration among Y.L.A. members.

Y.L.A. TO THE RESCUE

by Alasdair Garrett

On the afternoon of 22nd July, 1970, after parting company with the Y.L.A. chairman homeward bound in his *Black Cygnet*, I was on passage in our 7-ton sloop *Ar-Men* from l'Aberwrac'h bound for Roscoff. It was a fine sunny afternoon with good visibility and a calm sea as with the flood tide under us we bowled along before a light westerly with genoa boomed out.

Off the Aman-ar-Ross reef we sailed close aboard a small decked fishing vessel about 30 feet in length lying to an anchor. A shirt was displayed from a short spar and her crew waved and shouted to us as we passed. They were clearly in distress so we handed sail and cruised around slowly under power.

ENGINE FAILED

The *Bilic* was out of Pontusval for an afternoon trip with the owner's daughter Françoise Morizur and friend Alain Levenec and when their engine failed off the reef, they wisely let go. Being some three miles off-shore in waters little frequented by other vessels, they now wanted a tow. Accordingly after *Bilic* had got her anchor, *Ar-Men* worked round to windward to pass the tow-line and making sail once again we resumed our course with *Bilic* in tow.

The crew of *Bilic* were anxious to be taken to Pontusval—a small drying port about six miles to the eastward—and accordingly I agreed to stand in close enough to allow *Bilic* to let go in a position where she could attract attention from the shore without difficulty.

Meanwhile, on board *Ar-Men* I explained to the ship's company—my sailing

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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 January, 1971, when a larger format will be used. The new Journal will have a coloured picture cover.

partner Peter Parley, my 18-year-old son Charles and his school friend—the wrinkles of towage and salvage and why it was important that we should pass *our* line rather than accept a line from the tow. The boys had visions of a crew's share of a substantial salvage claim and were rather disappointed to be told that Y.L.A. members would never dream of making a claim in these circumstances!

Off Pontusval we met a launch with a powerful outboard (also belonging to M. Morizur) which had been despatched by the owner on a search-and-rescue mission. Accordingly we slipped the tow, after arranging to meet *Bilic's* crew at the Café du Port, Roscoff, at 21.00.

A CELEBRATION

Ar-Men then resumed her passage and made port without further incident. We were very pleased to find *Fairlight*, R.C.C., alongside and later both ships' companies repaired ashore for supper. Alain and Françoise arrived punctually with a fine bottle of Remy Martin as a mark of their appreciation of the assistance rendered. They were persuaded to be our guests for supper and we had a most enjoyable evening together.

The following morning *Fairlight* and *Ar-Men* sailed for the Solent. We had a fast passage although 24 hours out the wind freshened to near gale force. The 'Fairlees' and the 'Armenians' dined together again in Yarmouth, I.O.W., on the night of 24th July. Later, as we all sat in the saloon of *Ar-Men* with a gale howling through the rigging, a glass of 'cognac de sauvetage et de remorquage' was particularly welcome!

LIFE-BOATMEN THANKED

It is always encouraging for the life-boat service to receive letters of thanks for services rendered. In this connection, following a towing service undertaken by the Clacton life-boat on the night of 23rd March, 1970, in respect of the *Caprice*, the following letter was received from Mr. S. B. Spencer, of Hawkwell, Essex: 'I should be grateful if you would convey my most sincere thanks to them not only for their skill and competence for a successful tow without even a minor mishap under trying conditions but especially for their kindness and cheerfulness in turning out in the middle of the night.

'I don't know whether there will be any charge* for the life-boat service but if not I should like to make a suitable donation to the Institute to cover at least out-of-pocket expenses. I realise, however, that nothing can fully pay for the service rendered and I shall always be indebted to both the crew and the R.N.L.I.'

**The R.N.L.I. aids all vessels in distress—without charge.*

Y.L.A. SUBSCRIPTIONS

Some members who pay their subscriptions by bankers' order may have received renewal notices and reminders and we would ask these members to accept our apologies for our mistake. Anyone who has received such a notice can help by returning it to us informing us of the date and method of payment so that our records can be corrected. Please be sure to add your membership number.

Similarly some of those who pay their subscription by cash may have received reminder notices after payment has been made. In some cases this is unavoidable due to letters crossing in the post but in other cases an administrative error has occurred for which we must offer our apologies. Again it would be of great help if such notices issued in error could be returned to us with the information requested in the preceding paragraph.

SECOND BIRTHDAY OF Y.L.A.

The Y.L.A. will soon celebrate its second birthday and complete its first year of dealing with subscription renewals—a year in which much valuable experience has been gained. By the New Year we hope to have all membership records fully mechanised and to eliminate mistakes as far as is humanly possible.

At the time of going to press membership of the Association is approaching 6,000 and our target for 1971 is to pass the five-figure mark. This week we received from Mr. E. W. Stokes (member No. 5048) a letter enclosing three application forms with covenants and bankers' orders completed for full membership. If every member would do his/her best to emulate this example during the coming year we shall achieve our target without difficulty. Thank you Mr. Stokes!

SPONSORED SWIM

More than 100 children from Filey County Junior School, Yorkshire, were made honorary members of the Filey branch of the R.N.L.I. at a ceremony in June. This was their reward for raising £106 for Filey life-boat in a sponsored swim.

In this connection it is worth remembering that the Y.L.A. has a school membership scheme. Annual membership for schools prepared to join the Y.L.A. is £3. In return for this the school receives a free copy of the Journal and every pupil in the school is entitled to purchase or wear a special Y.L.A. badge costing 6d.

LIFE-BOAT CHRISTMAS CARDS AND CALENDARS


In the last number of THE LIFE-BOAT (pages 160-161) reference was made to the Institution's Christmas cards and calendars. A colour leaflet showing the full range is enclosed with this issue, together with an order form. It is hoped that all our supporters will buy life-boat cards and calendars. It should be noted, however, that they will not be available through our Dublin office from which special cards for Ireland can be obtained. Their address is: 10 Merrion Square, Dublin, Republic of Ireland.

INLAND LIFE-BOAT CREW

Stockport's unique life-boat crew—the only inland crew recognised by the R.N.L.I.—recently received a silver and bronze statuette of a life-boatman in appreciation of the crew's 33 years' work in collecting for the Institution.

The presentation was made to Mr. W. L. Barber by the Mayor of Stockport (Ald. James E. Walton) who is also a keen supporter of the R.N.L.I.

Close on £590 was raised at the annual Colchester flag day on 13th June, 1970, and the earlier house-to-house collection. Both were organised by Mrs. Norman Clarke, secretary of the Colchester ladies' life-boat guild, whose husband (right) gave *Essex County Standard* girls Frances Brown, Sue James, Anne-Marie Barry and Christine Tyler some advice on the art of flag selling.



STAMPS WANTED

Mr. Barrie Smale, of 28 Stratford Road, Blacon, Chester, reports continued progress with his R.N.L.I. stamp appeal, a cheque for £13 being received from him in July. Mr. Smale is making up approval books of stamps to send to stamp clubs. He believes that this arrangement will considerably increase his donations to the life-boat service.

DOLPHIN IN PUBLIC RELATIONS EXERCISE

The IRB at Hartlepool, Co. Durham, had an unusual service on 21st June, 1970, which it turned into 'a public relations exercise owing to the beach being packed with visitors and a rather smelling dead dolphin causing some headaches to the embarrassed authorities'.

The honorary secretary's report, given here in full, stated: 'Crew assembled in boathouse doing work on boathouse when Acting Sergeant T. Emmerson came to the boathouse in the patrol car and asked if a dead dolphin could be towed out to sea as no corporation workmen could be contacted owing to the very fine summer's day. IRB proceeded to the crowded Seaton beach where a rope was tied to the dolphin's tail. Dead dolphin towed out to sea—2 miles.'

To help their local life-boat day publicity campaign, Susan Gardiner, of Helensburgh, Linda Kelly, of Cardross, and Janet McMillan, of Helensburgh, volunteered to be towed about Helensburgh, Dunbartonshire, on 6th June, 1970, in an IRB. At the pierhead, which was the girls' 'station' after each tour, a stall selling life-boat souvenirs raised over £45.



CIVIL SERVICE LIFE-BOAT FUND

The annual report of the Civil Service and Post Office Life-boat Fund for 1969 discloses that the total subscription received last year amounted to £28,623. This was a record. While the increase constituted arrears from the previous year, there was a noticeable trend towards increased departmental contributions.

The Fund was founded in 1866 by the Post Office and in just over a century has made a total contribution of over half a million pounds and purchased 35 life-boats. Between them they have saved to date well over 3,000 lives.

Mr. J. S. Chapman, Public Trustee Office, Kingsway, London, WC2B 6JX, is the honorary secretary.



by courtesy of]

[E. Cheek, Essex County Standard



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[Craig M. Jeffrey Ltd

RESCUE IN VIOLENT SEAS

COXSWAIN Dermot Walsh of the *Valentia*, Co. Kerry, life-boat has been awarded a silver medal and six of the crew members accorded the Institution's thanks on vellum, for courageous rescue operations off the west coast of Ireland.

These took place in darkness and appalling weather conditions on the night of 20th/21st February, 1970, when the life-boat *Rowland Watts* went to the help of the 650-ton motor vessel *Oranmore* of Limerick, in distress with her engines broken down nine miles N.N.W. of Brandon Head.

The operation—through which eventually 10 crew members were rescued alive and the body of another crew member was also recovered—followed a call from Valentia radio station. At 6.5 p.m. the life-boat slipped her moorings and started on a 42-mile passage to the distressed vessel. The sea was rough and it was about one hour before high water at Knightstown.

A northerly course was made through the Blasket Sound to Sybil Approach where an alteration N.E. towards the position of the rapidly-drifting casualty was made. Parachute flares fired by the rescuers were spotted by the *Oranmore* and, in turn, reported through Valentia radio.

At 11.15 p.m. the life-boat was hove-to off the casualty in very high seas and heavy Atlantic swell. Two hours later, with his vessel's remaining anchor dragging, the ship's master signalled that he wished part of the crew taken off. Coxswain Walsh made his first run-in and despite the life-boat rising between 20-30 feet with crashing seas, one man was snatched to safety from a rope ladder placed on the ship's starboard side. A second similar run was made and two more men were snatched from the ladder, but it was impossible to hold the life-boat alongside more than a few seconds. At this stage the suggestion to abandon ship was taken.

SHIP'S MATE FELL

After the coxswain had successfully passed a nylon securing line to the *Oranmore* he got the life-boat alongside and by skill brought her towards the ship's ladder as she was swept aft by the heavy seas. This manoeuvre was repeated several times, and sometimes a man successfully jumped and was caught, on other occasions he was grabbed from the ladder. Unfortunately, the seventh man, the ship's mate, miscalculated his jump and fell into the sea. Momentarily leaving the scene the life-boat coxswain grabbed the man with a boat hook and with other crew members managed to haul him over the stern. Mouth-to-mouth resuscitation was immediately applied by the coxswain, followed by mechanic Houlihan, and continued by other survivors, but unfortunately the man was not revived.

The rescue work was continued despite the violent seas and the remainder of the *Oranmore's* crew was taken off by 2.10 when the life-boat slipped her head-rope. As the engines worked astern the port propeller became fouled by a rope, but efforts to force this failed.

Coxswain Walsh decided to run for Kilrush Harbour where the life-boat arrived at 6.15 a.m. Medical help was waiting to attend injuries. After a meal the life-boat crew was allowed to rest at the home of Dr. D. Ryan (honorary treasurer of Kilrush and Kilkee R.N.L.I. branch) and her husband. Later hotel accommodation was provided by the *Oranmore's* owners until the life-boat left Kilrush the following day after repairs.

Life-boat crew members accorded the Institution's special thanks are: Bowman Anthony O'Connor, Mechanic John Joseph Houlihan, his assistant, Patrick Murphy, crew members John Curran, John Curtin and Neale Murphy.

Life-boat services round the Coasts

MARCH

No. 2 Life-boat Area

Port St. Mary, Isle of Man – At 4.30 p.m. on 28th March, 1970, the life-boat's motor mechanic told the honorary secretary that a fishing boat was signalling for assistance off Scarlet point. After confirmation from the coastguard the life-boat *R.A. Colby Cubbin No. 2* slipped her moorings at 4.50. There was a north north westerly gale with a rough sea. The tide was ebbing. The life-boat came up with the m.f.v. *Silver Wave* with a crew of two on board. A rope had fouled her propeller and she was drifting. The fishing vessel was taken in tow to Port St. Mary, and the life-boat returned to her station at 6.10.

Troon, Ayrshire – At 11.5 a.m. on 14th March, 1970, the police informed the coxswain of the life-boat that a rubber dinghy with three people on board, which had put to sea the previous evening, had failed to return. The life-boat *Connel Elizabeth Cargill* slipped her moorings at 11.15. It was low water. After searching near Lady Isle and southwards, she came up with the dinghy at 12.30 p.m. about two miles north of the Heads of Ayr. The dinghy's paddles had been lost. At 12.30 the dinghy and her crew were taken aboard the life-boat. She returned to her moorings at 1.15.

No. 4 Life-boat Area

Great Yarmouth and Gorleston, Norfolk and Lowestoft, Suffolk – At 8.4 a.m. on 13th March, 1970, the coastguard informed the honorary secretary that the Dutch coaster *Interwave* was aground on the Cross Sands bank. The Great Yarmouth and Gorleston life-boat *Khami* slipped her moorings at 8.10 in a fresh

north easterly wind with a moderate sea. It was shortly after low water. Visibility was poor with driving rain. The Lowestoft life-boat *Frederick Edward Crick* slipped her moorings at 8.30 to assist in the search as a further distress message from the coaster reported that she was on the Corton bank. An R.A.F. helicopter was also summoned to assist. The Great Yarmouth and Gorleston life-boat came up with the *Interwave* at 9.15 on the north west tip of the Scroby sands. She had been located by the helicopter. She was bumping heavily with a heavy swell breaking over her. The Lowestoft life-boat reached the area at 9.30 and stood by while the *Khami* took off a woman and a little girl from the coaster. The transfer to the life-boat was accomplished only after a number of attempts. The woman and child were landed at Gorleston, and the Lowestoft life-boat stood by in the meantime. At 2.29 the Lowestoft life-boat took off four members of the coaster's crew and landed them at Gorleston. She returned to her station at 3.19. The *Khami*, having refuelled, returned to the grounded vessel. At 4.52 with the tide falling and the ship no longer rolling the two remaining members of her crew were winched to safety by the helicopter and landed at Great Yarmouth. The *Khami* returned to her station at 5.35.

No. 5 Life-boat Area

Bembridge, Isle of Wight – At 11.44 a.m. on 24th March, 1970, the coastguard told the honorary secretary that a red flare had been sighted off Bembridge Ledge. The life-boat *Jack Shayler and the Lees* was launched at 11.56. There was a fresh east north easterly breeze with a rough sea. The tide was flooding. At 12.5 p.m. she came up with the fishing boat *P535*. There were three

THE LIFE-BOAT FLEET (as at 31/5/70)

134 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	
3 inshore rescue boats (17-foot Dell Quay Dory)	
2 inshore rescue boats (18-foot Hatch)	
2 inshore rescue boats (18-foot McLachlan G.R.P.)	

LIVES RESCUED 92,043

from the Institution's foundation in 1824 to 31st May, 1970

people on board. The life-boat took her in tow to Camber Dock. Because of the weather conditions the life-boat remained at Camber Dock until low water, returning to her station at 4.5.

No. 6 Life-boat Area

Weymouth, Dorset – At 1.48 p.m. on 11th March, 1970, the coastguard reported that a small boat was in difficulties in Ringstead bay, one mile off shore. The life-boat *Frank Spiller Locke* slipped her moorings at 2.1. There was a moderate breeze from the south west. It was low water. The life-boat came up with the motor boat *Weyward* with two people on board one mile west of White Nothe. There was a helicopter overhead. The life-boat took the motor boat in tow to Weymouth, and returned to her moorings at 3.45.

No. 10 Life-boat Area

Donaghadee, Co. Down – At 2.4 p.m. on 28th March, 1970, a report was received from the coastguard that a red flare had been sighted four miles north of Orlock point. The life-boat *Sir Samuel Kelly* slipped her moorings at 2.12. There was a north westerly gale with a rough sea. The tide was flooding. The life-boat came up with an ex-Admiralty drifter with a crew of three and took her in tow to Donaghadee. She returned to her station at 4.30.

IRB LAUNCHES

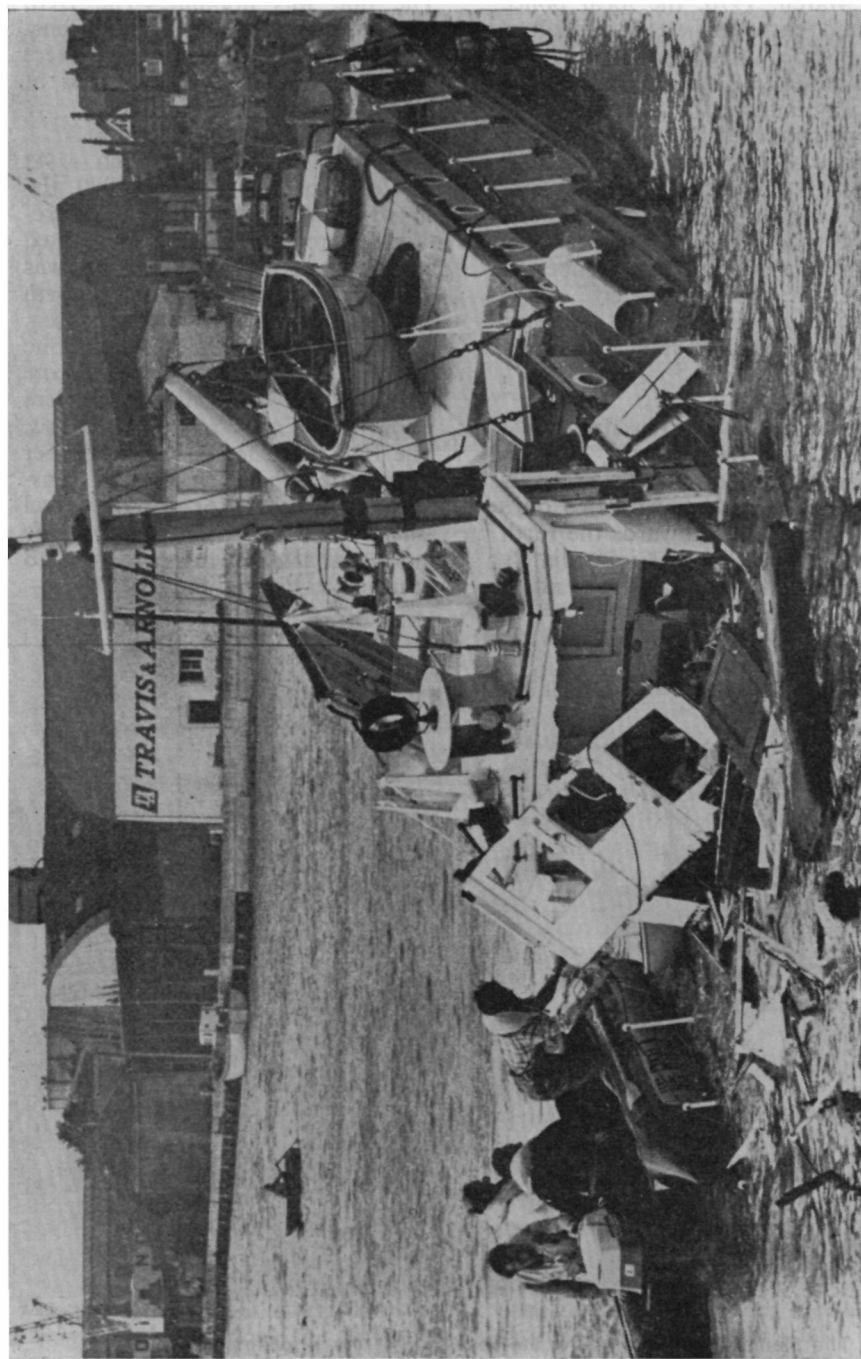
Rescues by IRBs in March were carried out by the following stations:

No. 2 Life-boat Area

Barrow, Lancashire – At 3.15 p.m. on 29th March, 1970, as the crew of the IRB were preparing to launch on exercise, the sailing dinghy *Candy*, with a crew of two, was seen to capsize about one mile north west by west of the station. The IRB was launched immediately in a strong south westerly wind with a choppy sea. It was one hour before high water. She came up with the *Candy*, rescued the two men, and landed them at 3.40 on her return to the station. The craft drifted ashore and was recovered later.

Queensferry, West Lothian – At 11.30 a.m. on 18th March, 1970, the police told the honorary secretary that a small boat was in difficulties about three quarters of a mile east of the station. The IRB was launched at 11.35 in a gale force westerly wind with a rough sea. It was high water. She came up with a dinghy with one man on board. Her outboard motor had failed and she was drifting on to the rocks at Loncraig. The IRB came up as close as possible, put a line aboard, and towed the dinghy to safety. The IRB returned to her station at 12 noon.

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs**1st March, 1970 to 31st May, 1970: Launches 480, lives saved 225**



by courtesy of]

Daily Express

The Littlehampton, Sussex, IRB *Blue Peter I*, alongside a naval torpedo recovery boat after a gas explosion aboard the vessel on 25th May, 1970. A naval mechanic was badly burned.

Largs, Ayrshire – At 5.45 p.m. on 26th March, 1970, the local police reported that a boat was in difficulties just off shore three quarters of a mile south of the IRB station. At 5.55 the IRB was launched in a fresh north westerly wind with a rough sea. It was one hour before low water. The IRB came up with the motor launch *Desire*, and found that the sole crew member had managed to restart the launch's engine. A crew member of the IRB went aboard to give assistance, and the IRB escorted her back to Largs. The IRB returned to her station at 6.30.

Helensburgh, Dunbartonshire – At 2.5 p.m. on 27th March, 1970, a member of the crew of the IRB saw the catamaran *Maru*, with two boys on board, drifting towards the Firth of Clyde. The IRB was immediately launched. There was a fresh north

westerly breeze with a choppy sea. The tide was flooding. The IRB, after towing the catamaran to Helensburgh pier where the two boys were landed, returned to her station at 3 o'clock.

Port St. Mary, Isle of Man – At 9.34 a.m. on 19th March, 1970, the coastguard told the honorary secretary that red flares had been sighted at Pool Vaaish bay. The IRB was launched at 10 o'clock in a north westerly breeze with a choppy sea. It was just before high water. She came up with the fishing boat *Skate* close inshore, whose engine had failed. There was one man on board. The IRB took her in tow to deeper water, after which the tow was transferred to the motor fishing vessel *Island Maid* which left her on safe moorings at Castletown. The IRB returned to her station at 10.42.



by courtesy of]

[Arthur W. Dick

The Flamborough, Yorkshire, life-boat towing into Bridlington harbour the fishery research vessel *Trellina* which had her nets entangled round her propeller off Flamborough Head in July, 1970.



by courtesy of]

[Arthur W. Dick

The Bridlington, Yorkshire, IRB assisting a small motor boat in the surf off the south beach on 21st June, 1970. The boat's engine had broken down.

No. 4 Life-boat Area

Whitstable, Kent – At 12.55 p.m. on 17th March, 1970, it was learnt that a fishing dinghy had capsized about 500 yards off the eastern end of Herne bay promenade. The IRB was launched at 12.59 in a light west south westerly wind with a choppy sea. It was three hours after high water. She came up with the dinghy about five miles north east of the station. It was almost submerged and the crew of two were in the water in an exhausted condition. They were taken aboard with difficulty and taken to Whitstable where an ambulance was waiting to take them to hospital. The IRB returned to her station at 2.15.

Margate, Kent – At 3.51 p.m. on 30th March, 1970, the coastguard told the honorary secretary that a sailing dinghy with two boys on board had capsized about one mile off the coastguard lookout. The IRB was launched at 4 o'clock. There was a fresh west south westerly breeze with a slight swell. The tide was flooding. Before the IRB was launched to the dinghy she had been righted but was drifting. The IRB

came up with the dinghy and the two boys were taken on board. After cutting the anchor cable, which had become fouled, she took the dinghy in tow to Botany bay, returning to her station at 5.30.

Southend-on-Sea, Essex – At 5.36 p.m. on 12th March, 1970, a crew member of the IRB was told by the coastguard that a catamaran, with one man on board, had broken down about one and a half miles south of the IRB boathouse. The IRB was launched at 5.39 in a light east north easterly wind with a moderate sea. It was one hour after high water. The IRB took the catamaran in tow to a safe anchorage, landed the man and returned to her station at 6.40.

No. 5 Life-boat Area

Eastney, Hampshire and Bembridge, Isle of Wight – At 2.15 p.m. on 21st March, 1970, a member of the public reported that he had sighted a capsized dinghy in the vicinity of the Langstone Fairway buoy. At 2.30 the hard-hulled IRB 18.02 was launched in a fresh south south westerly wind with a choppy sea. It was two hours before low water.



by courtesy of]

[East Anglian Daily Times

When the Felixstowe Ferry sailing club staged an R.N.L.I. weekend in May, 1970, during which they raised £700 for the life-boat service, Sir Alec Rose, who as a lone yachtsman sailed round the world, presented cups. Here he is shown aboard the Harwich life-boat—she is a 44-foot steel type—which brought him to Felixstowe Ferry.

She came up with the capsized dinghy, with one man lying unconscious on the upturned hull, about two miles south of the station. He was taken aboard the IRB and restored to consciousness by the crew. A further search for the second member of the dinghy's crew was unsuccessful. The IRB then landed the survivor and transferred him to an ambulance. She returned to her station at 3.50. It was later decided to continue the search for the missing man and the IRB was launched again at 4.55 with the Bembridge life-boat *Jack Shayler and the Lees* following 17 minutes later. Also participating in the search were Fleet tender *Denmead*, the Langstone harbour-master's launch and an R.A.F. helicopter. The search proved unsuccessful and the IRB returned to her station at 7.15 and the life-boat at 8 o'clock.

Yarmouth, Isle of Wight – At 4.25 p.m. on 29th March, 1970, an IRB crewman received a report that a

sailing dinghy had capsized off Yarmouth pier. The IRB was launched at 4.26 in a fresh north westerly breeze with a choppy sea. The tide was ebbing. She came up with the dinghy *Librayne* which had one man on board. He was taken aboard the IRB. Then the dinghy was towed in, the IRB returning to her station at 4.45.

Walmer, Kent – At 2.11 p.m. on 20th March, 1970, news was received that a sailing dinghy had capsized about half a mile off Kingsdown. The IRB was launched at 2.20 in a strong westerly wind with a swell. The tide was ebbing. The boat could not be located at the reported position but after a search was found three miles south east of the station. The dinghy, with one crewman on board, was taken in tow and beached at Kingsdown. The IRB returned to her station at 3.10.

Littlestone-on-Sea, Kent – At 3.53 p.m. on 3rd March, 1970, the coast-

guard reported that the crew of a motor boat were signalling for assistance. The IRB was launched at 3.58 in a strong west south westerly breeze with a moderate sea. It was one hour before high water. She came up with the motor boat—it was shipping water—and found that her engine had broken down. The IRB crew assisted in baling her out and then towed her to Lade. The IRB returned to her station at 4.33.

APRIL

No. 2 Life-boat Area

Girvan, Ayrshire – At 5.20 p.m. on 26th April, 1970, the motor mechanic of the life-boat reported that a yacht was in difficulties off the harbour and drifting towards the dangerous coast south of Girvan. At 5.35 the life-boat *James and Barbara Aitken* slipped her moorings in a strong north westerly wind with a rough sea. It was low water. At 5.43 she came up with the 20-foot yacht *Andante* with a crew of three. They were incapacitated by seasickness and exhaustion. The men were taken aboard the life-boat and replaced by the second coxswain of the life-boat and a crew member. The life-boat took the yacht in tow through confused breaking seas to a safe mooring in Girvan harbour, and returned to her moorings at 6.10.

Workington, Cumberland – At 6.31 p.m. on 12th April, 1970, the coastguard told the honorary secretary that a cabin cruiser with a crew of two was in difficulties half a mile off shore. The life-boat *Manchester and Salford XXIX* slipped her moorings at 6.47. There was a north easterly gale with a rough sea. The tide was ebbing. The life-boat came up with the cabin cruiser adrift five and three quarter miles south west of Workington. Her engine had failed. Her crew were taken on board the life-boat. Then, with the cabin cruiser in tow,

she returned to harbour, the life-boat reaching her station at 8.55.

No. 4 Life-boat Area

Clacton-on-Sea, Essex – At 8.45 a.m. on 21st April, 1970, the coastguard reported that a yacht was stranded on a sandbank about 200 yards east of Wallet Spitway buoy. In poor visibility and worsening weather conditions the life-boat *Valentine Wyndham-Quin* was launched at 9.29 in a fresh south-south-westerly wind with a moderate sea. She found the motor yacht *Lodestar* with a crew of four at 10.10. The boat had, however, succeeded in refloating without assistance but was short of fuel. At 12.50 p.m. the life-boat took her in tow to a safe anchorage, returning to her station at 2.34. A donation was made to the Institution's funds and a gift to the crew.

No. 5 Life-boat Area

Dover, Kent – At 1.50 p.m. on 8th April, 1970, the life-boat had just returned to her moorings from an earlier service call which had proved fruitless when the coastguard told the honorary secretary that three men were cut off by the tide on the cliffs between Dover and St. Margaret's bay. The life-boat *Faithful Forester* put to sea again at 1.51. It was high water. At 2 o'clock, on reaching the supposed position, contact was made with the cliff rescue unit. As the water was broken and too shallow for the life-boat, she launched her Avon inflatable dinghy and rescued the three men at 2.20. The life-boat returned to her moorings at 2.50.

Eastney, Hampshire – At 7.2 p.m. on 19th April, 1970, the coastguard told the assistant honorary secretary that a stormboat with a number of skin divers aboard was in difficulties near the Horse Sand fort and was being driven out to sea by the off-



by courtesy of]

[East Kent Times

On 21st June, 1970—the 30th anniversary of the evacuation of Dunkirk, in May/June, 1940—a fleet of little ships of Dunkirk fame gathered in a huge circle off the coast of Thanet. Here a French sailor is shown casting a wreath from the town of Dunkirk into the sea from the Ramsgate, Kent, life-boat. In the background is the Margate life-boat from another station with Dunkirk associations.

shore wind. The hard-hulled IRB 18-02 was launched at 7.13 in a fresh northerly wind with a choppy sea and showers. The tide was flooding. About four miles south by west of the station she came up with the storm-boat, with five skin divers aboard, and a rubber dinghy, both with engine trouble. 18-02 took both craft in tow to Langstone harbour, returning to her station at 8.16.

No. 7 Life-boat Area

Swanage, Dorset – At 12.25 p.m. on 25th April, 1970, it was learnt that two dinghies of a visiting youth club association had capsized three-quarters of a mile north east of Swanage pier and were being carried out to sea rapidly. At 12.34 the life-boat *R.L.P.* was launched in a strong south westerly wind, gusting to gale

force, with a rough sea. It was one hour after high water. She came up with the seaward dinghy at 12.40, rescued one survivor, and then went to the second boat, rescuing two more. One of them was given first aid and subsequently taken to hospital for further treatment. After a further search until 1.38 a.m. to establish that all the crews had been accounted for, the life-boat recovered the two dinghies, and returned with them in tow to her station at 2.33.

At 1.46 p.m. on 5th April, 1970, the coastguard reported that a dinghy was searching for skin divers three quarters of a mile north east of Swanage pier. The life-boat *R.L.P.* was launched at 2.2. When the life-boat came up with the dinghy it was learnt that two skin divers were missing. The life-boat carried out an

extensive search and came up with the yacht *Gemini* with a dinghy in tow. Her engine had failed. The owner of the yacht and his two companions had picked up the two skin divers, one of whom was in an exhausted condition. Before the arrival of the life-boat the owner, who had recently had an operation, had climbed on board the dinghy and revived the exhausted man. The two skin divers and the owner were transferred to the life-boat, and with the yacht and dinghy in tow she returned to Swanage where an ambulance was waiting to take the exhausted man and the owner of the yacht to hospital. While the life-boat crew were returning in the boarding boat a sailing dinghy with one man on board was sighted aground on Berry rocks. She was towed clear but subsequently got into difficulties again and the life-boat took her in tow to harbour, returning to her station at 3.30.

No. 8 Life-boat Area

Moelfre, Anglesey – At 3.17 p.m. on 26th April, 1970, it was learnt that the 22 foot Bermuda-rigged yacht *Lively Lady* was in difficulties three miles south of the life-boat house and was firing distress signals. The life-boat *Watkin Williams* was launched at 3.20 in a near gale force north westerly wind with a rough sea. It was one hour after high water. At 3.50 she came up with the yacht whose mainsail boom had fractured and engine had failed. As her crew of five were exhausted they were taken aboard the life-boat and given refreshments. One of the yacht's crew, who had burnt his hand badly with the flares, was given first aid. The yacht was taken in tow back to safety, and the life-boat returned to her station at 4.45.

At 7.30 a.m. on 12th April, 1970, the coastguard reported that a sailing yacht three miles north of

Point Lynas was in difficulties. The life-boat *Watkin Williams* was launched at 7.40. There was a south easterly gale with a rough sea. The tide was flooding. The life-boat came up with the sailing yacht *Gypsy*, which had two men on board at 9.15. A member of the life-boat crew was put on board the yacht and she was taken in tow to Beaumaris. The life-boat moored at Beaumaris as the weather conditions prevented her returning to her slipway at Moelfre, but at 3.45 p.m. on 13th April she was able to return.

No. 10 Life-boat Area

Courtmacsherry Harbour, Co. Cork – At 5.30 p.m. on 8th April, 1970, the life-boat coxswain, who was fishing in the trawler *Mary Bernadette*, picked up a member of the life-boat crew in a punt from the lobster boat *Carraig Gonair* which had lost her propeller near the Barrel rocks. Two members of the lobster boat's crew had remained on board. The coxswain considered that the *Mary Bernadette* was unsuitable for towing the 40-foot lobster boat and returned to Courtmacsherry harbour. The crew were assembled and the life-boat *Helen Wycherley* slipped her moorings at 6 o'clock in a strong northerly wind with a moderate sea. It was one and a half hours before high water. The life-boat came up with the lobster boat at 7.30 as she was being carried towards the rocks round the Old Head of Kinsale. The life-boat took her in tow across the bay towards the trawler *Julia Christian* of Kinsale, as the owner had requested a tow to Kinsale and it was expected that the tow could be transferred to the trawler. On closing with the trawler at 8.25 the *Julia Christian* became enveloped in a heavy pall of smoke from her disabled engine and she, too, asked for help. The life-boat took both vessels in tow to Courtmacsherry, and returned to her station at 9.45.



by courtesy of]

[J. P. Morris

In May, 1970, when Mr. J. P. Morris, of Coventry, who is a keen member of the Life-boat Enthusiasts' Society, was visiting Minehead, Somerset, he found IRB No. 177 being launched on exercise. This IRB is fitted with inner tubes. Older boats are also being fitted with inner tubes and by August this year 80 IRBs altogether were fitted.

Dun Laoghaire, Co. Dublin - At 6.10 p.m. on 5th April, 1970, it was learnt that a motorised rubber dinghy with three skin divers aboard had run out of fuel and was drifting seaward off Dalkey island. Two of the divers had swum ashore and tried to return in a borrowed motor dinghy but this too had run out of fuel. The life-boat *John F. Kennedy* immediately slipped her moorings at 6.53 in a gale force wind with a rough sea. It was low water. At 7.15 she came up with the first dinghy about one and a quarter miles west of South Benford buoy. About two miles further east she came up with the second craft. The three skin divers were taken aboard the life-boat and both boats were taken in tow to Dun Laoghaire. The life-boat returned to her moorings at 8.20.

IRB LAUNCHES

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

No. 1 Life-boat Area

Broughty Ferry, Angus - At 3.11 p.m.

on 18th April, 1970, it was learnt that a small yacht was in difficulties and had capsized about 150 yards south of the station. The IRB was launched at 3.17 in a fresh south westerly wind with a moderate sea. It was one hour after high water. She came up with the boat with the crew member clinging to the hull. He was taken aboard the IRB and the yacht was righted and taken in tow. The IRB beached her, returning to her station at 4.15.

Stonehaven, Kincardineshire - Shortly before 12.10 p.m. on 26th April, 1970, a member of the IRB crew saw a sailing dinghy with a crew of two drift rapidly to the south past Downie point. Five single-seat canoes were also afloat in the vicinity. There was a fresh north easterly wind gusting to gale force at times with occasional rain squalls. It was one and a half hours after low water. The IRB came up with the dinghy about half a mile south of Downie point. She was taken in tow to Stonehaven harbour, and the IRB returned to her station at 12.45. The IRB helmsman

decided to return to the area to find out if assistance was needed by the five canoes which were having difficulty in passing Downie point. It was decided that the four male canoeists would turn with the wind and tide into Strathlethen bay while the fifth, a young girl, was picked up by the IRB and landed at Stonehaven. The IRB, having taken the girl aboard, returned to her station at 1.18. A local fishing boat recovered her canoe. The four male canoeists beached safely in Strathlethen bay.

Barrow, Lancashire – At 12.50 p.m. on 18th April, 1970, a member of the IRB crew saw an Enterprise sailing dinghy capsize near no. 1 leading light two miles south south east of the life-boat station. The IRB was launched at 1 o'clock in a fresh west by southerly wind with a choppy sea. It was two and a half hours after high water. She found the dinghy drifting in Morecambe bay with the two-man crew in the water. They were taken on board and the dinghy righted. The IRB towed the boat to Roa island where the two men were landed. She returned to her station at 1.45.

Berwick-upon-Tweed, Northumberland – At 8.50 p.m. on 29th April, 1970, a member of the IRB crew saw a capsized cabin cruiser with two people clinging to the hull just off Spittal point. The IRB was launched immediately in a light north easterly breeze with a heavy swell. It was one and a half hours before high water. The IRB, which picked up the two survivors who were in an exhausted condition, returned to her station at 8.58. The cabin cruiser was later recovered by the sailing club safety boat.

No. 3 Life-boat Area

Tynemouth, Northumberland – At 3.5 p.m. on 19th April, 1970, the coastguard saw a sailing dinghy

upside down in the river fairway. The IRB, which was being prepared for exercise at the time, was immediately launched in a fresh south westerly wind. It was one hour after high water. She came up with the sailing dinghy *Jonquil* with the owner and his son on the upturned hull and his wife and another son aged seven in the water. The IRB helped to right the sailing dinghy and took the younger boy on board. She then took the *Jonquil* in tow with the remaining three people on board, and returned to her station at 3.35.

Redcar, Yorkshire – At 4.15 p.m. on 18th April, 1970, the coastguard reported that a small craft in the vicinity of the Saltscar buoy had fired a red flare. The IRB was launched at 4.30 in a fresh south westerly wind with a smooth sea. It was one and a half hours after high water. She came up with four skin divers working from a rubber dinghy whose engine had broken down. They were being driven out to sea by a strong offshore wind. Two of the divers were taken aboard the IRB and the remaining two and their craft were towed to safety. The IRB returned to her station at 5.40.

Hartlepool, Co. Durham – At 3.59 p.m. on 4th April, 1970, a member of the IRB crew, who was working in the boathouse, saw a yacht in difficulties. The IRB was launched at 4 o'clock in a moderate north westerly wind with a heavy swell. The tide was ebbing. The IRB came up with the yacht, which had capsized, one mile south south east of the station. The IRB crew helped to transfer the two survivors to the local yacht club's rescue boat, then righted the yacht and took her in tow to the west harbour. The IRB returned to her station at 5.50.

Amble, Northumberland – At 3.47 p.m. on 19th April, 1970, the coastguard reported that a rubber dinghy,

with an outboard motor, had capsized about a quarter of a mile off the Amble caravan site and that the crewman was in the water attempting to swim to the shore. The IRB was launched at 3.53 in a fresh westerly wind with a slight swell. It was one hour after high water. She rescued the man in an exhausted condition and towed the rubber dinghy to the beach. The IRB returned to her station at 4.25.

Bridlington, Yorkshire – At 3.26 p.m. on 26th April, 1970, two young boys informed the coastguard that a small boat was drifting to seaward. The IRB was launched at 3.38 in a northerly gale force wind with a choppy sea. The tide was flooding. She came up with an inflatable dinghy with two people on board. They were taken on board the IRB together with the dinghy and landed on the beach. The IRB returned to her station at 4.22.

No. 4 Life-boat Area

Harwich, Essex – At 2.45 p.m. on 13th April, 1970, the duty pilot told the honorary secretary that a man in a rowing boat was waving for help near the Platters buoy. The IRB was launched at 2.56 in a fresh north westerly wind with a moderate to rough sea. It was two and a half hours before high water. She came up with the boat drifting down the coast three miles east south east of the station. She took the man on board and towed the craft to a landing on the beach near the Felixstowe coastguard station. The IRB returned to her station at 4 o'clock.

West Mersea, Essex – At 12.55 p.m. on 5th April, 1970, it was learnt that a catamaran had capsized near Colne point. The IRB was launched at 12.59. There was a west north westerly breeze with a choppy sea. The tide was flooding. She made for the position indicated and found a

man sitting on the upturned hull of the catamaran. He was taken on board the IRB and the IRB returned to her station at 1.58.

Southend-on-Sea, Essex – At 2.24 p.m. on 4th April, 1970, news was received that a yacht had capsized three miles east of the pier. The IRB was launched at 2.28 in a moderate north westerly wind with a corresponding sea. Visibility was greatly reduced by snow showers. It was two hours after low water. The IRB found the yacht with the aid of flares from the Coastguard mobile unit. The man who had been on board was picked up and landed at Thorpe bay. The IRB returned to her station at 3.50.

No. 5 Life-boat Area

Littlehampton, Sussex – At 2.16 p.m. on 2nd April, 1970, information was received that a boat was in difficulties half a mile off Elmer sands. At 2.24 the IRB was launched in a fresh north westerly wind with a choppy sea. It was low water. She came up with the dismasted catamaran *Puss* three miles west of Littlehampton. The crew of three were taken on board the IRB. Then the catamaran was taken in tow to Littlehampton. The IRB returned to her station at 3.18. A donation was made to the Institution's funds.

No. 6 Life-boat Area

Plymouth, Devon – At 7.5 p.m. on 18th April, 1970, the police informed an IRB crew member at the life-boat house that a motor launch was in difficulties near the Tamar bridge. The IRB *18-01* was launched at 7.10. It was three hours after high water. She came up with the motor launch *Margaret Anne* with four people on board. Her engine broken down. The IRB towed the boat and her crew to a safe mooring at Millbay docks, and returned to her station at 8.10.

Lyme Regis, Dorset – At 3.50 p.m. on 26th April, 1970, the IRB crew was alerted by an orange flare fired by a sailing club rescue boat which had returned at full speed to harbour. She had picked up a 14 year old boy who was one of a crew of three of a capsized sailing dinghy. A doctor was called and, with the help of the IRB crew, attempts were made, without success, to revive him. The IRB was launched at 3.53. It was about one hour before low water. She went at full speed to a position three miles east of Lyme Regis and came up with the sailing dinghy. She towed the boat back to harbour with the two boys, aged 12 and 13 years, who were given first aid. The IRB returned to her station at 4.13.

At 10.45 a.m. on 12th April, 1970, a message was received from the coastguard that a distress signal had been sighted from the motor fishing vessel *Lulworth Fisher*. At 10.48 the IRB was launched in a moderate south easterly breeze with a corresponding sea. The tide was ebbing. She came up with the fishing vessel two miles west south west of the IRB station. Her gearbox had failed. There were three people on board. The IRB took her in tow to harbour, and returned to her station at 11.22. A donation was made to the Institution's funds.

Aberystwyth, Cardiganshire – At 11.40 a.m. on 12th April, 1970, it was learnt that a dinghy had capsized one mile west of the station. Before the launching of the IRB the crew of the dinghy had succeeded in righting her but were unable to hoist the sail. The IRB was launched at 11.45 in a strong wind with a rough sea. It was high water. She came up with the dinghy and a tow was secured. The IRB then towed the dinghy back to the station, arriving at 12.30 p.m.

Llandudno, Caernarvonshire – At

2.55 p.m. on 18th April, 1970, the coastguard told the honorary secretary that a small boat appeared to be in difficulties about half a mile off shore in Llandudno bay. The crew were bailing out and slowly made shore unaided. At the same time a yacht had capsized in the same area. The IRB was launched at 3 o'clock in a fresh south westerly wind with a choppy sea. It was two hours before low water. She came up with the yacht *Rachanee*, whose crew had succeeded in righting, but her gear was all adrift and she had put down an anchor. The yacht with the crew on board, was towed safely to shore, and the IRB returned to her station at 4 o'clock.

Moelfre, Anglesey – At 6.10 p.m. on 15th April, 1970, it was learnt that a sailing boat with a crew of three had capsized three miles south east by east of the boathouse. At 6.19 the IRB was launched in a south south westerly gale with a rough sea. The tide was flooding. The IRB righted the boat and took her in tow to Traeth Bychan. She returned to her station at 8 o'clock.

Abersoch, Caernarvonshire – At 4.7 p.m. on 8th April, 1970, information was received that a local fishing boat was four hours overdue. At 4.15 the IRB was launched in a strong northerly wind with a choppy sea. It was low water. The lobster fishing boat *Lucky Star*, with two people on board, was found drifting three miles south south east of Abersoch. Her engine had broken down. She was taken in tow to Llanbedrog and moored. The IRB returned to her station at 6.5.

Flint – At 12.45 p.m. on 30th April, 1970, the police told the honorary secretary that a boat was breaking up at the docks. The crew went by road to Queensferry. The IRB was launched at 1.10 in a moderate south westerly breeze with a cor-

responding sea. The tide was ebbing. The IRB came up with the boat and found she had hit a groyne. The hole was below the waterline and she was sinking. The crew of two were taken aboard the IRB which returned to her station at 2.10.

Beumaris, Anglesey – At 4.20 p.m. 28th April, 1970, it was learnt that a catamaran with two people on board was in difficulties in Beumaris bay. The IRB was launched immediately. There was a moderate breeze from the south west with a corresponding sea. The IRB came up with the catamaran three miles south south east of Penmon and the crew of two were taken on board. Afterwards the catamaran was left riding on the IRB's sea anchor. The IRB returned to her station at 6.15.

MAY

No. 1 Life-boat Area

Montrose, Angus – On 4th May, 1970, the life-boat *The Good Hope* was launched on service and rescued the crew of four of the dredger *Coquet Mouth*. A full account of this service will appear in the next number of THE LIFE-BOAT.

No. 2 Life-boat Area

Campbeltown, Argyll – At 1.24 p.m. on 8th May, 1970, news was received that two men in a dinghy were being swept out to sea off Corriegravie. The life-boat *Michael Stephens*, on temporary duty at the station, slipped her moorings at 1.39 in a gale force east wind with a moderate sea. It was one hour before high water. At 3.07 she came up with the dinghy which was carrying two members of the crew of three of the motor boat *Iris* which had been anchored about 25 yards off shore with her engine broken down. The third crew member had gone ashore with them and the two had tried to row back to the

Iris to start her engine but had broken an oar and had been swept out to sea. The life-boat took the two men off the dinghy and took them to the *Iris* at 3.40. She then towed the *Iris* back to Campbeltown, and returned to her moorings at 5.30.

Troon, Ayrshire – At 5.35 p.m. on 30th May, 1970, the life-boat's second coxswain sighted red flares two miles north west of Troon harbour. The life-boat *Connel Elizabeth Cargill* made for the casualty at 5.45 in a light north westerly wind and a moderate sea. It was three hours before low water. The life-boat found the pleasure boat *Erinmhor* with her gearbox broken down. She had a crew of two and was taken in tow. The life-boat reached her station at 6.30.

No. 7 Life-boat Area

Swanage, Dorset – At 7.53 p.m. on 16th May, 1970, the coastguard told the assistant honorary secretary that a girl was injured on the cliff half a mile west of Anvil point. The life-boat *R.L.P.* was launched at 8.5. It was three hours after high water. At 8.20 she reached the supposed position. The cliff rescue team were above them but were unable to help. The girl, a member of a club climbing team, had fallen about 25 feet on to rocks. Three crew members from the life-boat went ashore in the inflatable dinghy, carried aboard the life-boat, and rendered first aid. The girl was taken by stretcher over the rocks and ferried in the dinghy to the life-boat. The life-boat took her and one of her companions back to Swanage where she was met and examined by a doctor. She was then taken by ambulance to hospital. The life-boat returned to her station at 9.20.

At 3.55 p.m. on 23rd May, 1970, it was learnt that a youth had fallen over the cliff three to four miles west

of the Anvil Point lighthouse. The life-boat *R.L.P.* was launched at 4.10. It was shortly before low water. She reached the scene of the accident at 4.25, and the injured boy was seen on a ledge about 20 feet from the water. Two members of the life-boat crew landed on the rocks and gave first aid. After treatment the youth was put on the Neil Robertson stretcher and carried over the rocks. He was ferried to the life-boat by the inflatable dinghy which is carried on board. His two companions were also transferred to the life-boat. The life-boat returned to the slipway at 5 o'clock. A doctor and an ambulance were in attendance.

Barry Dock, Glamorganshire – At 10.30 a.m. on 30th May, 1970, the coastguard reported that the cabin cruiser *Callihaun* was adrift about two miles south of the Breaksea light-vessel. The life-boat *Blanche and Arthur Harris* slipped her moorings at 11 o'clock in a moderate westerly wind with a corresponding sea. It was two hours after low water. At 11.33 the life-boat came up with the *Callihaun*. The m.v. *Apollo* was standing by. Then the life-boat took the cabin cruiser, which had four people on board, in tow to Barry, returning to her station at 12.45.

No. 8 Life-boat Area

Moelfre, Anglesey – At 1.25 p.m. on 24th May, 1970, the coastguard reported that a sailing dinghy was rapidly drifting out to sea about four miles south east of the coastguard lookout. As the IRB was already at sea assisting a capsized yacht, the life-boat *Watkin Williams* was launched at 1.34 in a gale force south westerly wind with a rough sea. It was high water. The IRB had escorted the dinghy, with two people aboard, to safety at Traeth Bychan, and she now responded to the maroons calling out the life-boat. Joining forces, the two boats made

for the last known position of the sailing dinghy. Together they found the sailing dinghy at 2 o'clock four and a half miles south east of the boat house. The one man on board had been unable to sail his craft against the strong wind and was suffering from exposure. He and his boat were taken aboard the life-boat and returned to Moelfre. The IRB reached her station at 3 o'clock and the life-boat 15 minutes later.

At 2 p.m. on 20th May, 1970, it was learnt that a yacht in Moelfre sound was unable to make headway against the wind and tide. The IRB was launched at 2.10 in a strong south westerly wind with a rough sea. It was three hours after high water. She came up with the *Last Scrap*, a Silhouette class yacht with an auxiliary outboard motor, ashore on Moelfre island. She was carrying a crew of two. As her position was becoming critical and the IRB was not powerful enough to effect a tow, the life-boat *Watkin Williams* was launched at 2.28. She reached the position 10 minutes later. In the meantime the IRB had given assistance. Then the life-boat towed the yacht off the rocks to the safety of the beach at Traeth Bychan. The life-boat and the IRB returned to their station at 4 o'clock.

New Brighton, Cheshire – At 3.20 p.m. on 30th May, 1970, the coastguard reported that the motor cruiser *Salazar* had broken down and was being carried over the Burbo bank. There were two people on board. The life-boat *Norman B. Corlett* slipped her moorings at 3.35 in a moderate westerly wind with a corresponding sea. The tide was flooding. Although hampered by lack of water she succeeded in making a line secure and took the *Salazar* in tow. The tow was later transferred to the m.f.v. *Weaver*, and the life-boat made for the yacht

Painted Lady which was aground on the bank. She stood by until the yacht refloated, and returned to her station at 6.15.

No. 10 Life-boat Area

Donaghadee, Co. Down – At 8.44 p.m. on 30th May, 1970, the coast-guard told the motor mechanic that a motor boat appeared to be in difficulties south of Mew island. The life-boat *Sir Samuel Kelly* slipped her moorings at 9.6 in a fresh westerly wind with a choppy sea. It was shortly before high water. She came up with the motor boat at 9.50. The three people on board were transferred to the life-boat and the motor boat towed to Donaghadee. The life-boat returned to her station at 10.42.

IRB LAUNCHES

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

No. 2 Life-boat Area

Largs, Ayrshire – At 8 p.m. on 11th May, 1970, the honorary secretary told the coastguard that a fibre-glass sailing dinghy, with a crew of two, had capsized about a quarter of a mile off shore from the boathouse and her crew were in the water. As they were drifting seaward, the IRB was launched at 8.5 in a moderate to fresh wind with a corresponding sea. It was two hours after high water. She rescued the two people from the water and landed them at the station. She then returned for the sailing dinghy, righted her and towed her to the slipway. The IRB returned to her station at 8.15.

Queensferry, West Lothian – At 3.10 p.m. on 24th May, 1970, the honorary secretary saw three dinghies capsize half a mile north west of the station. A safety launch was in the vicinity and attempts were being made to right them. The IRB was

launched at 3.15 in a strong south south westerly wind. She came up with the dinghy *Braw Flamingo* with her crew of two in the water. A member of the IRB crew, who was a swimmer, went into the water and assisted in righting the dinghy and putting her crew back on board. This boat was taken in tow to Hawes pier. The IRB returned immediately to the dinghy *G. 1070* whose crew of two were in the water. The swimmer again went into the water, assisted the crew into the IRB, and helped to right the dinghy. At the same time the IRB passed a tow to the motor launch *Witchcraft*. The IRB then escorted the *Witchcraft* and her tow to Hawes pier, returning to her station at 4 o'clock.

No. 3 Life-boat Area

Bridlington, Yorkshire – At 2.6 p.m. on 25th May, 1970, the tractor driver of the life-boat station told the honorary secretary through the coast-guard that red flares had been sighted some four to five miles to seaward. As her crew were on standby duty the IRB was launched at 2.15 in a fresh west north westerly wind with a very choppy sea. It was low water. Because of the weather conditions and the distance the life-boat was also alerted. At 2.35, about five miles south east of the station, the IRB came up with a motor launch with a crew of two. Her outboard engine had broken down. In a wind now gusting to gale force she was taken in tow and safely beached at 4.10. The IRB returned to her station at 4.50.

Bridlington, Yorkshire – At 2.6 p.m. on 25th May, 1970, the tractor driver of the life-boat told the honorary secretary that red flares had been sighted some four to five miles to seaward. As her crew were on standby duty the IRB was launched at 2.15 in a fresh west north westerly wind with a very choppy sea. It was

low water. Because of the weather conditions and the distance the life-boat crew were also alerted. At 2.35, about five miles south east of the station, the IRB came up with a motor launch with a crew of two with her outboard engine broken down. In a wind now gusting to gale force, the launch was taken in tow and safely beached at 4.10. The IRB returned to her station at 4.50.

Whitby, Yorkshire – At 6.20 p.m. on 26th May, 1970, the coastguard told the honorary secretary that two youths were cut off by the tide under East cliff some 200 yards south of the coastguard look out. The IRB was launched at 6.25 in a strong west north westerly wind with a slight swell. It was two hours before high water. She went to the position shown and took the two youths aboard. The IRB landed them in Whitby harbour, and returned to her station at 4.45.

Hartlepool, Co. Durham – At 6 p.m. on 24th May, 1970, the IRB had just returned from a service when her crew learnt that a yacht had capsized near the Heugh breakwater. The IRB put to sea immediately and found that the one man aboard was entangled in the yacht's rigging. The IRB helmsman went into the sea to help the man right the yacht which was taken in tow by the IRB with the man on board. The yacht capsized a second time, again trapping the crewman under the hull. The IRB helmsman went into the sea once more to help him and eventually the tow was completed at 7 o'clock.

Tynemouth, Northumberland – At 3.30 p.m. on 31st May, 1970, the crew of the IRB reported to the honorary secretary that a number of sailing dinghies had been capsized by a squall in the estuary. The IRB was launched immediately in a fresh westerly wind with a smooth sea. It was two hours after high water. She

came up with a dinghy with a broken mast. A member of the crew was trapped in the rigging. He was released, taken aboard the IRB, and his boat righted. A boy alongside the pier, who had lost an oar, was then helped. An empty overturned dinghy was found drifting out to sea, but a further search established that the crew were safe ashore. At this point the coastguard told the honorary secretary that a motor boat was firing red flares two to three miles east north east of the harbour. The IRB went to the motor boat which had lost a rudder and had no anchor. The honorary secretary asked the coastguard for the help of the pilot cutter as the IRB was unable to effect a tow. The pilot cutter took the motor boat in tow to safety up river escorted by the IRB. After giving help to two more dinghies, the IRB returned to her station at 5.10.

North Sunderland, Northumberland – At 4.8 p.m. on 25th May, 1970, the coastguard told the honorary secretary that a sailing dinghy with a crew of two had capsized off Bamburgh. The IRB was launched at 4.11. There was a moderate westerly breeze with a corresponding sea. The tide was flooding. The IRB picked up the crew and landed them at North Sunderland, returning to her station at 4.33.

Redcar, Yorkshire – At 5.30 p.m. on 31st May, 1970, the coastguard and members of the life-boat crew saw that a speedboat, with a crew of two clinging to the hull, was in difficulties half a mile west of the station. The IRB launched at 5.55 in a gale force south westerly wind with a choppy sea. It was one hour before low water. She made for the position and found that the speedboat, which carried no oars, had broken down near the rocks. The two men in the water, who were skin divers, handled the tow rope to their boat and the IRB towed them to safety. She returned to her station at 6.25.

No. 4 Life-boat Area

Whitstable, Kent – At 8.20 p.m. on 30th May, 1970, a member of the public reported that a rowing dinghy appeared to be in difficulties half a mile north east of the station. The IRB was launched at 8.25. It was one hour before high water. She came up with *Millrace 2* which was anchored and had had two men and two girls aboard. One of the men had swum after a lost oar and the other had had to go to his help. Neither had been able to regain their boat and help was given by another dinghy. The IRB rescued the two men from the water and took the two girls off the rowing dinghy. The IRB recovered *Millrace 2*, returning to her station at 8.50.

Margate, Kent – At 6.31 p.m. on 14th May, 1970, the coxswain of the life-boat reported that the sailing boat *Patricia*, with a single elderly crew member, was in difficulties at Nayland rocks a quarter of a mile west of Margate pier. The IRB was launched at 6.34. It was one hour after high water. She came up with the boat to find the owner trying to row away from the rocks in broken water without success. The IRB took the crewman on board, put one of her crew members aboard the sailing boat, and towed her to a safe mooring. She returned to her station at 7.5.

Southwold, Suffolk – At 6.55 p.m. on 28th May, 1970, a report was received that the yacht *Hard Tack* with two people on board had grounded on the north pier. The IRB was launched at 7 o'clock. There was a moderate south south easterly breeze with a choppy sea. The tide was ebbing. The motor boat *Bay Darling* also moved off to give assistance. The IRB passed a line to the yacht and with the help of the motor boat pulled her clear of the pier and took her in tow to

harbour. She returned to her station at 7.30.

Southend-on-Sea, Essex – At 4.13 p.m. on 28th May, 1970, the coastguard reported that nine people were trapped by the rising tide off Chalkwell. The IRB made for the spot at 4.40 in a light southerly wind. It was three hours after high water. When the IRB had reached the position it was found that the stranded people had been picked up by a local cockle boat. A message was then received that a girl swimmer was in difficulties off Chalkwell station. The girl was rescued and landed on the beach. The IRB reached her station at 5.30.

No. 5 Life-boat Area

Eastney, Hampshire – At 9.43 p.m. on 9th May, 1970, the coastguard told the assistant honorary secretary that five people were stranded on a mudbank one and a quarter miles north east by north of the station. As tidal conditions at the mudbank did not permit the IRB to approach close to the stranded party and as they were in no immediate danger, the launch was deferred until 11 o'clock. She then made for the party in a moderate north easterly wind with a smooth sea. The tide was flooding. She took the five people on board, landed them at the coastguard station, and returned to her own station at 1.15 a.m. next day.

At 12.42 p.m. on 3rd May, 1970, an *Enterprise* dinghy was seen to capsize at the entrance to Langston harbour. Her crew of two were soon in difficulties as the dinghy was awash and she had lost her rudder. The IRB was launched at 12.45 in a moderate southerly wind and a calm sea. It was one hour after high water. One man was rescued from the water but due to the strong ebb tide difficulty was experienced in rescuing the second man who was entangled in the halyards and sails.

So at 1.14 the second IRB (18.02) was slipped and helped to take the dinghy in tow while the other IRB recovered the second man. Both survivors were then transferred to 18.02. At 1.30, when she was returning to her station, the first I.R.B. closed a 12-foot outboard motor dinghy with five people on board. Her engine had broken down and the boat was drifting out to sea. The five people were taken on board the IRB which then took the boat in tow to Gunner point at Hayling island. The IRB reached her station at 1.48; 18.02 returned with the Enterprise dinghy and her crew of two at 1.54.

Bembridge, Isle of Wight – At 12.17 p.m. on 17th May, 1970, it was learnt that a cabin cruiser with four adults and three children on board and a dinghy in tow appeared to be in difficulties half a mile east of the station. The IRB was launched at 12.32 in a light northerly breeze with a moderate sea. The tide was ebbing. She came up with the cruiser and found she had struck a ledge and was out of control. The IRB, having taken her in tow to Under Tyne where she was moored, returned to her station at 2.5.

Eastbourne, Sussex – At 2.15 p.m. on 25th May, 1970, information was received that two people were cut off by the tide at Birling Gap. The IRB was launched at 2.20. There was a moderate south south westerly breeze with a heavy swell. The tide was flooding. The IRB picked up the two people and landed them at Eastbourne. She returned to her station at 3.20.

Yarmouth, Isle of Wight – At 2.43 p.m. on 25th May, 1970, it was reported that a sailing dinghy had capsized a quarter of a mile north west of Yarmouth and her crew of two were in the water. The IRB was launched at 3.50. There was a fresh

north westerly breeze with a choppy sea. The tide was ebbing. The two men were taken on board the IRB which returned to her station at 4.5.

Littlestone-on-Sea, Kent – At 11.41 a.m. on 22nd May, 1970, a member of the public told the honorary secretary that a sailing dinghy, with one crewman aboard, had capsized half a mile east south east of the station. The IRB was launched at 11.43 in a fresh north westerly wind with a slight sea. It was one hour before high water. She found the owner hanging on and drifting. He had made several unsuccessful attempts to right his craft. The IRB took the man on board in an exhausted condition, lowered the dinghy's sails and towed her back to safety. The IRB returned to her station at 12.18.

Hastings, Sussex – At 7.47 p.m. on 17th May, 1970, a member of the IRB crew reported that a boat appeared to be in difficulties about three and a half miles south west of the life-boat station. The IRB was launched at 7.50 in a north easterly wind with a calm sea. It was one hour before high water. She came up with the fishing vessel *Stella Maris*, with a crew of six, which was drifting and had engine failure. The IRB took the fishing vessel in tow to safety, and returned to her station at 8.55.

Shoreham Harbour, Sussex – At 12.30 p.m. on 17th May, 1970, when the IRB was at sea on exercise, the coastguard told her that a motor cruiser, with two women and a boy on board, was in difficulties off the harbour mouth. By the time the IRB came up with her one engine had been restarted. The IRB helped to retrieve the cruiser's anchor and started to escort her to her berth. A further message was then received from the coastguard reporting a capsized sailing dinghy at the harbour entrance. The IRB came up with the dinghy *Hedera Nova* with a man

clinging to the hull. She took the man on board and towed the water-logged boat to the beach. The man and his dinghy were afterwards towed to the life-boat slipway, and the IRB returned to her station at 1.30.

Littlehampton, Sussex – At 2.45 p.m. on 30th May, 1970, it was learnt that a sailing dinghy had capsized two miles east of Littlehampton. The IRB was launched three minutes later in a moderate to fresh south westerly wind and a rough sea. It was low water. A girl, who was found clinging to the dinghy, was taken on board the IRB suffering from cold and exhaustion. Her companion was picked up from the water about 200 yards away. Then the dinghy was righted and beached. The IRB returned to her station at 3.18. At 3.58 she was launched again to go to the assistance of another capsized dinghy about a quarter of a mile east of Littlehampton. Two people were rescued, one of whom was suffering from exhaustion, and the dinghy was righted and beached. The IRB returned at 4.37.

No. 6 Life-boat Area

St. Ives, Cornwall – At 4.21 p.m. on 26th May, 1970, the IRB crew were told that a bather was in difficulties off Hayle beach. The IRB was launched at 4.25. It was one hour after low water. The position of the bather was marked by flags on the beach, and on arrival the IRB found him to be out of reach of a line from the shore and in an exhausted condition. With the surf breaking over the stern of the rescue craft, the bather was taken aboard and brought back to safety. He was landed and taken to hospital. The IRB returned to her station at 4.35.

At 3 p.m. on 16th May, 1970, the IRB was launched on exercise. It was one and a half hours after high water.

When one and a half miles east north east of Carbis bay beach the crew sighted a motor boat, about half a mile inshore, with two youths aboard making distress signals. They closed the motor boat *Scotty* one and a half miles south south east of the station and found that her out-board engine had dropped off into deep water. As the crew were unable to manage their boat they were taken in tow to safety. The IRB returned at 4 o'clock and remained afloat while her crew changed over. When continuing her exercise at 4.20 a report was received by radio-telephone from the coastguard that the rowing boat *Verdun* was in difficulties near Hayle bar. She came up with the *Verdun*, with three youths aboard, two miles south south east of the station. They were out of control in the surf and were exhausted by their efforts to row against the strong ebb tide. The IRB took them in tow to safety and returned to her station at 4.55.

Plymouth, Devon – At 2.50 p.m. on 7th May, 1970, the coastguard reported that a small fishing boat was in difficulties about three miles south south west of the station. The IRB, 18-01, slipped her moorings at 3.3. It was low water. She came up with the fishing boat *Silver Dawn* and found her engine had failed. A line was secured and she was taken in tow to Sutton harbour. The IRB returned to her moorings at 4.10.

St. Agnes, Cornwall – At 8.5 p.m. on 25th May, 1970, it was learnt that an eight year old boy with a suspected fractured ankle and his father were stranded on the rocks about 500 yards north east of the station. The IRB was launched at 8.12 in a light south south westerly breeze. It was one hour before low water. A heavy ground sea was running, and a crew member was put on the rocks. He carried the child to a point where he could be taken on board the IRB

with his father. Both were taken back to St. Agnes and landed. The IRB returned to her station at 8.35.

At 4.51 p.m. on 18th May, 1970, the coastguard told the honorary secretary that the police had reported that a youth was cut off by the tide near Droskyn point. The IRB was launched at 4.53. Visibility was restricted by fog. It was high water. She found the young man three miles north east of the station. He was already in the water and suffering from shock and exposure. He was taken aboard the IRB and landed safely at Perranporth beach where he was cared for by the police. The IRB returned to her station at 5.35.

No. 7 Life-boat Area

Barmouth, Merionethshire – At 12.45 p.m. on 5th May, 1970, the coxswain of the life-boat was told that two men were waving from a rubber dinghy which appeared to be drifting out to sea at South Bar about one mile from the station. The IRB was launched at 12.50 in a strong easterly offshore wind with a choppy sea. It was two and a half hours before low water and the tide was ebbing strongly. She came up with the rubber dinghy which had capsized. Her engine was waterlogged and out of action. The two men and their equipment were therefore taken on board the IRB. The IRB returned to her station at 1.45.

No. 8 Life-boat Area

Abersoch, Caernarvonshire – At 5.22 p.m. on 29th May, 1970, the coastguard reported that a holiday-maker had seen a capsized dinghy three quarters of a mile off Cilan head. The IRB was launched at 5.25 in a fresh west south westerly wind. It was one and a half hours before low water. The honorary secretary went by land to Porth Caered and sighted the dinghy with binoculars. He directed

the IRB to the dinghy using the radio link. The dinghy's owner, who was the sole crew member, was taken from the water suffering from exposure. After capsizing he had righted the dinghy but could not bale her out. Then the boat capsized again. While returning to Abersoch the IRB crew, who rendered first aid, arranged for a doctor to examine the survivor on landing. The IRB returned to her station at 6.30.

No. 10 Life-boat Area

Howth, Co. Dublin – At 12.5 a.m. on 24th May, 1970, a member of the crew alerted the IRB as a sailing dinghy, with a crew of two girls, had capsized three quarters of a mile west of the station. The IRB was launched at 12.8 in a moderate north easterly wind with a choppy sea. It was two hours before high water. The dinghy's buoyancy bags had not been properly secured and the two girls had been unable to bale her out following the capsize. One girl, who was in a fairly exhausted condition, was taken aboard the IRB. The crew then baled out the dinghy and took her in tow with the other girl on board to Howth harbour. The IRB returned to her station at 12.55.

Bangor, Co. Down – At 4.6 p.m. on 30th May, 1970, while local yacht racing was in progress, a man saw an orange flare being displayed by the yacht club's rescue boat which was helping a number of dinghies in trouble. The IRB answered a call at 4.14 to another dinghy in difficulties. There was a strong westerly wind and a corresponding sea. It was two hours after low water. The capsized yacht was found with her buoyancy compartment split and full of water, and her crew of two were unable to bale out their waterlogged boat. The IRB rescued the crew and took the yacht in tow to Ballyholme. The IRB was then taken by road back to her station, arriving at 5.34.

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 229, 235 and 242, the following launches on service were made during the months March, April and May, 1970, inclusive:

Aberdeen – March 9th and May 6th.
 Amble, Northumberland – May 6th.
 Angle, Pembrokeshire – March 23rd and May 21st.
 Anstruther, Fife – March 4th, April 26th and May 29th.
 Arklow, Co. Wicklow – March 27th, April 16th and 18th.
 Ballycotton, Co. Cork – April 18th.
 Barmouth, Merionethshire – May 16th.
 Barra Island, Outer Hebrides – April 13th and May 18th.
 Bembridge, Isle of Wight – March 4th, 8th, 21st and 28th.
 Bridlington, Yorkshire – March 30th and April 21st.
 Broughty Ferry, Angus – March 4th.
 Buckie, Banffshire – March 23rd.
 Clacton-on-Sea, Essex – March 7th, 23rd, April 26th, May 4th, 10th, 14th and 24th.
 Clogher Head, Co. Lough – May 3rd.
 Cloughy-Portavogie, Co. Down – April 1st.
 Courtmascherry Harbour, Co. Cork – May 21st.
 Donaghadee, Co. Down – April 5th and 12th.
 Douglas, Isle of Man – March 16th.
 Dover, Kent – April 5th, 8th and 12th (twice).
 Dungeness, Kent – March 29th, April 12th (twice), 29th and May 29th.
 Dun Laoghaire, Co. Dublin – April 9th.
 Eastbourne, Sussex – March 1st, 16th and May 16th.
 Exmouth, South Devon – March 2nd.
 Filey, Yorkshire – March 31st and May 9th.
 Fishguard, Pembrokeshire – April 19th.
 Fleetwood, Lancashire – May 25th.
 Fowey, Cornwall – March 20th, April 6th, 12th and May 22nd.
 Galway Bay – March 22nd, 29th (twice), 31st, April 20th, 30th, May 4th and 25th.
 Girvan, Ayrshire – March 15th.
 Great Yarmouth and Gorleston, Norfolk – May 1st.
 Harwich, Essex – May 3rd.
 Hastings, Sussex – May 17th.
 Holyhead, Anglesey – May 3rd, 20th, 24th and 28th.
 Howth, Co. Dublin – May 3rd.
 Humber, Yorkshire – April 11th, 13th, May 2nd and 11th.
 Islay, Inner Hebrides – March 21st.
 Kilmore, Co. Wexford – March 3rd.
 Llandudno, Caernarvonshire – April 12th and May 21st.
 Lowestoft, Suffolk – March 18th, April 23rd, May 7th, 17th and 24th.
 Margate, Kent – March 11th, April 28th, May 16th and 25th.
 Minehead, Somerset – April 4th.
 Moelfre, Anglesey – April 15th.
 Montrose, Angus – March 24th.
 Newbiggin, Northumberland – May 10th.
 New Brighton, Cheshire – May 9th.
 Newhaven, Sussex – March 22nd and April 13th.
 New Quay, Cardiganshire – May 13th and 30th.
 Penlee, Cornwall – April 30th and May 29th.
 Port Erin, Isle of Man – April 20th.
 Portrush, Co. Antrim – May 4th.
 Port St. Mary, Isle of Man – April 17th.
 Ramsey, Isle of Man – May 24th and 31st.
 Ramsgate, Kent – April 20th, May 2nd, 6th, 16th and 19th.
 Rhyl, Flintshire – May 26th.
 St. David's, Pembrokeshire – April 19th, May 24th and 25th.
 St. Helier, Jersey – May 6th (twice).
 St. Ives, Cornwall – April 24th and 25th.
 St. Mary's, Scilly Isles – April 15th and 16th.
 St. Peter Port, Guernsey – April 19th and May 28th.
 Salcombe, South Devon – April 1st and May 25th.
 Scarborough, Yorkshire – April 12th and May 8th.
 Selsey, Sussex – March 20th and April 9th.

Sheerness, Kent – March 4th, 15th and April 10th.
Shoreham Harbour, Sussex – May 13th.
Stornoway, Outer Hebrides – March 18th.
Stromsay, Orkney – March 15th.
Swanage, Dorset – April 11th, 12th (twice), 19th, 30th, May 17th and 25th.
Tenby, Pembrokeshire – May 31st.
Thurso, Caithness-shire – March 20th.
Torbay, South Devon – March 11th.
Troon, Ayrshire – April 28th and May 16th.
Tynemouth, Northumberland – May 3rd.
Valentia, Co. Kerry – May 23rd.
Walton and Frinton, Essex – March 13th, April 23rd and May 26th.
Weymouth, Dorset – March 2nd and April 12th.
Whitby, Yorkshire – March 31st and May 19th.
Wick, Caithness-shire – May 1st.
Workington, Cumberland – May 3rd and 19th.
Yarmouth, Isle of Wight – March 2nd, 30th, April 15th and May 11th.
Life-boat 70-001 (at Clovelly) – May 3rd (twice).
Life-boat 70-002 (at Scapa/Kirkwall) – April 21st and 28th.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded on pages 230, 238 and 244, the following launches on service were made during the months March, April and May, 1970, inclusive:

Abersoch, Caernarvonshire – April 18th and May 21st.
Aberystwyth, Cardiganshire – April 13th and May 30th.
Amble, Northumberland – May 6th.
Atlantic College, Glamorganshire – May 23rd.
Bangor, Co. Down – May 8th and 23rd.
Barmouth, Merionethshire – May 16th and 24th.
Barrow, Lancashire – May 6th and 29th.
Beaumaris, Anglesey – April 19th and May 12th.
Blackpool, Lancashire – May 17th.
Barth, Cardiganshire – May 30th.
Bridlington, Yorkshire – April 5th and May 26th.
Brighton, Sussex – May 17th.
Broughty Ferry, Angus – March 18th, April 24th, May 17th, 23rd and 27th.
Bude, Cornwall – April 7th and May 23rd.
Clacton-on-Sea, Essex – May 15th.
Conway, Caernarvonshire – May 2nd, 3rd, 21st and 31st.
Crimdon Dene, Durham – May 31st.
Cullercoats, Northumberland – May 3rd.
Eastbourne, Sussex – April 18th and 29th.
Eastney, Hampshire – March 7th, 21st and April 19th.
Eastney, Hampshire, 18-02 – March 7th, April 18th, May 2nd and 3rd.
Exmouth, Devon – April 25th and May 25th.
Filey, Yorkshire – May 31st.
Fleetwood, Lancashire – May 17th.
Flint – March 31st.
Great Yarmouth and Gorleston, Norfolk – April 29th and May 3rd.
Hartlepool, Durham – March 27th, April 18th, May 3rd, 10th, 21st, 24th (twice) and 31st.
Harwich, Essex – April 12th and 21st.
Hastings, Sussex – March 28th and April 11th.
Helensburgh, Dunbartonshire – March 15th, 22nd, 27th, April 25th, 26th, May 3rd (twice) 10th (twice) and 11th.
Horton and Port Eynon, Glamorganshire – March 25th and 26th.
Howth, Co. Dublin – May 20th.
Humber Mouth, Lincolnshire – May 31st.
Jersey, Channel Islands – May 6th.
Kinghorn, Fife – April 1st, May 20th and 26th.
Kippford, Kirkcudbrightshire – May 5th.
Largs, Ayrshire – March 1st, 28th, 29th, April 11th, 12th, May 6th (twice), 9th, 16th (twice) and 17th.
Littlehampton, Sussex – March 25th, April 6th, May 23rd and 25th.
Littlestone-on-Sea, Kent – May 9th, 11th and 23rd (twice).
Llandudno, Caernarvonshire – April 26th, May 17th and 20th.

Lyme Regis, Dorset – May 1st and 6th.
 Mablethorpe, Lincolnshire – May 30th.
 Margate, Kent – March 29th, April 18th and 26th.
 Minehead, Somerset – May 17th.
 Moelfre, Anglesey – March 29th, May 17th, 20th, 23rd and 24th.
 Morecambe, Lancashire – May 6th and 25th.
 Mudeford, Hampshire – May 22nd, 24th, 25th and 29th.
 Newquay, Cornwall – April 5th and May 22nd.
 North Berwick, East Lothian – April 2nd and May 20th.
 North Sunderland, Northumberland – May 23rd and 25th.
 Plymouth, Devon, 18-01 – April 27th.
 Poole, Dorset, 17-003 – May 8th (twice) and 25th.
 Porthcawl, Glamorganshire – May 10th and 23rd.
 Port Isaac, Cornwall – May 3rd.
 Port St. Mary, Isle of Man – March 1st, April 20th and May 30th.
 Port Talbot, Glamorganshire – May 12th.
 Pwllheli, Caernarvonshire – May 31st.
 Queensberry, West Lothian – March 15th (twice), 27th, 29th, May 2nd, 18th and 31st.
 Ramsgate, Kent, 17-001 – May 26th.
 Redcar, Yorkshire – May 31st.
 Rhyl, Flintshire – May 6th, 24th and 25th.
 Rye Harbour, Sussex – April 18th.
 St. Agnes, Cornwall – April 28th.
 St. Ives, Cornwall – April 13th.
 Scarborough, Yorkshire – May 24th.
 Selsey, Sussex – April 3rd, 9th, May 8th and 24th.
 Shoreham Harbour, Sussex – May 3rd, 5th, 7th, 13th, 17th (twice), 23rd, 26th and 30th (twice).
 Skegness, Lincolnshire – May 10th.
 Southend-on-Sea, Essex – April 18th, May 3rd, 9th, 17th and 25th (three times).
 Southwold, Suffolk – May 17th and 31st.
 Stonehaven, Kincardineshire – April 15th, May 20th and 31st.
 Torbay, Devon, 18-03 – April 27th, May 16th and 29th.
 Tre-Arddur Bay, Anglesey – April 21st and May 24th.
 Tynemouth, Northumberland – March 20th and May 3rd.
 Walmer, Kent – March 1st and May 24th.
 Wells, Norfolk – May 21st.
 West Kirby, Cheshire – May 23rd and 29th.
 West Mersea, Essex – April 19th, 26th (twice), and May 24th.
 Weston-super-Mare, Somerset – March 9th, May 17th and 31st.
 Whitby, Yorkshire – May 25th.
 Whitstable, Kent – March 3rd, April 14th, May 2nd, 4th and 30th.
 Yarmouth, Isle of Wight – March 2nd, May 22nd, 26th and 28th.

IS HE THE YOUNGEST?

David Sams, aged 8, of Hoddesdon, Herts., writes to say that he is No. 192 in the Life-boat Enthusiasts' Society and that he has visited 43 R.N.L.I. stations. David, we think, may hold the record age wise.

Mrs. J. BLACKBURN

In the last paragraph in 'New Ways of Raising Money' in the July issue of THE LIFE-BOAT (page 194) the treasurer of the Halifax life-boat luncheon club was given as Miss J. Blackburn. This should, in fact, have read Mrs. Blackburn.

PHOTOGRAPH CREDIT

The portrait of Coxswain Kenneth J. Holland, of the Skegness, Lincolnshire, life-boat, which appeared in the April Journal, page 78, was taken by Mr. K. S. Wilkinson, of Winthorpe, Skegness.