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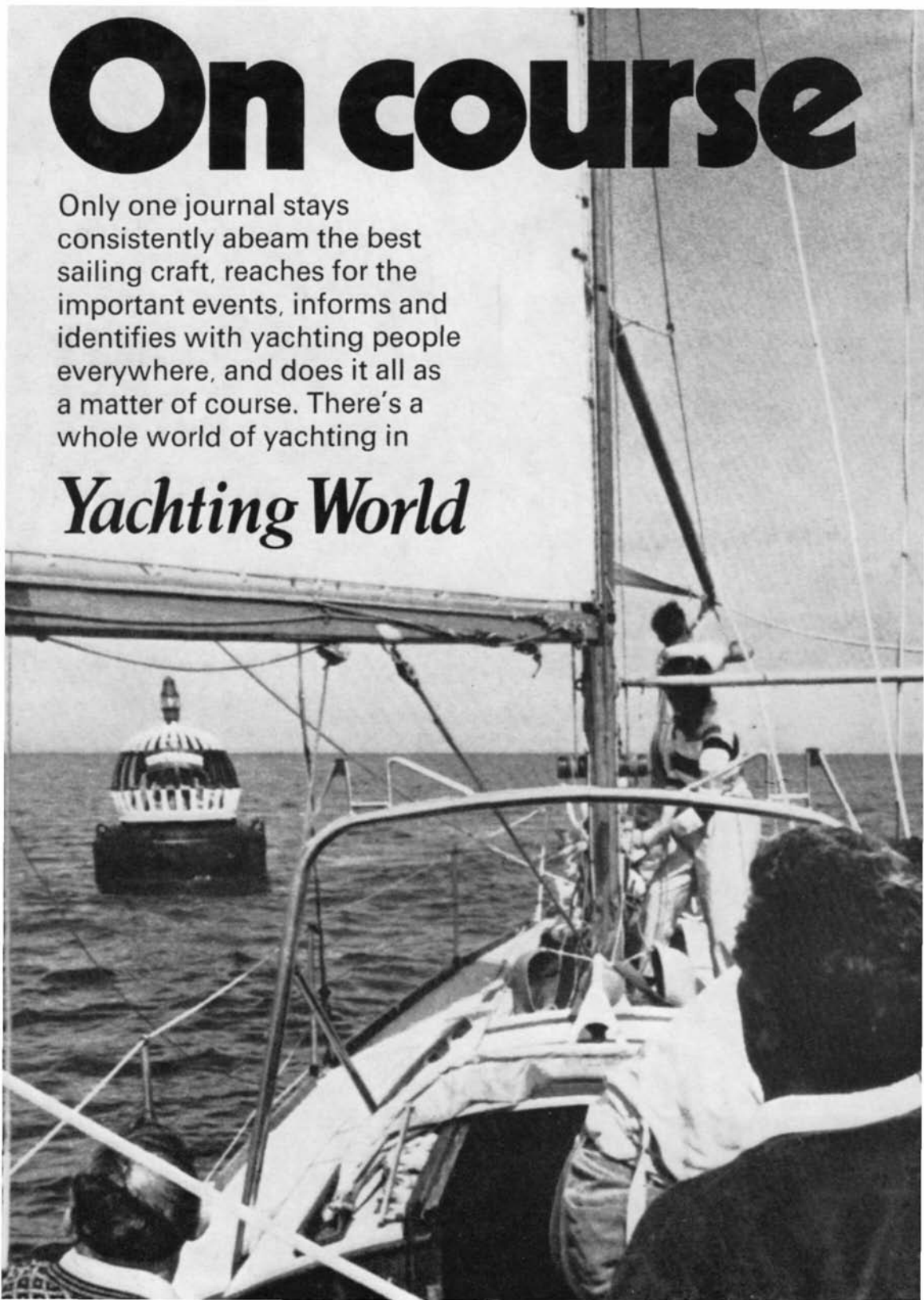
# THE LIFE-BOAT

JANUARY 1971

# On course

Only one journal stays consistently abreast the best sailing craft, reaches for the important events, informs and identifies with yachting people everywhere, and does it all as a matter of course. There's a whole world of yachting in

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# ANNOUNCEMENT

Those who have hitherto received THE LIFE-BOAT free of charge in recognition of services rendered to the R.N.L.I. will continue to do so. So will all Yachtsmen's Life-boat Supporters' Association members. But it is hoped steadily to increase the number of paying subscribers. The cover price is 3s. A form is enclosed which all readers should study. Publication at present will continue to be quarterly with the next three issues appearing in April, July and October. As an experiment the Editor welcomes editorial relating to the life-boat service and contributions on allied subjects. Good photographs and line illustrations will also be considered. See page 34 for more about pictures.

Vol. XLII

January, 1971

No. 434

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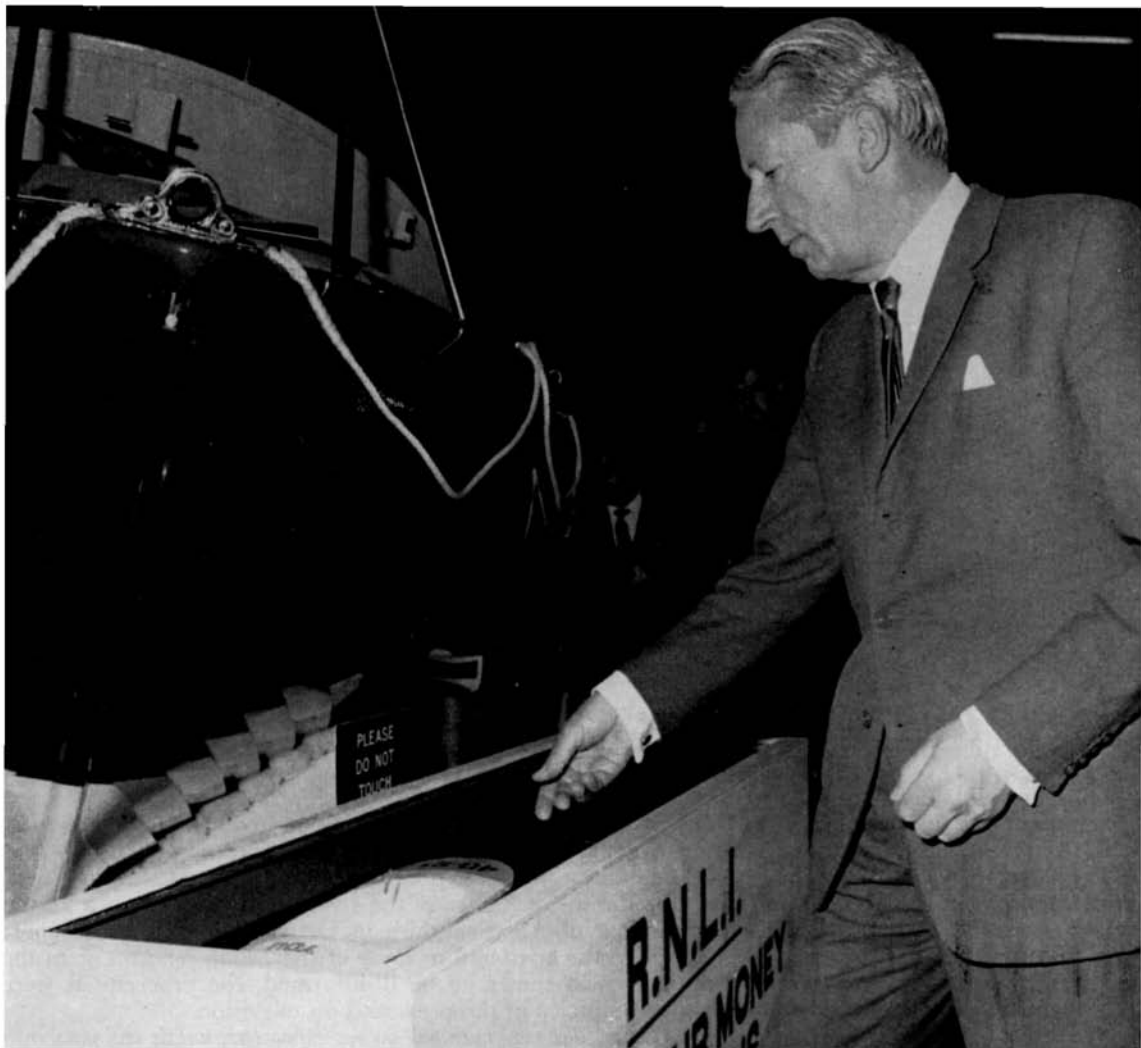
10 Downing Street  
Whitehall



I am very glad indeed to have this opportunity to congratulate the Royal National Life-Boat Institution on the work which it has done for this country and in particular for seafarers in the past and to wish all success for its efforts in the future. Everyone who goes to sea, whether as a means of livelihood, or for pleasure, as I do, knows well the risks that are involved. It is a great comfort to know that the crews of the R.N.L.I. lifeboats are ready to go out to assist people in distress whenever they are needed.

*Lewis Heenan*





*by courtesy of Fox Photos Ltd.*

Mr. Edward Heath on a visit to the R.N.L.I. stand at the International Boat Show in London in 1968. A letter in his capacity as Prime Minister is reproduced on the facing page. Last year he was elected Yachtsman of the Year by the Guild of Yachting Writers. Mr. Heath's award was largely due to his victory in the 1969 Sydney to Hobart race. This was followed by a successful season in British waters, culminating in four wins and three seconds in seven races in Burnham Week. See page 9 for more about Mr. Heath's Y.L.A. interests.



Admiral Sir Wilfrid Woods, G.B.E.,  
K.C.B., D.S.O., Chairman of the  
Royal National Life-boat Institution,

by courtesy of  
Universal Pictorial Press & Agency Ltd.

## Other Messages...

● A year ago I said: 'Now we stand on the threshold of the 70's, which promise to be years of new development and greater challenges.' The first challenge was not long in coming, for on 21st January, 1970, the Fraserburgh life-boat *Duchess of Kent* capsized with the losse of five lives.

This tragic event, coming as it did less than a year after the Longhope disaster, naturally raised many questions in the public mind and considerable criticism of the Institution. As a result a formal investigation was held by the Sheriff Principal of Aberdeenshire in October. Although the court found that no blame was attributable either to the coxswain or crew of the *Duchess of Kent* or to the Institution, and much of the public criticism was shown to be ill-informed, the proceedings were accompanied and followed by more adverse publicity in the press and on television.

*I am only too well aware of the unfortunate effect this may have had on our supporters, unfair and inaccurate though much of it was, and despite the action taken to refute it wherever this was possible. While I am confident that our voluntary workers will have seen these things in their proper perspective, the fact remains that a very serious challenge faces the Institution.*

It is quite clear that whatever may have been the findings of the court, and whatever may have been said by the press, it is the duty of the Committee of Management to do everything possible to speed up the existing programme of modernising the life-boat fleet, by replacing the older non-self-righting boats by new construction; by improving the sea-keeping qualities of the later non-self-righting boats and by giving them a self-righting capability where possible. We also have to press on with the development of a 52-foot fast afloat boat, the prototype of which is nearing completion, and also the trials of several types of small fast boats for inshore rescue.

### THE CHALLENGE

This will inevitably be an expensive process and it comes at a time when costs, both capital and recurrent, are rising rapidly. Despite the magnificent efforts of our branches throughout the country, the rise in income is not keeping pace. This is the challenge we now face.

Studies have been started with the aim of determining how best we can tackle the modernisation problem. At the same time professional advice is being taken with a view to reducing our administrative costs and improving our fund-raising organisation. While my colleagues and I expect worth while results from these measures, we realise that the future of the Institution lies in the hands of our voluntary workers and supporters, and for this reason I have stated the position frankly.

Despite its problems, 1970 has also been a year of achievement. New boats have joined the fleet,



by courtesy of  
The Prudential  
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more lives than ever have been saved, the performance of our crews has upheld most worthily the traditions of the life-boat service and the valiant efforts of our supporters has, despite an adverse financial climate, once again produced record results. All the members of the Committee of Management join me in thanking you all for these magnificent efforts and I appeal for your continued help in overcoming the problems which lie ahead.

We anticipate that the new-style Journal will help to tell more people about the R.N.L.I.'s work.

Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.,  
Chairman R.N.L.I.

● *Sir Max Aitken, D.S.O., D.F.C.*: 'When one ocean races in Australia or America in rough weather, my crew and I are always concerned about the rescue facilities. When racing we drive a boat to what we consider the limit and that means masts, sails and hull. This being the case, one is always aware of the rescue facilities. In Britain we have a magnificent and helpful R.N.L.I.'

● *Dr. Malcolm Arnold, C.B.E., who composed the 'Padstow Life-boat March'*: 'Living on the Cornish Atlantic coast, I am well aware of the wonderful work done by the Royal National Life-boat Institution, and I would like to wish the new Journal every success.'

● *Raymond Baxter*: 'I was delighted to see the new format for THE LIFE-BOAT. For a long time I have held the view that the publication deserves the widest possible readership, and therefore anything that can be done to make it more attractive to the casual purchaser must be a move in the right direction. I wish this facelift for an old friend every possible success.'

● *The Bishop of St. David's (the Right Rev. John Richards Richards)*: 'I welcome the appearance of THE LIFE-BOAT in its new dress, and I wish it all possible success. The continuing story of the life-boat service is well-worth the telling, and well-worth the reading, and deserves all possible publicity . . . God bless THE LIFE-BOAT.'

● *Mr. T. G. Bedwell, who with his wife presented the Great Yarmouth and Gorleston, Norfolk, life-boat:* 'No two people could wish the life-boat service more that is good and helpful than my wife and myself.'

● *Commander Erroll Bruce, R.N. (retd):* 'The specimen of your new cover is an impressive professional production, and I feel confident will be a great help in making more people vividly aware of the work of the life-boat service. Meanwhile I would like to send my sincerest hopes that the new form of THE LIFE-BOAT will assist the superb work of the life-boat crews and the whole efforts of the Royal National Life-Boat Institution. As a yachtsman I knew very well that my family and myself may all need some help at time, and as an ex-lifeboatman I know how splendidly the life-boat crews answer the many calls that fall upon them.'

● *Mrs. Frances Macfarlane, who with her husband presented the Aith, Shetland, life-boat:* 'First of all I would like to congratulate the R.N.L.I. on their new cover for the Journal: it is very good and has a modern look which should attract attention to it. . . . We receive every edition of the Journal and it certainly does keep our interest alive. Incidentally, no other "good cause" has ever thought of keeping us informed of what goes on, so naturally one tends to lose interest, but not with the R.N.L.I.'

● *Mrs. A. A. Ritchie, who presented the Ramsey, I.o.M., life-boat in memory of her husband, Mr. James Ball Ritchie:* 'I am very proud to be so closely associated with this fine service and to know some of the men, their families, the coastguards and harbour masters who assist them. My husband, who loved and respected the sea, regarded these families as a race apart. I wish THE LIFE-BOAT well on its new course.'

● *Sir Alec Rose:* 'I have just received a specimen of the new cover . . . showing the face of a man, one of our best known and loved Coxswains, a man used to modern equipment, but still called on to face awful dangers to save life at sea. This new look of THE LIFE-BOAT should do much to bring home to people the human element involved in this great organisation and I wish all those concerned the success they deserve.'



*Sir Alec Rose, like the true sailor he is, has spoken with reverence of the power of the sea: 'No one knows the sea, which is a great leveller that soon cuts the big-headed sailor down to size. In the tremendous gales I have experienced round the world I was often frightened as I set my course, but I did feel at those times that there was another hand on the tiller, and it was a great comfort. One cannot go to sea in those conditions without being aware of a higher being watching over us, and sailors are invariably God-fearing types. I have said this before, but they who go down to the sea in ships, they see the works of the Lord, and it is really true.'*

*by courtesy of East Anglian Daily Times*





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"THAT THE LIFE-BOAT SERVICE MEANS TO US"

To all of us on "Blue Peter" the Life-Boat Service means our four "Blue Peter" Inshore Rescue Boats. These boats, stationed at Littlehampton, Beaumaris, North Berwick and St. Agnes were bought with thousands of old paper backed books collected by "Blue Peter" viewers all over Britain. So far they've saved 104 lives - 104 people are alive today thanks to "Blue Peter" viewers who cared!

*John Stokes  
 Peter Pearce  
 Valerie  
 Gingle*

The famous 'Blue Peter' life-boat appeal was made on 5th December, 1966. It asked for 60,000 paper-backed books. The response was so great that the books, when sold, made enough money to purchase not one but four inshore rescue boats for the R.N.L.I. A signed message from the 'Blue Peter' team is reproduced on the left.

# NOTES OF THE QUARTER

by  
the Editor



*by courtesy of T. P. Roskrow*

ANYONE who has studied with care the transcript of evidence before the Sheriff's Court in Aberdeen, which investigated the causes of the capsizing of the Fraserburgh life-boat last January, and the findings of the court itself, must be impressed by the thoroughness of the whole procedure and gratified that no blame was placed on the R.N.L.I.

Essentially the investigation was into one specific disaster, but the discretion of the court was large and the R.N.L.I. in a sense came under a microscope. It is questionable whether any other national organisation with such a wide range of duties as the R.N.L.I. would have come out of such an examination so well in spite of the impression which may have been created by a number of newspaper headlines.

## COMMUNICATIONS AND CONTROL

The court did indeed invite the R.N.L.I. to pursue certain studies in which it is already engaged, both by itself and in consultation with other bodies, particular attention being called to the construction of larger boats and the improvement of communications.

Some confusion has arisen between the related but separate problems of co-ordination of search and rescue operations and the control of life-boat operations. The Chairman of the Institution, Admiral Sir Wilfrid Woods, pointed out clearly in his evidence that the existing procedures work well provided everyone plays his part.

At the same time Admiral Woods expressed the R.N.L.I.'s readiness to examine any suggestions for establishing some sort of authority to collate all information about a vessel in distress. The R.N.L.I. is also prepared to examine proposals for setting up one or more rescue co-ordination centres from which instructions

could be given to a life-boat at sea, but a necessary proviso would clearly be that there should be an R.N.L.I. representative, i.e. somebody with the necessary qualifications, on duty at the centre. Even then the eventual responsibility for the control of a life-boat at sea must be the coxswain's.

Remarks attributed to a Coastguard official may well have led readers of *THE LIFE-BOAT* to wonder whether any change had been made or was being contemplated in the existing Coastguard regulations. No such changes are being contemplated, and in a written answer to a Parliamentary question on 30th October, 1970, Mr. Anthony Grant, Parliamentary Secretary for the Board of Trade and Industry, referring to the responsibilities of the Coastguard, stated that these were described in the report of the committee which recently reviewed the marine search and rescue organisation. This committee recommended no major changes in the existing system and pointed out that although there might be theoretical objections to divided command they could find none in practice.

## SUPPORT OF SUPPORTERS

Perhaps the most gratifying aspect to members of the R.N.L.I.'s head office staff of recent discussions and disputes about the life-boat service has been the overwhelming evidence of unqualified support for the Institution's policies from its voluntary workers in all parts of the country, and in particular from members of life-boat and inshore rescue boat crews. A small selection of comments received appears on pages 13 and 14.

It is evident from all the correspondence that those who are actively engaged in the life-boat service in one way or another welcome and respect the kind of thorough examination which

emerged from the Sheriff's Court at Aberdeen, but resentment has been felt at some of the ill-informed comments which have been made, particularly conclusions reached before the findings of the court were made known.

### **NEW FORM OF JOURNAL**

The R.N.L.I. is much honoured that the first number of the new Journal should contain a message of good wishes from the Prime Minister as well as from a number of other distinguished public figures who are known to have a deep interest in the life-boat service.

Mr. Edward Heath is of course well known as an exceptionally skilled yachtsman. It is not so generally known that at the International Boat Show held at Earl's Court in London in 1968, when Sir Alec Rose formally launched the Yachtsmen's Life-boat Supporters' Association, Mr. Heath visited the R.N.L.I. as a private individual and readily signed the form which made him Y.L.A. member number 165.

The personal support and interest of Prime Ministers is something to which the R.N.L.I. is entitled to be proud. Some two years ago members of the crew of the St. Mary's life-boat station in the Scilly Isles came to London to receive medals for gallantry. On that occasion they were received with the warmest hospitality at No. 10 Downing Street by Mr. and Mrs. Harold Wilson.

We hope the new form of the Journal will appeal to our readers and will serve to make the work of the life-boat service more widely known and also attract advertising revenue. Those who receive the journal free of charge in recognition of the services they render to the Institution in one way or another will continue to do so. It may be, however, that a number of our readers would like to help meet increased costs by taking out a voluntary subscription for the Journal. They can do so by filling in the form which has been inserted in this number.

### **BRITISH LEGION LIFE-BOAT**

The British Legion has made an appeal to all its members to commemorate the 50th anniversary of the foundation of the Legion by presenting a life-boat to the R.N.L.I. to be named *British Legion Jubilee*. Every ordinary honorary member of the Legion has been invited to subscribe a sum of not less than 1s. and British Legion clubs have been asked to contribute a minimum of £1 for every £1,000 of gross turnover.

This is a wonderful gesture which will serve to forge an even closer link between those who serve or have served in the armed forces and the R.N.L.I. Anything which members of the R.N.L.I.'s branches or guilds can do to support the British Legion's life-boat appeal will clearly be welcome.

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## **Veteran Box**

Mrs. R. S. Carman of the Black Lion Hotel, Llanelli, collected over £4,000 in one box for the Royal National Life-boat Institution. The box was sent to the R.N.L.I. head office in London to be placed in a museum as a historic relic, but Mrs. Carman has now come to the conclusion that she can only collect successfully with her veteran box, and this is now being returned to her.

Before being in the Black Lion Hotel, the box was in the Salutation Hotel for nearly 20 years. Mrs. Carman was awarded the gold badge of the R.N.L.I. in 1961.

## **Luncheon Honour**

Coxswain Dermot Walsh of the Valentia, Co. Kerry, life-boat attended the 'Men of the Year' luncheon at the Savoy Hotel, London, in November.

## **Segregation**

Girls at Westonbirt School, near Tetbury, Gloucestershire, were allowed to invite their boyfriends to stay the night after a charity ball in October in aid of the R.N.L.I. The boyfriends, however, were segregated in a separate wing, but all had been invited with the approval of the girls' parents.

The pop group which kept the dancers whirling called themselves The Wonderful Mission of Earl Lavender.

## **Dog's Luck**

The winner of the 'Poole Spratt' dinghy raffled by the Christchurch ladies' life-boat guild—they raised over £350 for the R.N.L.I.—turned out to be none other than a boxer bitch in the family of Miss Diana Hill, of Bradley Road, Slough.

# THE FRASERBURGH INQUIRY

The Fraserburgh, Aberdeenshire, life-boat *Duchess of Kent* which capsized on 21st January, 1970, with the loss of five lives.



A FORMAL investigation under the Merchant Shipping Act of 1894 was held at the Sheriff Court House, Aberdeen, from 5th to 12th October, 1970, into the circumstances attending the capsizing of the Fraserburgh life-boat *The Duchess of Kent* with a loss of five lives on 21st January. The Sheriff Principal, Mr. Frederick W. F. O'Brien, Q.C., presided. He was assisted by three assessors, Mr. A. R. Elder, Professor J. F. C. Conn, D.S.C., C.ENG., M.R.I.N.A., and Mr. L. A. Clegg, D.S.C., D.A.

The transcript of evidence ran to some 300 closely-typed foolscap pages, and the report of the court was a lengthy one. Within the space available it will therefore be possible to give no more than a fairly full summary. In examining the question of whether any blame for the disaster was to be attributed to any individual or organisation, the court made its findings clear. In unequivocal terms it stated: 'The *Duchess of Kent* was well equipped and in a seaworthy condition when she sailed on her last mission. No vessel can be guaranteed to survive all possible sea conditions and this life-boat was unfortunate to encounter a very large wave which overwhelmed her. No blame for the disaster can be attributed to her coxswain and crew or to the R.N.L.I. The court emphasises that life-boat

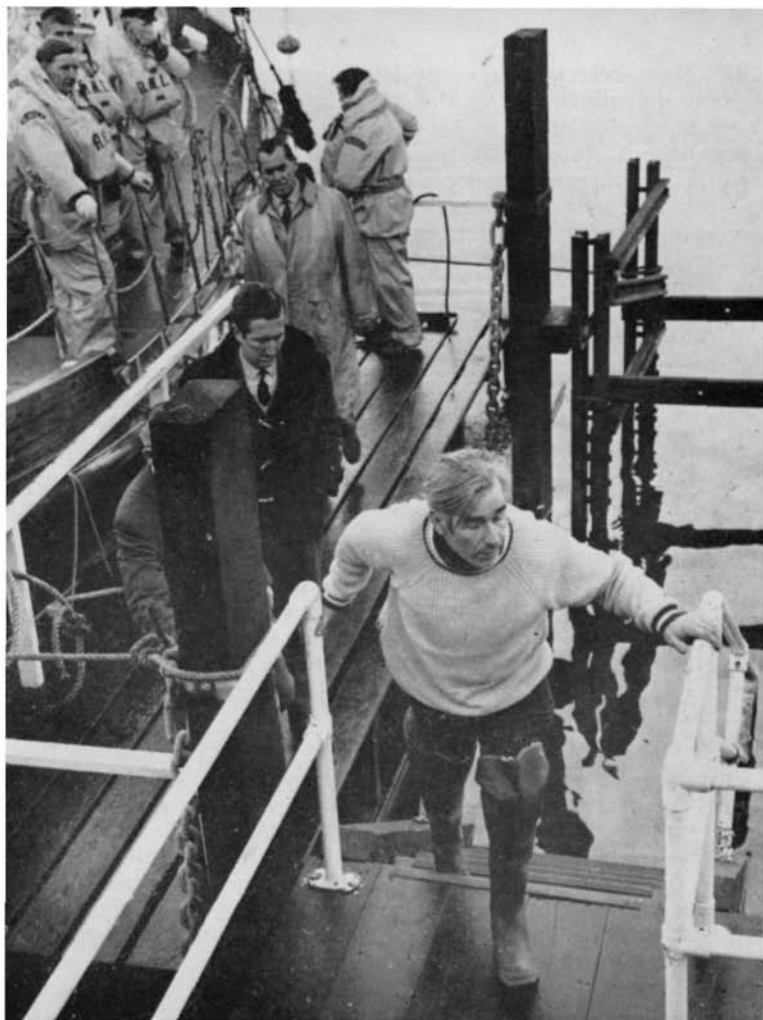
*rescue operations are, and will always be, extremely hazardous.'*

During the investigation the question was more than once raised of placing limits on the operational use of particular life-boats. On this point the court stated in its findings: 'The court has heard proposals that limits be placed on the use of 46 foot 9 inch Watson type life-boats in such sea conditions as those in which the *Duchess of Kent* capsized. The court considers that it is impossible in practice to formulate such limitations, as there is an infinite variety of combinations of wind, sea and tide in any given locality. Decisions as to launching are best entrusted to the judgment of experienced seamen on the spot.'

Among criticisms voiced was that of the possible effect on the life-boat when she had been refitted with new and more powerful engines. On this point it was stated: 'The court is satisfied that the re-engining and alterations had a minor and insignificant effect upon the vessel's stability and the disaster cannot in any way be attributed to effects arising from the re-engining, which did not impair the transverse stability and caused only a slight change in trim.'

A Russian seaman took this photograph as the *Duchess of Kent* life-boat (arrowed) was overturned by a huge wave. On the right the only survivor—Mr. Jackson Buchan—is shown landing from the *Buckie* life-boat after being picked up by a Russian vessel.

by courtesy of Aberdeen Journals Ltd.



The court examined in great detail questions of communications and of the duties of H.M. Coastguard in relation to the R.N.L.I. In this connection it stated that the evidence given pointed to the need for some type of central co-ordinating authority to collect and assess the available information and so determine the appropriate rescue service in the particular case. The court did not consider it reasonable to assume that the life-boat coxswain was listening into the various radio telephone conversations concerning the vessel *Opal*.

In its report the court also stated: 'The Coastguard regulations provide for close co-operation between the Coastguard and the R.N.L.I. The local R.N.L.I. honorary secretary must be informed when a vessel is in distress in the vicinity and the regulations provide for communication with the life-boat through the shore stations. The life-boat is in communication with the local Coastguard station, which is responsible for maintaining contact with the honorary secretary. The Coastguards' duties in relation to the R.N.L.I. are advisory only. They pass on information and can make recommendations, but the executive decision as to launching remains the prerogative of the local honorary secretary.'

It was made clear that the honorary secretary of the station, Captain J. Carter, was ill at the time of the disaster and that the acting honorary secretary was himself the life-boat coxswain. The court recorded that the R.N.L.I. had taken steps 'to provide for any such contingency in the future'.

During the hearings much discussion took place on the subject of the design of life-boats and the suitability of particular boats for certain operational conditions. In this connection, particularly in view of a number of misleading statements which have been made, it is perhaps appropriate to quote in full the relevant part of the court's findings. These were:

'Founded in 1824, the R.N.L.I. has a long and honourable record of saving life at sea. Furthermore, it has accumulated a wealth of experience in the design, construction, maintenance and operation of life-boats. During comparatively recent years new means of rendering aid to yachts, fishing craft and ships have become available. For example, aircraft can drop inflatable rubber life-rafts and helicopters can winch up survivors if weather conditions permit.

'Life-boats, however, must be available for rescue in inshore waters and at some considerable distance from shore. The R.N.L.I. already has in service new types of high-speed craft for inshore work, but it appears to the Court that too much is expected of the majority of life-

boats. Most of those now in service are designed for work both close inshore and further afield. Their shallow draught entails tunnel screws and the corresponding hull forms have comparatively poor resistance and propulsion qualities.

'Even in the case of restricted draught vessels, less resistful hulls could be designed and propelled by screws in nozzles (hence protected against beaching damage). For what may be termed deep sea work, craft of greater size and displacement are desirable if life-boats are to survive the frequent, severe North Sea storm conditions. Authoritative evidence was given of waves of 60 foot height accurately measured not far from the locality where the *Duchess of Kent* was capsized. In the district around Peterhead one such large life-boat could be available for distant work, with smaller boats for inshore rescues.'

'The court was informed that the R.N.L.I. policy was to build all future craft of the self-righting type. The court has not sufficient information at its disposal to comment on this policy but it suggests that with the present advances in knowledge of sea states and the research facilities available, the properties of comparable self-righting and other types of life-boat are suitable subjects for research.

'Much expert knowledge, experience and research facilities are available in Government establishments, notably the National Physical Laboratory, the Admiralty Experiment Works at Haslar and the Board of Trade. The R.N.L.I. might with advantage co-operate with such bodies on technical problems.'

Finally the court recorded its appreciation of the strenuous efforts made by the Russian ships in life-saving and salvage of the life-boat and tendered its sympathy and condolences to the relatives of the men who gave their lives so unselfishly and courageously.

As the whole matter was still *sub judice* when the last number of *THE LIFE-BOAT* was published no account of the circumstances of the disaster could be given. A full report taken verbatim from the annex of the report therefore appears on page 47.

Three days after the report of the court was published a special meeting of the executive committee of the R.N.L.I.'s Committee of Management was held under the chairmanship of Admiral Sir Wilfrid Woods. This gave an opportunity for an immediate examination of the court's findings and for a discussion on what the R.N.L.I. itself should do in the light of the findings. A number of special investigations were decided upon by the committee. These included:

- (i) re-examination of the existing proposals for modifying Watson life-boats of the 46 foot 9 inch midship steering and 47

foot classes to see if they can be accelerated and improved;

- (ii) the examination of the present deployment of 70 foot boats and the cost and time required for constructing new boats of this class;
- (iii) whether the R.N.L.I. should make any recommendations to the authorities concerned for improving communications with life-boats at sea;
- (iv) whether there is a need to modify future construction proposals;
- (v) what would be the financial implications of adopting any or all of the recom-

mendations resulting from the above studies.

In announcing these decisions the committee welcomed the finding of the court that no blame for the loss of the Fraserburgh crew could be attributed to the coxswain, the crew or the R.N.L.I. It also stated that, notwithstanding the conclusions of the recent Board of Trade report on the marine search and rescue organisation, an improvement in co-ordination of rescue services could be made, and added that the R.N.L.I. would be prepared to take urgent steps to examine this matter in conjunction with the other authorities concerned.

## OPINION: WHAT THE PUBLIC AND PRESS SAY ...

THE R.N.L.I., as a result of the Fraserburgh inquiry, has been widely discussed in the press and debated on television. Many letters have been received at headquarters, including a large number following the Public Relation Officer's appearance on the B.B.C.'s 24 Hours programme, and there is strong evidence that the life-boat service is as respected as ever it was. Some extracts from letters and newspapers are published below.

● *Ex-Coxswain Richard Evans, Moelfre, Anglesey, only living holder of the R.N.L.I.'s gold medal and bar:* 'First of all let me congratulate you on your television appearance. I thought you had some very difficult questions to answer and you really came out with flying colours.'

● *Colonel G. A. Jackson, O.B.E., honorary treasurer, Angle, Pembrokeshire, branch of the R.N.L.I.:* The coxswain, crew and honorary secretary of this station have spontaneously requested that I write to you expressing the fullest confidence both in our Watson class boat and the Royal National Life-Boat Service in general.'

● *Mr. W. G. Kaye, Cheltenham:* 'I may say that this donation was inspired by the spirited defence put up by the R.N.L.I. representative during the 24 Hours programme this evening.'

● *Mr. M. J. Ingram, Bearsden, Glasgow, in The Glasgow Herald, 24th October, 1970:* 'How many people have lived, as I have, in a community where a life-boat capsized with the loss of the entire crew? The courage of the relatives is a salutary lesson to all who are privileged to come in contact with them; and not once have I ever heard one of these families do anything but praise the R.N.L.I.'

● *Mr. John N. Hamilton, Lochgilphead, Argyll, in The Glasgow Herald, 24th October, 1970:* 'The opinions expressed by most of the people interviewed were not in accordance with the facts. . . . Does the skipper of the fishing boat, for instance, not realise that life-boats are launched often to escort boats like his to harbour, and that more often than not they operate when no other vessel of comparable size is at sea. . . ?

● *From the Telegraph and Argus, Bradford, 23rd October, 1970:* 'There is nothing in this situation which requires us to change to a Government rescue service. The present voluntary service has done a notably successful job and can continue to do so. But there are problems, they have to be tackled, and just because the service is voluntary does not make the need to tackle them any less vital.'

● *From the Western Mail, Cardiff, 20th October, 1970:* 'The coxswain of Fishguard life-boat, Mr. Glyn Bateman, said last night he had been a crew member of a Watson-design boat for more than 20 years and he had always felt confident in it.

'The coxswain of the Mumbles boat, Mr. Derek Scott, agreed. "I have been out in force 11 gales and seen waves 40 feet high and I would do it again, Watson boat or not", he said.

'"The lives of people at sea come before my fears", said the coxswain of Beaumaris life-boat, Mr. Harold Jones.'

● From The Daily Mail, Hull, 20th October, 1970: 'Even so, and when all is said and done, it is the skill, courage and stamina of the life-boat crews themselves that make the service they render one of the best in the world. And the fact remains that life-boat rescue operations have and always will be extremely hazardous.'

● From The Sunday Telegraph, 25th October, 1970: 'An annual £3 charge for every yacht club member would raise well over £500,000. It would cover not only himself but his crew. Ideally, the charge would be taken up voluntarily by all the yacht clubs who would make it a condition of membership.'

'If this proves impossible then a Private Member's Bill containing the provision that all yacht club members should pay a £3 licence, collected by the yacht club with the receipts going to the life-boat service, could be put up by an enterprising M.P.'

'The principle of the charge is in line with the Tory Government's idea of letting people who use a service pay for it and the Bill would surely be looked on kindly by a sailing enthusiast Prime Minister. It could hardly fail and would help rid the R.N.L.I. of its nagging money worries.'

● From the East Anglian Daily Times, 21st October, 1970: 'Commenting on the boat which they have had for seven years, Lowestoft life-boat secretary Mr. Michael Chapman said his crew had every confidence in it.'

'"I have discussed this with the coxswain, Tommy Knott, and nothing said at the inquiry has in any way shaken the faith of the crew in the *Frederick Edward Crick*", said Mr. Chapman.'

'"The Lowestoft boat, unlike that at Fraserburgh, has not been re-engined, and I understand the stability factor is 112 degrees. The advantages of a self-righting boat at Lowestoft are somewhat questionable, because the most important work carried out off Lowestoft is on sandbanks in shallow water—and even if a self-righting craft capsized in these conditions, she could not right herself because she would be on the bottom.'"

## THE CENTRAL APPEALS COMMITTEE

THE first target of the Central Appeals Committee is to raise over £75,000 of new money during the present financial year. The R.N.L.I.'s estimate of income provides for receipt of this amount, which is part of the £550,000 target the C.A.C. has set itself in the next four years.

A national walk will take place on Sunday, 18th April, 1971. The aim is to get 'The Youth of Britain Walking for the Life-boat'. The potential is enormous. The Wembley branch raised over £900 as a result of their annual walk held on 25th October. At present over 250 branches have indicated their willingness to take part. The central organisation is being undertaken by the C.A.C. Local arrangements will be made by participating branches to a plan of operation suggested by the committee. Mr. C. F. Chapman, the North of the Thames District representative on the C.A.C., who organised the Wembley walk, is directing the main organisation. All money raised by branches stays to their credit.

Jimmy Savile, the disc jockey, himself a member of the Beaumaris life-boat crew, has offered to help with our publicity. Other national as well as local publicity is being sought.

The national balloon race saw 36,000 balloons released. The labels are coming back from far and wide, including many from overseas. We will advise the winners in the next edition and state the profit made. This is credited to participating branches' accounts.

Our thanks are due not only to branches who made the effort to raise new money and the public for taking part in the race but also to some 300 people who gave up most of Sunday, 15th November, to inflate, secure and release the balloons and to several public-spirited bodies who gave us facilities for launching them.

Mrs. P. Corrigan, 'Parciau', Marianglas, Anglesey (Tel.: Moelfre 229), whose family has been associated with the Moelfre life-boat for many years, has joined the C.A.C. as representative for North Wales. Due to ill health Captain C. W. Davies has been forced to resign as South Wales representative and Captain T. G. Hornsby, representing the South West, has had to resign through business pressure.

Your fund-raising suggestions are welcome and some are being used. Write to me, Mr. R. N. Crumbie, chairman, at 28 Chislehurst Road, Kent, if you feel you have a fund-raising suggestion to put forward.



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by courtesy Peter Doubleday

## Focus on— WELLS

by Christopher Elliott

WHEN one travels from Norwich, roughly north west, one soon begins to sense that the sea is not far away. The trees on exposed ground have a stunted look caused by the prevailing wind: their limbs are bent in a certain direction. The flatness of the country suddenly brings one to a fishing village, and then to sand dunes, where on a summer's day the hot sand is whipped up by the wind.

This is the approach I sensed when I went

Just over 100 years ago wrecks on the north Norfolk coast in the region of Wells were numerous. The detail (above) is from a wreck chart for 1869 and (below) Coxswain David Cox who is in charge of the present life-boat.

last year to Wells, on the Norfolk coast, to learn something of the history of this famous life-boat station.

It was in 1869, because of the frequency with which vessels ran aground on the outlying sands, that the R.N.L.I. established its own station there, the first life-boat being the *Penny Readings and Eliza Adams* which up to 1881 launched 15 times for 38 lives. But earlier than that—in the 1840s—the Wells Harbour Act decreed an 'efficient and well appointed life-boat' to be maintained by the Harbour Commissioners. The detail from the old wreck chart, reproduced on this page, shows how dense were the wrecks on that part of the coast just over 100 years ago—in 1869. Wells, incidentally, was the last station to use horses for launching. That was in 1934.

On 29th October, 1880, the Wells life-boat capsized when returning to shore after a service. Eleven out of her crew of 13 were drowned, leaving 10 widows and 27 children.

THE LIFE-BOAT for 1st February, 1881, reported that, in addition to the Wells accident, life-boats at Great Yarmouth and Harwich had also recently been upset with loss of life. The issue stated: 'The Wells disaster was by far the most fatal accident that had ever befallen a Life-boat belonging to the National Life-boat Institution, the largest number of lives ever before lost, on any one occasion, having been six'.

Today near the old life-boat house on the West Quay there is a memorial to the men who lost their lives in the Wells capsizing of 1880.

The first life-boat house was erected at Wells



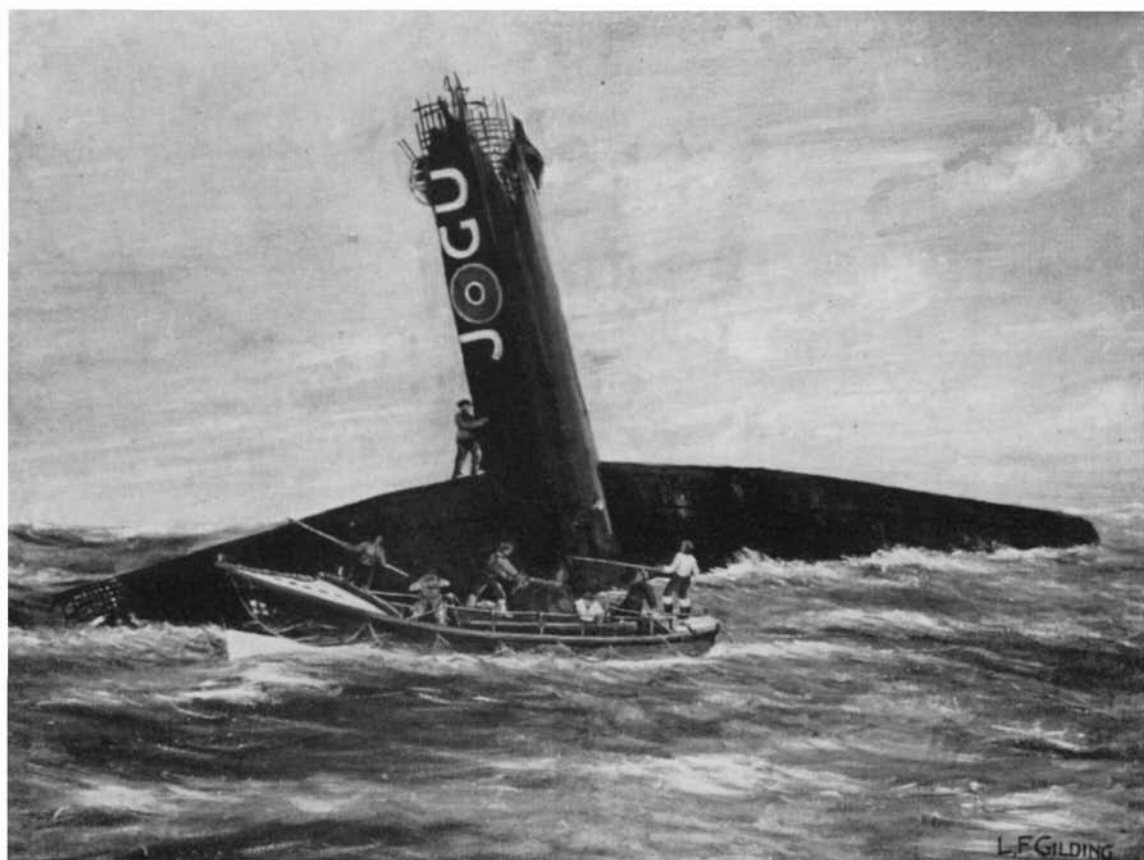


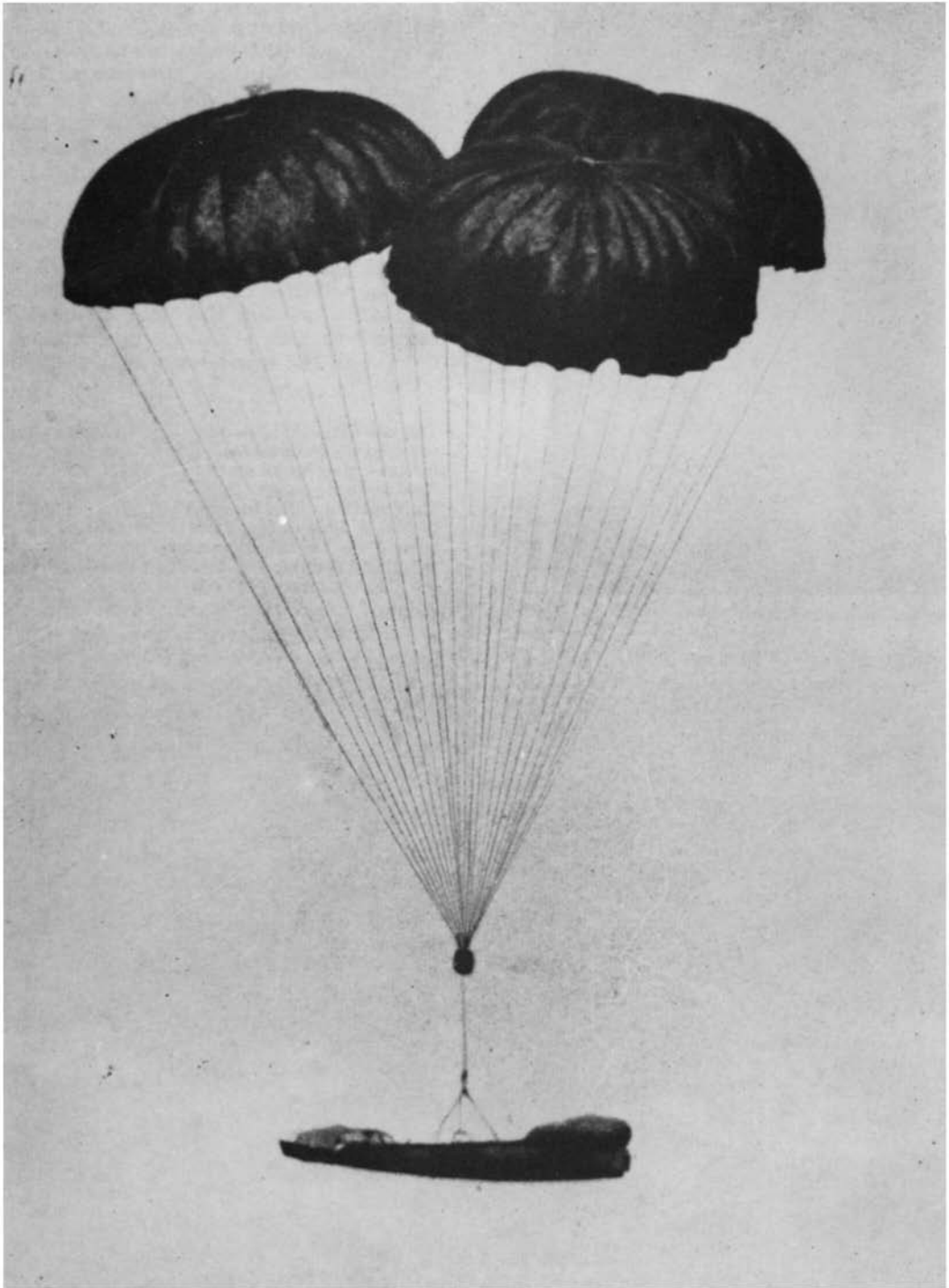
by courtesy of Claude Fisher

in 1869, the cost being £300. In 1880 a slipway was constructed at a cost of £30. Then, because of north winds, a new life-boat house with slipway was built on the beach a mile from Wells in 1895 for £550. Despite the mile run from the town, Lt. David J. Case, R.N.V.R., the honorary secretary, reckons to get the life-boat away five minutes after the firing of the maroons.

On 14th July, 1942, the late Coxswain Theodor T. L. Neilson of the Wells life-boat carried out a service to a crashed Lancaster bomber which earned him a vellum. It was at 5.39 a.m. on that day that a message was received that an aeroplane had crashed three miles out. The bomber was found standing on

The late Coxswain Theodor T. L. Neilson of Wells received the thanks of the R.N.L.I. inscribed on vellum for searching for a crashed Lancaster bomber off the Norfolk coast on 14th July, 1942, and (below) a reproduction of the painting by L. F. Gilding showing the *Royal Silver Jubilee 1910-1935* alongside the sinking bomber with the coxswain standing on the wing. The painting was based on details provided by the life-boat crew.





*by courtesy of Ministry of Defence*

On 5th May, 1943, the Wells life-boat took part in an interesting service in which the R.A.F. for the first time dropped an airborne life-boat to a 'ditched' bomber crew off the East Anglian coast. The 'ditched' crew received the airborne life-boat 50 miles out and got to within 12 miles of Wells before she broke down.

# Ford afloat!

The Royal National Lifeboat Institution has 138 active lifeboat stations in Britain. There are 67 Ford-powered lifeboats and Ford engines are being used exclusively in the re-engining programme. The basic unit in the new glass-reinforced plastic lifeboats is the Ford Series 2255E. Ford engines are currently in use in the Oakley 37-ft. lifeboats.

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its nose, with its tail and part of its port wing broken. One man in a weak state was found clinging to the aircraft. As there was no sign of the other crew members Coxswain Neilson hoisted himself on to the edge of the wing and, despite the danger of the machine turning over and trapping him, walked along it to the fuselage. He reached the fuselage but could see no one.

The Wells boat took part in an interesting service on 5th May, 1943, although a motor launch beat the life-boat to the casualty. The R.A.F., many miles to the east, had dropped an airborne life-boat by means of parachutes to a dinghy, the intention being for the survivors to make for the East Coast under their own steam. The craft, however, broke down when still 12 miles from Wells, for which place it was making, and was seen by a motor launch as the local life-boat was heading for the casualty. This was the first occasion during the war that one of the new airborne life-boats had been used in this way, the survivors having come from a Halifax bomber 50 miles out in the North Sea.

The war had not been over very long before an unusual attempt was made to steal the Wells life-boat. It happened on the night of 7th

The Wells life-boat *Ernest Tom Neathercoat*—a 37-foot Oakley—was built in 1965. She is a self-righter and is one of about 20 of her type in service with the R.N.L.I., in addition to six 48-foot 6-inch Oakley and Solent class and six 44-foot steel boats with the same capability.

January, 1946, and the attempt was made by seven German prisoners of war who were waiting to be repatriated. They broke open a window and tried, unsuccessfully, to start the



by courtesy of *The Scotsman*

engine of the life-boat. Shortly afterwards they were detained.

In 1955 a vellum was awarded to Coxswain William R. Cox for the rescue of five of the crew from the s.s. *Zor* of Istanbul. This service took place on 18th May in a strong northerly gale with squalls of sleet and hail. The *Zor* was loaded with timber and, as each successive sea hit her, baulks of wood fell from her deck into the sea.

Then, in 1963, Second Coxswain Frank R. Taylor, D.S.M., was awarded the bronze medal for the rescue of two people from the cabin cruiser *Seamu*, of Frinton, on 18th/19th May. This rescue took place in a rough sea, and due





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The present life-boat house and slipway were built on the beach a mile from Wells because of the north winds. Also shown is the new inshore rescue boat house. The photograph (below) is of the memorial on the quay at Wells to the men who lost their lives when the local life-boat capsized in 1880.



to the state of the tide the life-boat tractor and carriage had to negotiate deep water before reaching the launching site.

A year later—on 29th/30th August—Coxswain David Cox was awarded a vellum for the ‘determination and courage’ he displayed in attempting to carry out a service to the yacht *Kiskadee*. The yacht was aground on a sandbank about half a mile west of Blakeney Point, lying beam on to a confused sea which was washing over her. Additionally there was a heavy breaking surf and it was a very dark night. Coxswain Cox made four attempts to reach the vessel. Eventually, with the life-boat standing by, the yacht was towed in by a shore boat.

In a service to the oil rig *Sea Gem* on 28th December, 1965, the Wells life-boat was at sea for 21 hours in very severe weather conditions.

The Wells life-boat is the *Ernest Tom Neathercoat*—a 37-foot Oakley—which was built in 1965. Coxswain David Cox heads the crew. Wells has always been in a position to muster more men than needed. The majority are fishermen.

As at other stations there is a considerable family connection with the life-boat service at Wells. The Cox and Grimes families have splendid records of service to the R.N.L.I.

Grandfather George Henry Cox served at Sheringham and Wells over a period of 50 years, and with his four sons and two grandsons, three of whom are still serving, they have between them given 274 years service in life-boats. The record is: James R. (Jimmy)—48 years, many as mechanic; Charles McD. (‘Loady’)—44 years as an assistant mechanic; William R. (Billy)—40 years, several as coxswain of the *Cecil Paine*; John C. (Jack)—38



years, bowman; Alan McD.—28 years, assistant mechanic; David J.—26 years, the present coxswain. The last three are still serving.

The Grimes family between father William Edward and his five sons have given 194 years' service, and this in spite of the fact that some of them left the sea. William Edward served for years, 21 of which were as the coxswain of the *Baltic*, and his sons Rowley 38 years, many as bowman, Reggie 30 years, 'Patchy' 20 years, George 21 years and Cyril 44 years. When William Edward Grimes was coxswain of the *Baltic* it was not unusual for 10 members of the crew of 17 to be from the Cox and Grimes families!

Today's team are: Second Coxswain Taylor, Motor Mechanic Albert 'Boy' Court, Assistant Motor Mechanic Alan Cox, Crew: Graham Walker, Alan Cooper, John Betts, Samuel Abel, Richard Abel, Anthony Fulford, Jack Cox (a fisherman who is also a marine artist) and Roger Bishop. Mr. George Jay is the head launcher, and the tractor driver is Mr. George Read. The Abel twins, Samuel and Richard, mostly manage the IRB.

Wells seems to be a retirement haven for

R.N.L.I. life-boats, once they have left the reserve fleet. When I visited Wells I was told that there were seven ex life-boats there, mostly of the Liverpool type, and that they were generally used for fishing. The Cox family have three, the *Spero II*, formerly O.N. 797 *Howard D*, from St. Helier in the Channel Islands, the *Anne Wills* from Skegness and the *Elizabeth Wills Allen* from Seaham Harbour. The honorary secretary owns the former *W. Ross Macarthur of Glasgow* from St. Abbs, now named *Viking of Wells*.

Wells has a population of 3,000, mostly engaged in agriculture, but in the summer the number increases to 6,000 or more. The Y.L.A. potential at Wells is, therefore, an aspect which is kept in mind, especially since many privately owned vessels put into the harbour in the summer months. Overland visitors mostly come from the east and south Midlands, including places like Derby, Luton and Bedford.

Wells has a very energetic ladies' life-boat guild. In 1969—the centenary year—they raised £800 for the R.N.L.I. and, said a local official, 'they are a very real part of this station's existence and we cannot speak too highly of their work on our behalf'.

## WICK NAMING

The naming ceremony and dedication of the new Wick, Caithness, life-boat *Princess Marina*—she is a 48-foot 6-inch Oakley Mark II—took place in September. H.R.H. Princess Alexandra named the boat, the cost of which was met from the H. M. Thomson Trust and the legacy of Mrs. D. H. Napier.

Mr. E. G. Thomson, M.C., brother of the late Mr. H. M. Thomson, handed over the life-boat to the Duke of Atholl, Convener of the Scottish Life-boat Council, who then handed her over to Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., Chairman of the Committee of Management. The Rev. W. Nethercote

Scott, minister of Wick Old Parish Church, conducted the service of dedication.

## CENTENARY

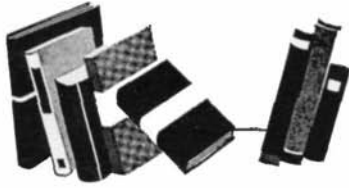
The Seaham, Co. Durham, life-boat station celebrated its centenary in September. A service was held and Mr. P. Denham Christie, a member of the Committee of Management of the R.N.L.I., presented the centenary vellum.

## Correction

The two pictures shown on page 156 of the July issue of *THE LIFE-BOAT* should have applied to the Wick, Caithness, life-boat *Princess Marina*—a 48-foot 6-inch Oakley Mark II.

### COVER PICTURE

*The cover picture by Richard and Sally Greenhill is of Coxswain William Sheader, aged 49, of Scarborough, Yorkshire, who joined the local life-boat in 1945. He was bowman from December, 1951, to December, 1954, when he became second coxswain, a position he held until he was made coxswain in November, 1957. This year Coxswain Sheader was awarded the R.N.L.I.'s silver medal for the part he played in the rescue of one of the crew of the converted ship's life-boat Sheena in a strong north easterly wind and a very rough sea on 23rd November, 1969. Coxswain Sheader's father, Holden, was motor mechanic to Scarborough's first motor life-boat the Herbert Joy I. And Holden's father was in the pulling life-boats at Scarborough. Coxswain Sheader, incidentally, was aboard the E.C.J.R. life-boat when she went over in 1954 with the loss of three of her crew.*



## BOOK CORNER

● Visitors to Clovelly usually see this famous Devon coastal village in a setting of a calm sea. Conditions are not always as idyllic as this, however. Evidence of this is given in the excellent *Short History of the Clovelly Life-boat Station* written by Enid M. Seden to celebrate a hundred years of life-boat work by the station (Mrs. E. M. Seden, 100 The Square, Clovelly, Bideford, North Devon, price 3s., plus 6d. postage). Through the text and by illustrations Mrs. Seden tells of the valiant work carried out by Clovelly life-boatmen since the first life-boat, 35-feet long and pulled by 10 oars, was placed there in 1870, up to the present day with a modern 70-foot steel craft moored off shore. The spirit of the local life-boatmen was well revealed when the first boat capsized in 1871 in a strong gale. Wearing the cork life-jackets of those days the crew managed to scramble back on board as the life-boat righted. It is recorded that the crew expressed themselves well pleased with the boat's performance! This determined spirit continues to be seen in the many accounts of difficult rescues recalled by Mrs. Seden.—S.E.B.

● *Ships '71* is the title of a well illustrated book edited by David A. Parsons which has come from Ian Allan Ltd., price 15s. (75p). Modern ships of every description are covered, including the latest in the military field, but readers of the Journal will buy the book because no less than five pages are devoted to the R.N.L.I.'s latest life-boats. Really large photographs go with the text.—E.R.C.

● Many R.N.L.I. supporters will be glad to learn that the Rovex plastic model North Sea life-boat has been recently re-issued (now costs 14s. 6d.) and is available throughout the U.K. The model represents the 37-foot Oakley life-boat which was at Caister, Norfolk, until that station closed, but it can of course be readily modified to resemble an Oakley of that type at any appropriate station. The model is a good one, being well moulded in white plastic, and when completed looks very fine indeed with a length of almost 10 inches. The moulded detail is first rate and the instructions ensure that assembly is perfectly straightforward. The colour diagram is also good, and it was found that the most accurate match to R.N.L.I. blue was to give the hull three coats of Humbrol paint matt blue, overcoating with a light coat of Translac eggshell varnish. To maintain the scale effect, only a low gloss or eggshell varnish ought to be used. There is no shame in masking the hull to obtain the correct depth of the blue, and other Humbrol range colours will be found useful also. Branch secretaries might consider bulk purchase of these kits so that they can be used in addition to other R.N.L.I. fund-raising items.—J.D.F.

## Irish Government Grant

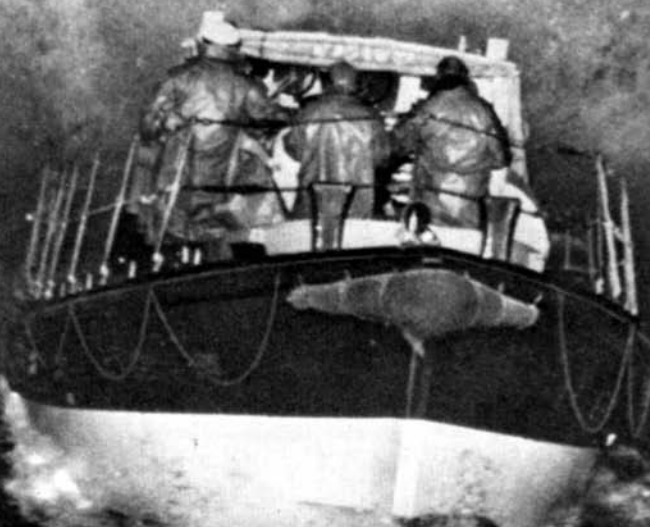
The Minister for Transport and Power in the Irish Republic, Mr. Brian Lenihan, has decided to make a payment to the Institution of an annual grant of £10,000 towards the cost of operating the life-boat services in the Irish Republic. In his letter he states:

'It is my intention that this measure of assistance should not jeopardise in any way the independence which the Institution treasures, and which is the basis of the magnificent voluntary service which it renders.'

### 'KNOCKERS'

*'The "knockers" ought to get their priorities right—this happens to be the greatest voluntary organisation anywhere in the world. . . . I am certainly very proud to be associated with the Rhyl branch'—the Mayor of Rhyl speaking at the North Wales R.N.L.I. district conference following the recent publicity on the Fraserburgh inquiry.*

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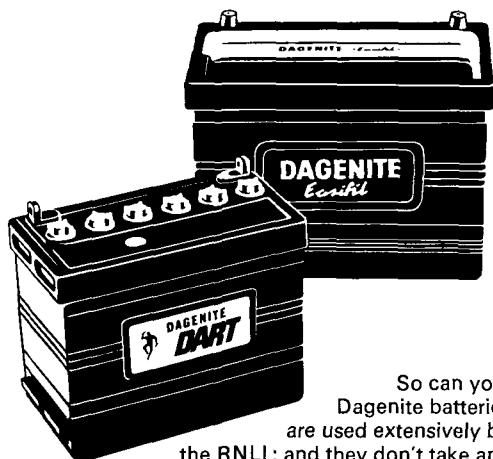
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# BRIDLINGTON

Bridlington, Yorkshire, life-boat crewman Fred Walkington (right) bringing ashore a German from the pipe-laying barge *Eider* who had received head injuries in a gale. Below, the Bridlington life-boat—a 37-foot Oakley—heading out into a 100 m.p.h. gale on 3rd November. The third picture, also by Arthur W. Dick, the local honorary secretary, shows the life-boat towing in a motor boat with four men aboard. She was picked up seven miles off Flam-borough Head in a rising south westerly gale in September.



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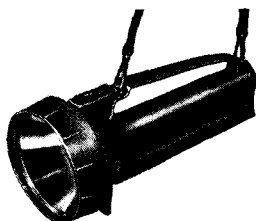
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# SOME WAYS OF RAISING MONEY

Mrs. Naylor Swift of the Carmarthen branch of the R.N.L.I. is hoping to start a new fund-raising scheme this year. It is the 'basket supper' where couples bring baskets containing supper for two. Each basket is given a number and the men bid for them. With each basket goes the lady who brought it.

area during the same period produced amounts ranging from £50 to £100 for the R.N.L.I.

Last year the landlord of the Fountain Inn, Fowey, organised a sponsored haircut. A 'certain gentleman' with fairly long hair agreed to have his hair cut if other customers would sponsor him. Result: £50 was passed to the local R.N.L.I. branch. The landlord hopes to arrange another 'cut in' this year.

A series of projects on life-boat stations—'some of them remarkably detailed and full of imagination'—were a feature of a life-boat afternoon organised by children at Ewyas Harold, Hereford, in September. The proceeds—about £30—were given to the R.N.L.I.

A cigarette rolling competition, organised on behalf of Churchman's cigarettes, was held at the Mermaid Theatre, London, last year. Six charities were represented by stage, screen and television personalities. Each of the charities nominated received a cheque for £100 and the best cigarette roller of the six received an additional cheque for £250 for the charity he represented. The R.N.L.I. was represented by Mr. George Lazenby, an Australian actor who has played James Bond. An R.N.L.I. official who attended reported: 'Mr. Lazenby won in a canter'.

Miss Sutherland Graeme, president of the Orkney mainland ladies' life-boat guild, writes: 'Sarah Gray and Gillian and Ian Dennison, spending their summer holiday with relations in South Ronaldsay, Orkney, held a sale in the garage and made £1 15s. for life-boat funds. They made shells into mice and pigs and other objects. They also collected bluebell bulbs and nettles. The latter they cut up and put into bags along with a recipe for making nettle soup.'

The Exe Powerboat and Ski Club, whose president is Jimmy Savile, held a 20 mile sponsored ski in aid of the R.N.L.I. in October. The event was completed in five hours by 12 enthusiastic skiers whose ages ranged from 11 to 30. Over £90 was raised. Two of the competitors, Raymond Jelfs and Sandra Winkley, both aged 13, completed the whole course, and Sandra's sister Sheila, 11, completed nine miles.

Mrs. L. J. Thomas, of St. Leonards-on-Sea, Sussex, reports: 'Just as a point of interest, the method by which we collect our money is quite shattering. We all three work in a laboratory and handle quite a lot of glassware. To discourage ourselves from breaking too much we fine ourselves 3d. an item broken, and thus collect our money. We don't seem to have lessened our breakages, but at least someone benefits by it. I hereby enclose a postal order for £2 and hope it will be useful in some small way.'

What is believed to be a national record is held by the Dee Street Club at Hull. At a charity concert at the club in aid of the R.N.L.I. the Barton Bros., as they are known, demolished a towering 'lighthouse of pennies'. As 8,640 pieces of copper fell to the floor the life-boat service was that better off. Apparently the national average for the completion of the lighthouse of pennies is about three years—Dee Street Club, without special effort, completed the task in nine months. A number of other charity concerts in the Hull

An anonymous well-wisher in the Godstone and district branch of the R.N.L.I. offered a donation of £10 provided that the branch could find four other people to give £10 each. The four were found and a total of £50 was collected for the Institution.

With the news that Prettygate County Junior School, Colchester, held a concert some months ago for parents and friends at which they raised £30, comes details of a toy and book sale. Mr. Norman P. Clarke, the honorary treasurer, tells us that two pupils, aged 10 and 11, sent him the following letter: 'In May we organised a toy and book sale. The money we raised amounted to £5. We would be . . . grateful if you would accept this donation and put it into your funds.' The writers were Sheila Jarman and Deborah Gifford.

# RESCUE AWARDS

SEVENTEEN crew members of life-boat and inshore rescue craft at stations around Britain are to receive awards from the Royal National Life-boat Institution for their recent actions in saving lives.

The men, operating from life-boat and inshore rescue boat stations at Islay, Clacton-on-Sea, Whitby, Conway, Aberystwyth and Bembridge, will receive awards ranging from the Institution's thanks on vellum for gallantry to framed letters of thanks and special certificates from the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.

For their action in rescuing six people stranded on Chuirn Island on the night of 31st August last year, the R.N.L.I.'s thanks on

## COLLECTED £40

*News reaches THE LIFE-BOAT that when there was a life-boat flag day at Penzance, Cornwall, a young man, Mr. C. Pedrick, of Sion Hill, Bath, who was staying with one of the Sennen Cove life-boat crew members, personally collected over £40.*

vellum is being accorded to the second coxswain of the Islay life-boat, Malcolm MacKay, and also the assistant mechanic, Archibald Campbell, while framed letters of appreciation of their services are being presented to Coxswain McPhee and three other crew members.

The coxswain of the Clacton-on-Sea life-boat, Charles Bollingbroke, is to receive the Institution's thanks on vellum for the rescue of three people from a converted ship's life-boat in distress and difficulty in hazardous conditions on 16th August last off West Mersea. The other six members of his crew will receive vellum service certificates for their part in the operation.

The thanks of the R.N.L.I. is also to be presented to two crew members of the Whitby life-boat, Mr. D. Frampton and Mr. R. Allen, for saving a youth from a hired rowing boat as it began to sink after drifting to sea near Scar Rock on 17th August last year. Coxswain William Harland and four other crew members will receive vellum service certificates for their part in the rescue.

The three members of the Conway inshore rescue boat, Mr. Brian Jones, Mr. Trevor Jones and Mr. Ronald Craven, are also to receive the Institution's thanks on vellum for rescuing two people from a 30-foot motor cruiser in difficulties near Great Orme on 30th August.

Similarly, three members of the Aberystwyth inshore rescue boat, Mr. Alan Blair, Mr. Michael Nichol and Mr. Keith Stone, will receive the Institution's thanks on vellum for rescuing a woman swimmer who got into difficulties off Castle Rocks on 1st September.

Two members of the Bembridge, Isle of Wight, inshore rescue boat, Mr. Martin Humphray and Mr. Barry Dyer, are to receive framed letters of thanks for rescuing two people, one from a motor boat, the other from a dinghy which got into difficulties in the Solent.

## New life-boats

Two new self-righting steel life-boats, each nearly 50 ft. in length and capable of carrying up to 100 survivors, 28 of them under cover, have been allocated by the Royal National Life-boat Institution to stations in Scotland.

Each costing about £70,000, these new Solent class boats have been sent to Longhope and Thurso where they will operate in the notoriously dangerous Pentland Firth, one of the most treacherous stretches of water around the British Isles. The R.N.L.I.'s decision to allocate these boats is in line with its policy of modernisation.

The boat allocated to Thurso replaces an existing life-boat, while the one destined for Longhope will, in effect, re-establish the station where, in March 1969, the boat capsized with the loss of its crew.

## R.N.L.I.'s Management Review

As part of its constant efforts to meet increasing demands on its services in the most efficient way possible, the R.N.L.I. has engaged P.A. Management Consultants Ltd. to help draw up a programme to improve the Institution's cost effectiveness and to help prepare a development plan.

Although the Institution has been changing and developing throughout its life, the decisions that it must take in the next year or two may have as fundamental an effect on the future development of the R.N.L.I. as any that it has ever taken.

Basic problems are how the R.N.L.I. can most effectively play its part in search and rescue operations, the role of the organisation in the 70s, and how it should be organised.

Finance is perhaps the most critical problem of all for the Institution, directly affecting all other policy decisions. The consultants' study is expected to be completed by the middle of this year.

# SCHOOLBOYS GET AWARDS

two 14-year-old Scottish sea cadets who rescued a friend from the choppy waters of Campbeltown Loch are to receive special awards for their actions from the Royal National Life-boat Institution.

The boys, Ian Campbell of Cruachan, Askomil, and Malcolm Stewart of Calton Avenue, Campbeltown, who saved fellow cadet, 16-year-old Duncan Haddow, following the capsizing of a canoe on 9th July last year, are to each receive a wristwatch commemorating the rescue.

This took place after a boy raised the alarm by running to people alongside the beach shouting that a canoe had capsized and was drifting down the Loch. Ian Campbell, who knew that Haddow was out in a friend's canoe, saw it empty and drifting towards Trench Point.

Taking the initiative, Ian decided to take out the sea cadet motor launch moored nearby. He ran to the other cadet, Michael Stewart, and together they paddled out to the 16-foot motor boat. They started her up and headed for the canoe. As they neared Trench Point they saw the missing canoeist floating in his life-jacket. They manoeuvred alongside and with difficulty got him aboard still conscious, but suffering badly from cold and exposure after his ordeal of nearly an hour in the water.

'Ian and Michael are to be commended on their quick thinking and prompt actions, which undoubtedly saved Duncan Haddow's life', commented an R.N.L.I. official.

## No Thanks

'The work of the life-boats today is taken for granted, and when some survivors have been brought ashore there is not a word of thanks. Some are downright rude. They think the services of the life-boat come with their National Health stamp.'—Mr. Arthur W. Dick, Bridlington's honorary secretary.

## OUT—OR IN?

*Snippet from the secretary of the ladies' life-boat guild at Arbroath, Scotland:*

*Lady collector rings bell and small boy answers, saying: 'My Ma's no in'.*

*Lady collector: 'Well, perhaps I could come back. When would she be in?'*

*Small boy (turning round into the house): 'Ma, the woman says when will you be in?'*



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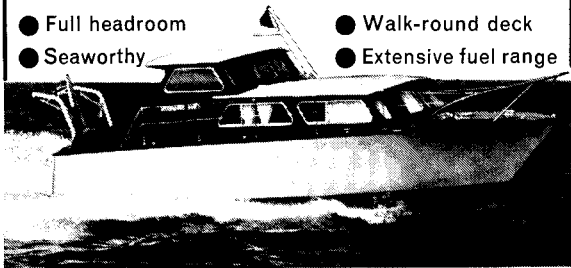
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### THANKS TO 'WONDERFUL PEOPLE'

While on holiday in the Isle of Man in September we visited the Life-boat station at Port Erin. We read the boat's record with great interest, and the members on duty tending the boat were welcoming, and very patient with the questions of our small son.

On 9th September we heard at the breakfast table how the boat had been called out at 6 a.m. The weather was dreadful, and the men went out to help four men in trouble.

That day I waited with many others for the boat to come home. When they rounded the headland, I was shocked at the fight the men were having to get the boat and the two saved men home safely.

I wish to express my admiration of the crews at Port Erin, and to say a personal 'thank you' for the Royal National Life-boat Institution, I do not think I have ever seen such wonderful people, doing a marvellous job, before in my life.—*Mrs. Joan Allen, Datchworth Green, Knebworth, Herts.*

### FOUND AT BLACKPOOL

Enclosed please find two one pound notes. These I picked up in a public place at Blackpool a few weeks ago. I reported the find to the police there and was told that if unclaimed within four weeks they were my property. That was six weeks ago and as no claim has been made I know of no more deserving cause than the life-boat service.

We people living on land—I am an old age pensioner aged 92—do not fully realise the dangers facing your gallant men. We think of you during the stormy weather but one has to see the water during the troublesome time to understand the dangers of the sea. It was certainly troublesome during my visit to Blackpool.—*F. W. Brown, Olerenshaw Road, Sheldon, Birmingham 20.*

### MARITIME TRUST

The Maritime Trust was formed at the beginning of this year under the Presidency of H.R.H. The Duke of Edinburgh and the Chairmanship of the Duke of Westminster. Among its aims are the saving and preservation of ships and boats—in fact, all things maritime—in the same way as the National Trust does for buildings and land.

The Trust has already compiled a list of vessels and possible projects for preservation, but this is not yet fully comprehensive, and efforts are still being made to establish what else exists which is worthy of investigation. The Trust has already made a start with actually saving some vessels, and the west country topsail trading schooner *Kathleen and May* was purchased in June.

How can life-boatmen help the Maritime Trust? Well, by informing it of any ships and boats that exist around the ports, harbours and creeks of their area which might be worth further investigation by the Trust. Examples are early small wooden or iron steamers or coasters, west country sailing luggers, local sailing fishing boats and sailing pilot cutters. In general the Trust would be interested in vessels and craft built before World War I but might also be interested in those built between the wars. The Trust is unlikely to be interested in freaks or vessels of purely sentimental interest.

If any life-boatman knows of, or comes across, anything which might be of interest to the Maritime



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Trust it would be of great help if he could send a concise report, including present whereabouts, and name and address of owners, and as much other information about present condition and history, to me.—*Captain R. C. C. Greenlees, R.N., Secretary, The Maritime Trust, 53 Davies Street, London, W1Y 1FH.*

## TAX CHANGES AND THE INSTITUTION'S FUNDS

● One little publicised effect of the reversion, after six years, to a 7s. 9d. in the £ standard rate of income tax, proposed by the present Chancellor, is that upon the revenues of bodies such as the R.N.L.I.

On payment of a net £58 15s. under deed of covenant, the Institution presently receives £100, but after April next this will fall to £95 18s. by reason of the tax rate change. At a crucial time in the Institution's financial history

and with further cost increases forever in prospect, this means on total covenanted donations of say a quarter of a million pounds, a loss of over £11,000 revenue.

Readers who contribute by this means may like to consider the addition of 4½ per cent. to their net donations (1s. 10d. only on £2) to help offset the effect of the change and to some small extent also that of increasing costs.—*I. J. Crow, Hurworth Place, Hurworth-on-Tees, Darlington.*

*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.*

## ACTION PICTURES WANTED

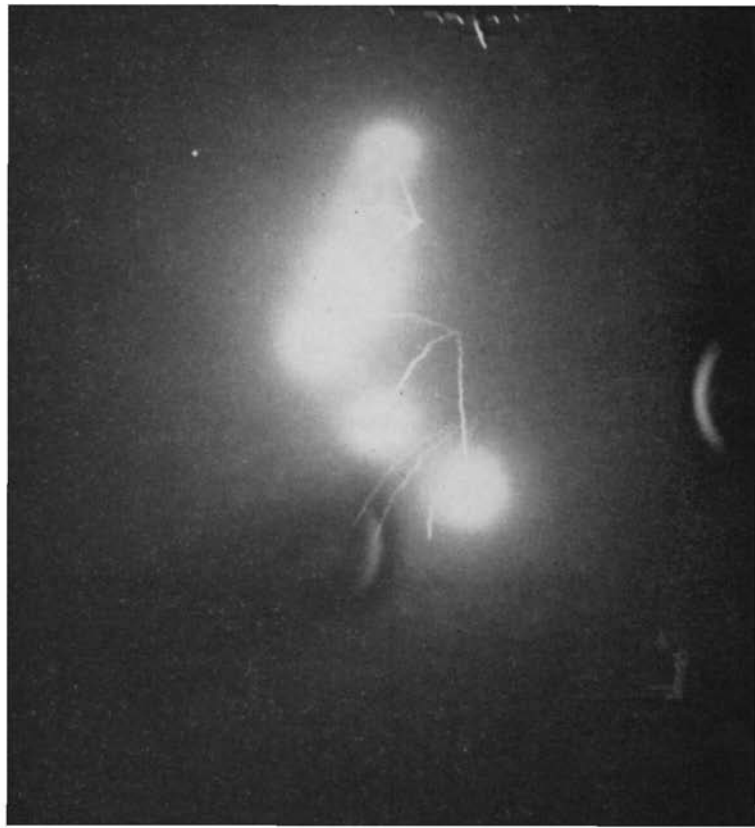


*by courtesy of the Ministry of Defence*

The R.N.L.I. has built up over 140 years a major collection of life-boat photographs and illustrations. But life-boat crews in hazardous conditions seldom get the chance to take photographs. Sometimes the R.A.F. photographs life-boats on service and this fine aerial shot of the Penlee, Cornwall, boat was taken as she went to the aid of a naval yacht.

# NIGHT OUT

On the night of 14th October last year the Buckie, Banffshire, life-boat *Laura Moncur* and a Shackleton Mark 3 of No. 120 Squadron, R.A.F. Kinloss, took part in a search and rescue exercise. The life-boat carried a second crew from 120 Squadron and the Squadron Commander, Wing Commander A. K. Amos, R.A.F. Kinloss reports: 'The exercise was concluded with the firing by aircraft and life-boat of reconnaissance flares, followed by a "shop" chat at a local public house.' Pictures show (right) a Shackleton firing illuminating flares and (below) the mixed team.



*by courtesy of Ministry of Defence*



# THE LIFE-BOAT ENTHUSIASTS' SOCIETY

by John G. Francis

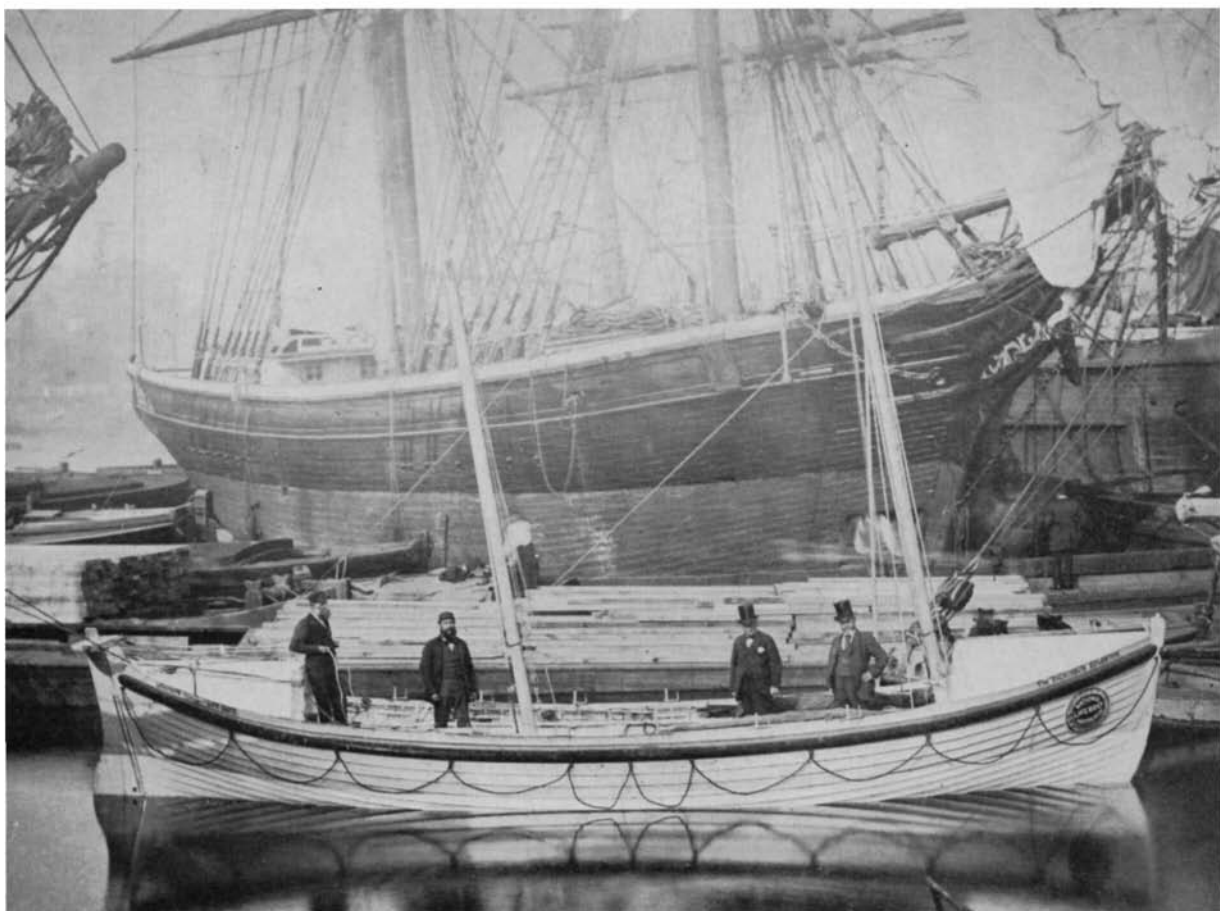
THE Life-boat Enthusiasts' Society is now in its eighth year. It was formed in 1964 and at the outset had only eight members. From this very small beginning membership has grown over the years. At first progress was slow, but in the last year there has been an increase of over 100 and as a result the total membership is now in excess of 300.

The object of the society is to unite those with a specialised interest in both the historical and technical aspects of the life-boat service. This interest is not limited to the British Isles but also covers all countries in the world which have any form of sea life-saving service, whether they be voluntary or state-controlled. As a result some of the members reside in the United States, Canada, New Zealand, South Africa and the continent of Europe.

What makes the subject so interesting? To answer this question could well keep some of our more ardent enthusiasts talking for hours, but to give the answer in a nutshell it is, as in so many other fields, the quest for knowledge and the urgent need to take adequate steps to record fully the history of the service. Much has already been written both in recent years and in the last century. Unfortunately many of the works are inclined to generalise without paying sufficient attention to detail.

Supporters of the Institution from both station and financial branches often ask how much money we collect in a year and tend to be surprised when it is explained that we are not primarily fund raising. Rather an unusual state of affairs for a branch of a charitable institution, you might think, but is it? Fund raising has no real connection with electronics, naval architecture and the like. Thus it was decided when the society was formed that we should be self-supporting, but not fund raising in the true sense of the word. A good example of this is the sale

The Life-boat Enthusiasts' Society is interested in the past and the present. This fine photograph, typical of the kind of pictures which members bring to light, shows the *Dickinson Edleston* life-boat which was stationed at Longhope, Orkney, from 1874 to 1891. She was a 37-foot 9-inch pulling and sailing self-righting life-boat with 12 oars.



of Christmas cards. Whereas in station and financial branches all revenue so collected is automatically credited to the branch concerned, we are quite happy for our members to buy from their local branches.

The society publishes a quarterly newsletter which is used to bring members up to date on current life-boat affairs and also reports on the research of the previous quarter.

The work of the society is basically concerned with the collection and collation of historic information and also the recording of up-to-the-minute life-boat trends and developments. The



An enlarged impression of the Society's badge.

field is vast and there are many avenues yet to be explored, but it is to be hoped that the efforts of our members will help to build up a concise history of the service from its foundation by Sir William Hillary in 1824 right up to the present day.

Already much work has been done, but should you have access to any historic records which you feel may be of assistance, however small, please write to our correspondence secretary, Mr. R. Foster, 14 Wordsworth Road, Kettering, Northants. One plea: please remember that, like yourselves, we are voluntary workers, dealing at times with a heavy correspondence, so please be patient if we do not always reply by return of post.

● Should you require details about the society, please write enclosing a minimum rate second class postage stamp to: Mr. J. G. Francis, honorary secretary, Life-boat Enthusiasts' Society, 20a Transmere Road, Petts Wood, Orpington, Kent, BR5 1DU.

## DUTCH REPORT

*During 1969 life-boats of the Royal South-Holland Association for the Saving of the Shipwrecked were called out 70 times, 30 of which resulted in 111 lives being saved. Over 50 per cent. of the services last year resulted from various sporting activities and water tourism.*

*The Dutch are looking into the question of a stabilised stretcher for sick or injured people which reduces the effect of pitching when steaming in rough conditions. A stretcher mounting has been developed which, it is claimed, dampens movement.*



Michel Martell, senior partner of his family firm in Cognac, in the wheelhouse of the Southend life-boat on the occasion of the first issue of brandy to a life-boat station. As stated elsewhere, the House of Martell has donated cognac to every life-boat station in the U.K., replacing the rum issue for survivors, and the supply will be maintained.

## DEATHS

The following retired coxswains have died: Ex-Coxswain Henry Nicholas served continuously in life-boats from 1919 until his retirement in March, 1967, the last 7½ years as coxswain of the Sennen Cove, Cornwall, life-boat.

Mr. Nicholas featured prominently in the film 'Bequest to a Village'. In fact, one of the main themes was his success in bringing together after years of feuding the then two separate communities of seamen and landmen in Sennen by enrolling the latter into his crew. His funeral was the occasion to continue this movement, as for the first time ever church and chapel in Sennen joined forces.

Ex-Coxswain John Matthews of the Moelfre, Anglesey, life-boat was coxswain for over 35 years.

Ex-Coxswain Matthew Leathbridge, senior, of the St. Mary's life-boat, Scilly Islands, served with distinction for many years.

Ex-Coxswain Joseph Woodhouse was the oldest surviving coxswain at the closed Caister, Norfolk, station.



# YLA SECTION



by courtesy of Ministry of Defence

A night rescue operation had its sequel at Portsmouth when the Commanding Officer of a Royal Naval frigate handed over a cheque for £100 to the Royal National Life-boat Institution. The Frigate, H.M.S. *Naiad*, was on her way to Portsmouth on 21st August when at 3.30 a.m. the officer of the watch sighted a red flare 12 miles south of Portland Bill and the ship altered course to investigate. She found the yacht *Trocar*, owned by an Essex businessman, drifting helplessly in the busy shipping lane. H.M.S. *Naiad* stood by her for three and a half hours until the Naval tug *Sheepdog* took the yacht into Weymouth Bay. The grateful owner of the yacht sent a cheque for £100 to the ship's company of 17 officers and 246 ratings. At a meeting of the ship's welfare committee it was decided to present the cheque to the R.N.L.I. Here the Commanding Officer, Commander A. R. Wood, Royal Navy, is pictured presenting the cheque to Dr. Ian T. McLachlan, honorary secretary at Eastney.



# Move to Salisbury

WILL all members please note that the Y.L.A. has moved office to 29A Castle Street, Salisbury, Wiltshire (Tel.: Salisbury 6966 (STD 0722)). The new office has its links with the marine world as the building is a modern conversion of an old one previously used by a fish merchant. It lies within 50 yards of the River Avon. Situated up a small alley in Castle Street, it provides excellent working conditions.

Mr. Alasdair Garrett, who is promoting the Y.L.A., writes: 'All members of the staff have been recruited from the Salisbury district and we are confident that, once familiar with the work, we shall have a cheerful and efficient team to deal with members' enquiries. Any member passing through Salisbury is very welcome to visit the office.'

'Membership now stands at 6,300. The best way to support the Association and the life-boat service is for each member to recruit one new full member during 1971. Mark his application form 'introduced by . . .' (followed by your membership number) and qualify for the prize to be awarded to the sponsor of member number 7,000, 8,000 and so on. There will be a special prize for the sponsor of number 10,000!

Janusz Zygiert of Poland writes: 'I will want to be a member of the Y.L.A., but haven't any possibilities to send you pounds. I know very much about your activity in saving the people's life and it will be a great honour for

me to be a member . . .'. Jan is the Y.L.A.'s first Polish member and, in view of the exchange formalities, he has been enrolled as an honorary member. Y.L.A. colours will therefore be seen in Polish waters next season.

Mr. Garrett adds: 'We have also been pleased to hear from Joakim Paulsen (1364-F) of Oslo. Mr. Paulsen is engaged in making a scale model of the Cromer life-boat, the *Ruby and Arthur Reed*. We recently enrolled another American member, Ralph E. Hartman, of Dallas. There are quite a number of Y.L.A. members in the United States and it is most gratifying to receive their support. When American members pay their subscriptions will they please remember that dollar cheques on U.S. banks incur a special surcharge of 80 cents on our side. This amount should be added to their subscription when these are paid.'

Mr. J. R. Needham (YLA No. 3268-F) has suggested that Y.L.A. members who own craft on the Thames above Teddington should form a Thames branch of the Association with the object of bringing members together. Members interested should get in touch with the Y.L.A. office.

At the International Boat Show at Earl's Court, 6/16th January, 1971, the Y.L.A. office will be on the R.N.L.I. stand No. H6. It is hoped that many visitors will enrol at the Y.L.A. desk. Members are especially welcome.

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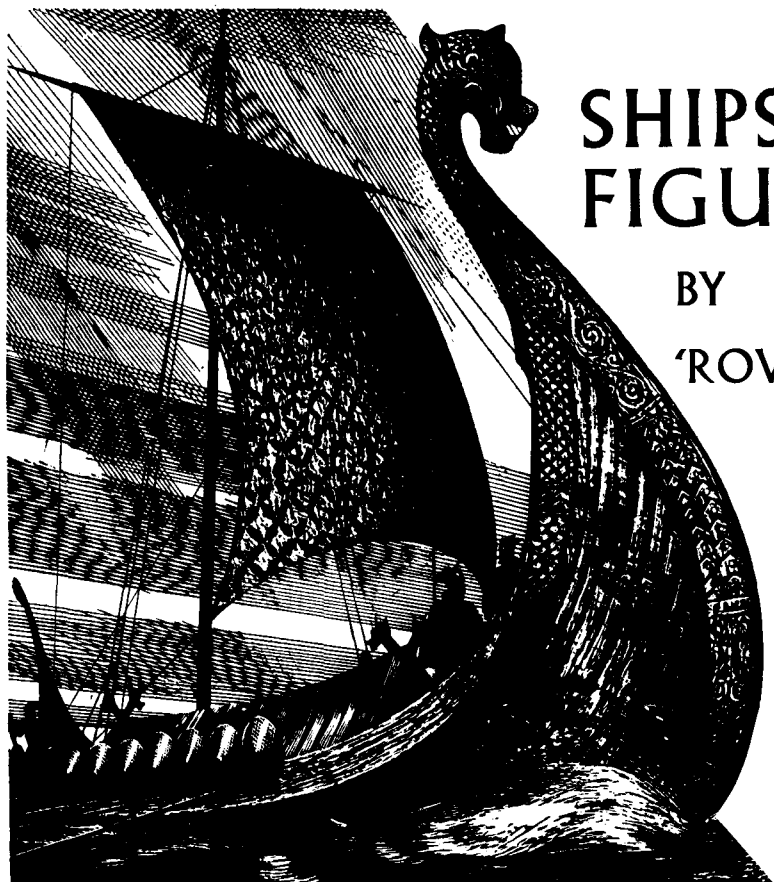
\_\_\_\_\_



## **R.N.L.I. SENDS IRBs TO PAKISTAN DISASTER**

*by courtesy of British Red Cross*

It took the R.N.L.I. just 36 hours to find 20 inshore rescue boats with engines and spares for an airlift from Stansted, Essex, to Dacca to aid victims of the flood disaster in East Pakistan. The two volunteers were Lieutenant David Stogdon (left), who was in charge, and Mr. Michael Brinton (centre), a mechanic, from East Cowes. They were later joined by two men from the Littlehampton 'Blue Peter' IRB. The R.N.L.I. sent the IRBs and men as a result of an urgent appeal from the British Red Cross. Miss Mary Gatheral, the Society's Personnel Officer, is shown pinning on Red Cross badges.



# SHIPS' FIGUREHEADS

BY  
'ROVER'

*by courtesy of 'Broomwade'*

SHIPS' figureheads, once-upon-a-time, were a common sight on land for, it was said, a ship in olden times without a figurehead was inconceivable. In towns and villages by the sea they could be seen atop fishermen's and boatmen's huts, mounted in front gardens overlooking beaches and wharfs, and standing forlornly among the bric-à-brac of ship-breaking yards.

Now they are, if in good condition, most valuable nautical exhibits, but it is feared that very many have been lost to posterity over the past 50 years due to neglect. Has there, one wonders, been a recent count of the surviving figureheads in the British Isles?

From the earliest times ships carried figureheads, usually in the form of ferocious-looking beasts, and the drawing above shows a Viking ship with just such a design. On English naval ships the lion was a most popular animal and, in fact, was used as a figurehead on British ships from the time of Henry VIII until George II's reign. Sometimes naval vessels were adorned with wooden effigies of kings, queens, dukes and admirals.

Vessels of commerce, however, liked the effigy of a woman. She often took the form of a

Venus, a nymph, or an Amazon. Captains sometimes had their wives sculptured in wood. Thus the plump little bodies in early Victorian dress, which often cannot be identified, are very likely captain's wives from the bluff bows of colliers and the like of long ago. At Southwold, Suffolk, a local figurehead of a woman was acquired in an odd way. Apparently she was seen bobbing about in the sea and at a distance was mistaken for the real thing. Only when a boat came alongside, and she was hauled aboard, did the boatmen find that she was made of wood!

The figureheads I know at Southwold, for example, have been kindly treated over the years and in the 1950s I was able to examine and photograph half a dozen well-kept specimens, including two of the three examples shown at the foot of page 44.

My same Southwold informant once told me with a wink: 'You'll never believe this, but some figureheads, which were real works of art and portrayed the most marvellous effigies, could be quickly unshipped when danger threatened. Arms, legs and even heads were unscrewed and stowed in a safe place.'



Figureheads were a feature of this fisherman's hut (left) which once stood near the harbour mouth at Lowestoft, Suffolk. The figureheads shown below portray (left to right) William IV, the Sailor King'; a woman who once adorned the bow of the schooner *Wildflower*; and an unidentified female effigy. The first two were photographed at Southwold, Suffolk, in the 1950s and the third a few miles away at Waldringfield.

'Incidentally, the figureheads of deep-water ships were invariably painted a pure white. It was only the coasters which had their figureheads painted in many colours'.

Long ago carpenters were employed in shipyards as sculptors in wood. They chipped and carved gigantic figureheads which, when complete, had to be lifted with tackle into position. Grinling Gibbons, the English wood carver, who was born in 1648, put some of his finest efforts into the figureheads of men-of-war of his time.

The rare set of cigarette cards depicting ships' figureheads issued by John Player & Son in 1912—there are 25 cards—gives a good idea of the variety of designs which adorned ships of the 18th and 19th centuries. Some of the cards are reproduced on the adjoining page.

Among two of the most interesting figure-

heads shown on that page are (top left) the example of *H.M.S. Colossus*. Among all the ships under Nelson's command at Trafalgar, none fought more brilliantly than the 74-gun *Colossus*. Having been under fire in the very hottest part of the engagement, the *Colossus* was the hardest hit of all Nelson's ships. She captured a French seventy-four, and silenced a Spanish ship of eighty guns. One man in every three of her gallant crew was killed or wounded.

Turning to the ladies, the figurehead from *H.M.S. Eurydice* (top right) has an unusual history. Apparently the unfortunate *Eurydice*—she was built at Portsmouth in 1843 as a 26-gun frigate of 921 tons—was commissioned in 1877 as a training ship for boys and seamen and capsized in a squall off the Isle of Wight. When she was raised, and towed into Portsmouth, the





telescope as depicted was 'found lying across the figurehead'.

The August 2, 1880, edition of THE LIFE-BOAT published a poem by Augusta A. L. Magra, of



Ventnor—it was dated 24th March, 1878—entitled *Wreck of the Training-Ship 'Eurydice'*. The first two lines of the last verse ran:

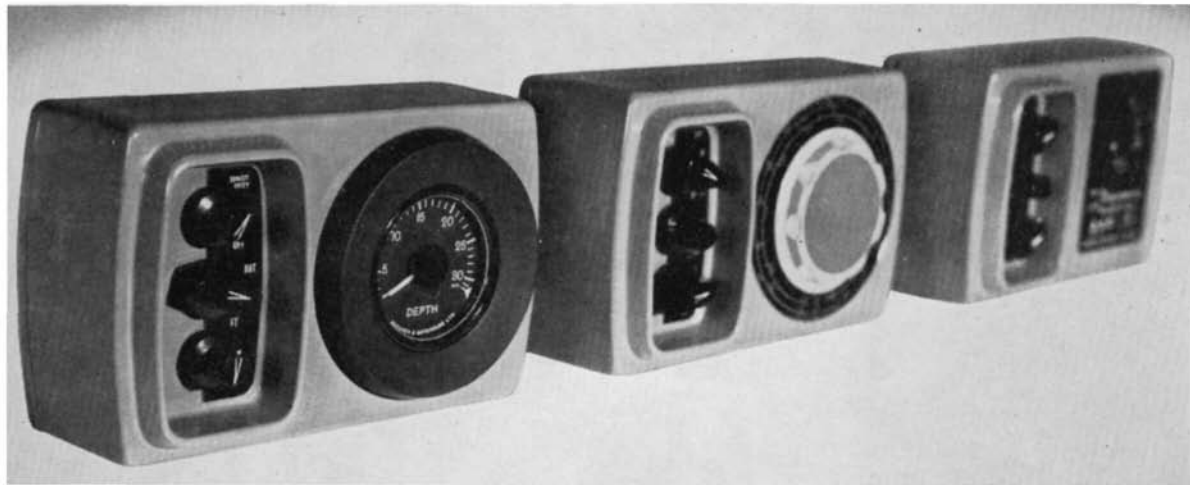
*How many eyes will soon be wildly weeping  
For those beneath the billows calmly sleeping.*

The Viking ships of long ago with their ferocious-looking figureheads must have scattered many an enemy as they bore down on them. Did these heads give crews Dutch courage when voyaging into unknown waters?

Carved wood stern ornament from the *Indian Chief* which was wrecked on the Long Sands on 5th January, 1881, survivors being taken off by the Ramsgate, Kent, life-boat next day. The ornament—it commemorates a famous rescue—is preserved at the R.N.L.I. headquarters in London.

Today, however, ships' figureheads are no longer a feature of vessels but there seems no reason, apart from expense, why they should not be reintroduced—if only in fibreglass or concrete.

Which brings me to wonder if R.N.L.I. life-boats might be allowed to display ferocious-looking figureheads whenever they come against the casualty who keeps getting into trouble!



The H-range of navigational aids includes, echo-sounders, radio direction finders—a new version of the Hecta, model F100, having a maximum range of 100 fathoms will be in production early in 1971—logs, speedometers, wind direction and speed measuring instruments, etc., all designed and manufactured by

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# HUGE WAVE UPSET LIFE-BOAT

ON the evening of 20th January last year the Danish motor fishing vessel *Opal* sailed from Buckie and set a course for the Fladden fishing grounds. At about 10.30 p.m. it was discovered that the engine room was flooding. Both main bilge and auxiliary pumps were found to be inoperative.

The skipper of the *Opal* reported his position and condition to Skagen radio in Denmark at about 5 a.m. on 21st January and asked if assistance could be obtained from other Danish vessels in the vicinity. He did not make a specific request for assistance, nor did he then consider that his situation and circumstances were perilous.

Wick radio received a message from Skagen radio that the *Opal* was taking in water and needed assistance with pumping. Skagen radio enquired whether anything could be arranged. Later, at 5.7 a.m., Skagen radio informed Wick radio that the *Opal* was in no immediate danger of sinking. Wick radio then informed Wick Coastguard of the messages received from Skagen radio and, in particular, that pumping assistance was needed. Later, Skagen radio told Wick radio that the flooding had increased, that a Danish helicopter on standby could, if necessary, be at the *Opal's* position in about four hours, and inquired if there was any information from the Coastguard.

Wick radio informed Wick Coastguard who in turn relayed the message to Peterhead Coastguard. The latter contacted the Peterhead honorary secretary of the R.N.L.I., Mr. W. A. P. Cormack, and was told that, though no pump was available, the life-boat would be launched if needed for life saving. Peterhead Coastguard contacted Fraserburgh Coastguard who then told the acting honorary secretary (Captain J. Carter was ill) about the casualty, the language difficulty, the need for a pump and prompt assistance.

The acting honorary secretary was in fact the coxswain of the Fraserburgh life-boat, the late Mr. John C. Stephen, and he replied that he would try to obtain a pump and launch. He also telephoned the mechanic, Frederick Kirkness, and the assistant mechanic, John Jackson Buchan. The latter accompanied the coxswain to the life-boat which was lying afloat in the south basin because alterations to the boathouse were then in progress.

At 6 a.m. the coxswain fired maroons and the crew assembled. Not unexpectedly, it had proved impossible to obtain a pump, and 30

minutes later the Fraserburgh life-boat *The Duchess of Kent* cast off, picking up James Slessor Buchan on her way out from the main harbour. At 6.38 a.m. she reported to the Fraserburgh Coastguard on VHF that she was launched and under way to the casualty. The wind at Fraserburgh was then south south east, Force 6 to 7.

While the life-boat was preparing to leave at 6.8 a.m. Skagen radio told Wick radio that the *Opal* was unable to use her main engine and the water in the engine room was still rising. Two minutes later Skagen radio reported that the situation now seemed to be critical. At 6.32 a.m. Wick radio sent out a Mayday relay signal that the *Opal* was in need of immediate assistance and repeated the signal thereafter.

At 8.39 a.m. the life-boat gave her estimated time of arrival at the casualty as 11 a.m., transmitting to Wick radio on 2,182 kilocycles since her VHF set had ceased to be effective soon after leaving Fraserburgh. At 8.48 a.m. the Russian vessel *Victor Kingisepp* reported that the *Opal* was 12 miles distant by her radar.

At 8.59 a.m. the life-boat gave her position as 22 miles from Fraserburgh. At 9.17 a.m. Skagen radio reported that a Russian ship was alongside the *Opal*, while at 9.30 a.m. the *Victor Kingisepp* stated that she would reach the *Opal* in 20 minutes.

At 10.6 a.m. the *Victor Kingisepp* reported that she was near the casualty but that two Russian vessels and two smaller, unidentified, vessels were standing by the *Opal*. This had been reported by a Shackleton aircraft to Wick radio at 9.50 a.m. At 10.19 a.m. Wick radio transmitted another Mayday relay signal reporting that the Russian vessels were alongside the *Opal* and attempting to take her in tow. No signal was transmitted directly to the life-boat giving this information or the information received earlier that a helicopter had removed one of the crew from the *Opal* leaving three others on board.

At about 10.30 a.m. Wick radio passed a message to Peterhead Coastguard that a Russian vessel was taking the *Opal* in tow with other Russian vessels escorting. Again this information was not relayed direct to the life-boat. At 10.55 a.m. the life-boat gave her position as 36 miles north east by east of Fraserburgh and stated that a large vessel was visible ahead. This was almost certainly the *Sarma*.

At 11 a.m. she reported she was approaching the *Opal*, adding 10 minutes later that the latter was under tow by a Russian trawler on a course

heading into the wind. This was the last message received from the life-boat. At this time the wind's strength was force 8 to 9 south south east. The *Opal* was being towed by the Russian trawler *Jwa* with other vessels in the vicinity. The waves were averaging about 15 or 16 feet in height with occasional waves of twice that height. The *Opal* was being towed roughly head on to wind, i.e. on a south south east course at a speed of about two to three knots.

In these circumstances the life-boat approached the *Opal* from the west, altered course to starboard and reduced speed until she was on the *Opal's* port beam and on a parallel course. The coxswain was heard by Mr. Jackson Buchan to say that he would go ahead of the *Opal* in order to read the name or number of the towing vessel. The evidence appears to indicate that he either had increased speed or was increasing speed when the life-boat was struck by a very large breaking wave on her port bow and was overwhelmed by that wave. It appears that the bow was lifted high into the air and the vessel capsized bow over stern with some transverse inclination to starboard. She lay capsized with her starboard side visible to those aboard the *Opal* and the *Sarma*.

The nature of the capsize as described by Mr. Jackson Buchan, the sole survivor, is at variance with the descriptions of eye witnesses, notably two members of the *Opal's* crew and crew members of the accompanying Russian ships. Photographs taken from the *Sarma* appear to corroborate the descriptions given by these eye witnesses. But in the violent motions of the capsize Mr. Buchan was not ideally placed for observation of all that occurred.

The Russian trawler *Jwa* continued on her course with the *Opal* in tow while the life-boat floated bottom upwards. The sole survivor swam to, and contrived to scramble aboard, the capsized life-boat. After about 20 minutes he was picked up by one of the Russian trawlers, and despite his ordeal maintained liaison between the rescuing vessels and the shore. Simultaneously the *Victor Kingisepp* approached the scene and her crew made strenuous efforts, at considerable personal risk, to right the life-boat. The life-boat was eventually righted at 2.31 p.m. but the four members of the crew trapped inside were dead. A fifth member was not found.

The *Victor Kingisepp* took the upturned life-boat in tow and made for Buckie. Next day the bodies were transferred to the Buckie life-boat. The *Duchess of Kent* was handed over to the Buckie life-boat and towed into Buckie harbour at about 5 p.m. on 22nd January.

In addition to the coxswain, the other Fraserburgh crew members who lost their lives were: Motor Mechanic Frederick A. Kirkness and crew members William Hadden, James

R. S. Buchan and James Buchan. Mr. Kirkness's body was never found.

## THE FIRST LONGHOPE SERVICE SINCE NIGHT OF TRAGEDY

THE Longhope, Orkney, life-boat *Hilton Briggs*, which was sent to the re-opened station following the disaster on 17th March, 1969, in which the entire life-boat crew lost their lives, made her first service from there on 23rd June last year. It was to take a sick man to Kirkwall for urgent hospital treatment. The *Hilton Briggs*—a 52-foot Barnett life-boat—set out at 11.10 p.m. and took the patient to Scapa pier where an ambulance was waiting, returning to Longhope in the early hours of the following morning.

Life-boat 70-002 at Scapa/Kirkwall was told at 12.19 p.m. on 11th July that a flat bottomed dinghy was missing from Weyland bay. It was thought that a Norwegian seaman was on board. The IRB carried aboard the life-boat *Grace Paterson Ritchie* was transported two and a half miles overland by lorry from Scapa to Kirkwall and launched at 1.16 in a fresh west south westerly wind with a moderate sea. The tide was flooding.

At 1.59 the IRB found the dinghy ashore at Shapinsay. Search was then made in the Helliar Holm area and across the bay as far as Stromberry. Nothing was found. She returned to Kirkwall at 3.33 and was taken back to Scapa by road. At 4.7 it was learnt that the missing seaman had been found by the police at Stromness.

When it was learnt that a man had fallen over the cliffs at Sarclet Head on 2nd July, the Wick, Caithness, life-boat *Sir Godfrey Baring* was launched at 10 p.m.

On reaching Sarclet Head the body of the man could be seen in the water at the foot of the cliff but approach was impossible from the sea owing to rocks and shoals. A skin diver, who was among those watching from the cliff top, recovered the man's body with the aid of ropes from the life-boat.

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**No. 2 Life-boat Area** (Southern Scotland, North West England and Isle of Man)

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## EX-LIFE-BOAT SUMMONS LIFE-BOAT

AN old ex-R.N.L.I. pulling and sailing life-boat now named *West Wind* caused the Barrow, Lancashire, life-boat *Herbert Leigh*, which is a 46-foot 9-inch Watson type, to turn out for her on 8th June. Apparently she broke down about

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20 miles north of the Lightning Knoll buoy.

When the Barrow life-boat approached the *West Wind* at 2.45 a.m., she found that the casualty was carrying three people. A line was secured to the casualty and she was towed back to Barrow. The crew of the ex-life-boat presented the *Herbert Leigh's* crew with £10—which was subsequently donated to R.N.L.I. branch funds.

At 6.15 p.m. on 4th June, 1970, a member of the crew of the Helensburgh, Dunbartonshire, IRB saw a sailing dinghy with one man on board in difficulties three quarters of a mile off shore. The IRB was launched at 6.20. There was a fresh easterly breeze with a moderate sea. It was low water. The man who was in an exhausted condition was taken on board the IRB and landed at the IRB station where first aid was rendered by the crew. He was subsequently conveyed by the police to the Victoria Infirmary. The IRB then recovered and beached the dinghy, returning to her station at 7.30.

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### No. 3 Life-boat Area (North East England)

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#### BRIDLINGTON'S BUSY DAY

ON 12th July the Bridlington, Yorkshire, life-boat *William Henry and Mary King*—she is a 37-foot Oakley—and the local inshore rescue boat had a busy day.

First of all a small dinghy was reported in trouble and the IRB went out at 12.4 p.m. in a fresh west south westerly wind with a choppy sea. At the same time the *William Henry and Mary King* was launched and conducted a box search in conjunction with the IRB and a helicopter.

At 12.17 the IRB found fittings from the missing dinghy. The passenger vessel *Yorkshire Belle* reported that she had picked up one of the four men aboard the dinghy. Two others were rescued by a speed boat.

Then, at 12.34, the life-boat came up with the fishing boat *Corsair* whose engine had failed. She had three men aboard. The life-boat took her in tow and the search was resumed. Finally, at 1.30, the helicopter directed the life-boat to the missing dinghy. She was submerged about ten feet below water. The dinghy was recovered by means of a grapnel line and taken aboard the life-boat.

At 2.50 p.m., in response to a further report, the IRB went to the aid of a hired rowing boat which was being blown out to sea. The rowing boat was towed in.

A few minutes later both the life-boat and the IRB were directed to a man who was adrift on a lilo to the seaward of the north pier. The man,

however, declined assistance but both boats stood by until he reached the beach safely.

To round off the day's calls the life-boat was asked at 3.5 to search for the folk boat *Alba* with three people aboard which was overdue at Bridlington. Forty minutes later a helicopter, which was also searching, reported the *Alba* four miles south east of Bridlington. Half an hour later the life-boat reached her. She was attempting to beat to windward using her jib only. A tow brought her safely to the harbour entrance.

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### No. 4 Life-boat Area (Eastern England)

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#### RUNAWAY SPEEDBOAT

THE *Clacton-on-Sea*, Essex, inshore rescue boat had an unusual service on 11th August when 'the Coastguard informed the honorary secretary that a speedboat was going round in circles' about one and a half miles east of the station. It was thought at first that there was an unconscious man on board.

While making for the speedboat the IRB came up with the pleasure boat *Viking Saga* with about 60 people on board. The pleasure boat had picked up the speedboat's pilot who, it was learnt, had fallen into the water while clambering aboard from a rowing boat. In falling he had apparently put the speedboat in gear, to the grave peril of the craft and bathers in the vicinity.

He was taken on board the IRB from the pleasure boat and the chase of the speedboat started. Two factors contributed particularly to the difficulties involved: first, the fact that the speedboat was used for towing water skiers and the drag lines were trailing in the water, and, secondly, the speedboat was powered by a 40 h.p. Evinrude engine, the equivalent to the IRB's engine!

Twice the IRB crew attempted to return the man to the boat but on each occasion he fell into the sea and had to be picked up again. Twice the IRB rammed the speedboat in order to deflect her in her course when she appeared likely to crash into the pier. Finally a boathook was borrowed from a fishing boat and by skilful manoeuvring at 20 m.p.h. the gear lever was knocked out of position and the man was, at last, put on board.

When a catamaran capsized on 15th July the Margate, Kent, life-boat *North Foreland (Civil Service No. 11)* went out in a north westerly gale with a very rough sea.

At about 11.30 a.m. the Trinity House cutter *Penlee* reported that she had three survivors from the catamaran—a man, his wife and a baby girl. A fourth member of the party, a baby boy,

was still missing. The cutter and the life-boat met and the woman, who appeared to be dead, was transferred to the life-boat with difficulty. Artificial respiration was applied continuously to the woman throughout the life-boat's passage back to Ramsgate but she was found to be dead on arrival.

Earlier an R.A.F. helicopter had approached the life-boat, with the intention of taking the woman, but sea conditions made her transfer impracticable. The helicopter then went off and found the missing boy who, however, did not recover.

A gift of £5 was made by the catamaran's owner to the coxswain and crew of the life-boat. A donation of £10 was also made to the Institution's funds.

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### No. 5 Life-boat Area (South East England)

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#### CRYSTAL CLEAR

A curious story emerged when the motor cruiser *Ebb Tide* of Chiswick lost oil and needed assistance on 9th June. The Dover, Kent, life-boat *Faithful Forester*—she is one of six 44-foot steel life-boats in service—went out at 6.37 p.m. She found the casualty at 8.46 and took her in tow to Dover.

The original distress call was picked up by a Securicor van on normal operations in Kent and then passed on to the Coastguard. All subsequent communications with the *Ebb Tide* were passed via Securicor at Ashford. The owner of the yacht later reported that 'his radio had been serviced by the contractors who maintain the Securicor equipment and he assumed that a crystal working on the frequency used by them had been fitted to his set in error'.

Bembridge, Isle of Wight, inshore rescue boat on 19th August went to the aid of a dinghy in difficulties off Whitecliffe point.

The IRB was launched at 1.50 p.m. in a moderate south westerly wind with a rough sea. She came up with the dinghy one mile south of Culver cliff. There were two boys on board, one baling out and the other attempting to row against the strong flood tide.

Difficulties were experienced in transferring the boys to the IRB in the heavy surf at the foot of the cliff and the transfer was completed only as a result of the efforts of the helmsman of the IRB in going over the side to prevent the waterlogged dinghy from being dashed against the rocks.

When on 20th June the Bermuda rigged yacht *Keg* with one man aboard ran aground about half a mile south west of the *NE Victory* wreck on the Goodwin Sands, the Walmer, Kent, life-boat *Charles Dibdin* (*Civil Service No. 32*)—she is a

42-foot beach type—went to her aid with the local inshore rescue boat.

At 7.55 p.m. the rescue boats came up with the yacht *Keg* high and dry some eight feet above the surrounding sea. The IRB ferried the coxswain of the life-boat to the sands and he waded to the boat and boarded her. Assisted by the IRB, the yacht's anchor was run out to hold her as the tide made. With the IRB then sounding for a channel to open water, the life-boat nosed her way to the boat in very shallow water. The second coxswain and a life-boat crew member were put aboard, and the yacht was refloated at about 10 o'clock.

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### No. 6 Life-boat Area (South West England and Channel Islands)

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#### LIFE-BOAT FINDS BODY

THE recovery of charred wreckage and other evidence by the St. Helier, Jersey, life-boat *Elizabeth Rippon*—a 46-foot 9-inch Watson type—pointed to an explosion aboard the French yacht *Marie Grillon* reported missing on 10th July with four people aboard.

It was at 1.45 p.m. that the life-boat set out to search in the area between Jersey and the Minquier reef. At 10.10 the search was called off in failing light and some time before—at 9.30 p.m.—a French vessel picked up the bodies of the two women who had been aboard the yacht.

At 5.15 a.m. next day the life-boat resumed the search and at 11.22 a.m. the body of one of the missing men was found seven miles south of Jersey. Twenty minutes later the body of the second man was picked up.

When the yacht *Dark Horse* was seen riding at anchor on 22nd June off the entrance to Portloe harbour, with one man aboard, she was in fact in difficulties.

The Falmouth, Cornwall, life-boat *Lilla Marras, Douglas and Will* went out to her at 12.10 a.m. next day and found that the yacht's auxiliary engine had broken down. Her anchor was also fouling crab pots and their lines. A line was put aboard and the life-boat held her up into the wind while her owner recovered the yacht's ground tackle.

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### No. 8 Life-boat Area (North Wales, Lancashire and Cheshire)

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#### MAN OVERBOARD

RED flares reported at 11.37 p.m. on 24th July led to the Moelfre, Anglesey, life-boat *Watkin Williams*, which is a 42-foot Watson type, going to the aid of the yacht *Nisser* of Hoylake seven miles east of Moelfre at 12.40 a.m. next day.

The life-boat found the yacht with her engine broken down and sails blown away. There were two men and a woman aboard. When a tow rope was thrown to one of the men he fell overboard but was rescued by his companions.

Eventually a line was secured and on reaching less troubled waters the woman and one of the men were taken aboard the life-boat while two members of the crew of the *Watkin Williams* transferred to the yacht to assist the owner.

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

1st June, 1970 to 31st August, 1970: Launches 1,328, lives saved 694

### THE LIFE-BOAT FLEET

(as at 31/8/70)

134 station life-boats                      103 inshore rescue boats  
     1 70-foot steel life-boat on operational trials  
     1 40-foot G.R.P. life-boat on evaluation trials  
     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 92,872

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

## Life-boat launches on Service during the months June, July and August, 1970

<b>Aberdeen, Aberdeenshire</b>	July 14th and August 16th.
<b>Aldeburgh, Suffolk</b>	July 2nd and August 22nd.
<b>Amble, Northumberland</b>	July 25th.
<b>Angle, Pembrokeshire</b>	July 25th.
<b>Anstruther, Fife</b>	July 8th, 29th, August 4th and 19th.
<b>Appledore, North Devon</b>	June 1st, 26th and August 7th.
<b>Arbroath, Angus</b>	July 12th.
<b>Arklow, Co. Wicklow</b>	June 15th, July 27th, August 18th and 24th.
<b>Arranmore, Co. Donegal</b>	June 9th and 21st.
<b>Ballycotton, Co. Cork</b>	July 1st, 12th, 14th (twice), August 3rd and 29th.
<b>Baltimore, Co. Cork</b>	July 24th, 26th and August 29th.
<b>Barmouth, Merionethshire</b>	June 26th.
<b>Barra Island, Outer Hebrides</b>	June 30th, July 4th and August 31st.
<b>Barrow, Lancashire</b>	June 8th, 22nd, August 7th and 16th.
<b>Barry Dock, Glamorganshire</b>	June 4th, July 23rd, 27th, August 9th, 12th, 16th and 20th.
<b>Beaumaris, Anglesey</b>	August 19th.
<b>Bembridge, Isle of Wight</b>	June 19th, 28th, July 8th, 12th, 13th, August 10th, 16th and 20th.
<b>Berwick-upon-Tweed, Northumberland</b>	July 16th.
<b>Blyth, Northumberland</b>	August 4th.
<b>Bridlington, Yorkshire</b>	June 30th, July 12th, 25th and August 1st.
<b>Broughty Ferry, Angus</b>	June 22nd.
<b>Buckie, Banffshire</b>	June 2nd, July 22nd and August 16th.
<b>Calshot, Hampshire</b>	July 30th, August 11th, 18th, 22nd and 27th.
<b>Campbeltown, Argyllshire</b>	July 18th, August 12th and 26th.
<b>Clacton-on-Sea, Essex</b>	June 3rd, 13th, 16th, July 25th, 31st, August 7th, 14th, 16th and 23rd.
<b>Clogher Head, Co. Louth</b>	August 8th.
<b>Cloughy-Portavogie, Co. Down</b>	June 27th.
<b>Clovelly, North Devon</b>	June 6th, 30th, July 15th, 21st, 27th, August 4th, 18th and 31st.
<b>Coverack, Cornwall</b>	June 21st and July 1st.
<b>Cromer, Norfolk</b>	June 26th.
<b>Donaghadee, Co. Down</b>	June 10th and 24th.
<b>Douglas, Isle of Man</b>	July 23rd, 30th and August 31st.
<b>Dover, Kent</b>	June 9th, July 16th, 26th, August 10th, 23rd and 30th.
<b>Dunbar, East Lothian</b>	June 8th.
<b>Dungeness, Kent</b>	June 20th, 27th, 29th, July 4th, 5th, 13th and August 15th.
<b>Dun Laoghaire, Co. Dublin</b>	June 4th, 17th, 20th, 21st (twice), July 4th, 21st, August 15th (twice), 23rd, 25th, 27th and 30th.
<b>Dunrose East, Co. Waterford</b>	August 16th.

**Eastbourne, Sussex**  
**Exmouth, South Devon**  
**Falmouth, Cornwall**  
**Filey, Yorkshire**  
**Fishguard, Pembrokeshire**  
**Flamborough, Yorkshire**  
**Fleetwood, Lancashire**  
**Fowey, Cornwall**  
**Galway Bay, Co. Galway**  
  
**Girvan, Ayrshire**  
**Great Yarmouth and Gorleston, Norfolk**  
**Harwich, Essex**  
**Hastings, Sussex**  
**Holyhead, Cheshire**  
**Howth, Co. Dublin**  
**Humber, Yorkshire**  
**Ifracombe, North Devon**  
**Islay, Inner Hebrides**  
**Kilmore, Co. Waterford**  
**Kirkcudbright, Kirkcudbrightshire**  
**Lerwick, Shetland**  
**Lizard-Cadgwith, Cornwall**  
**Llandudno, Caernarvonshire**  
**Longhope, Orkney**  
**Lowestoft, Suffolk**  
**Mallaig, Inverness-shire**  
**Margate, Kent**  
**Moelfre, Anglesey**  
**Mumbles, Glamorganshire**  
**Newbiggin, Northumberland**  
**New Brighton, Cheshire**  
**Newcastle, Co. Down**  
**New Quay, Cardiganshire**  
**Padstow, Cornwall**  
**Peel, Isle of Man**  
**Penlee, Cornwall**  
**Peterhead, Aberdeenshire**  
**Plymouth, South Devon**  
**Poole, Dorset**  
**Port Erin, Isle of Man**  
**Porthdinllaen, Caernarvonshire**  
**Portpatrick, Wigtownshire**  
**Portrush, Co. Antrim**  
**Port St. Mary, Isle of Man**  
**Pwllheli, Caernarvonshire**  
**Ramsey, Isle of Man**  
**Ramsgate, Kent**  
  
**Redcar, Yorkshire**  
**Rhyl, Flintshire**  
**Rosslare Harbour, Co. Wexford**  
**Runswick, Yorkshire**  
**St. Abbs, Berwickshire**  
**St. David's, Pembrokeshire**  
**St. Helier, Jersey**  
  
**St. Ives, Cornwall**  
**St. Mary's, Scilly Isles**  
**St. Peter Port, Guernsey**  
**Salcombe, South Devon**  
  
**Scarborough, Yorkshire**  
**Seaham, Co. Durham**  
**Selsey, Sussex**  
**Sennen Cove, Cornwall**  
**Sheerness, Kent**

July 18th and 27th.  
 June 3rd, 23rd, July 24th, August 10th and 31st.  
 June 22nd, July 15th, 21st, 25th, August 16th (twice), 20th and 26th.  
 July 25th.  
 June 3rd, August 2nd (twice), 15th and 30th.  
 June 7th, July 7th, 11th and 25th.  
 June 2nd, July 11th, 19th, 25th and 27th.  
 July 1st, 29th, August 15th and 30th.  
 June 5th, 12th, 22nd, 28th, July 6th, 14th, 28th, August 4th, 16th and 27th.  
 July 18th, 26th and August 26th.  
 June 9th, July 23rd, 24th, 27th, August 15th, 16th (twice) and 28th.  
 June 14th, 23rd, 25th, 27th, July 14th, 19th, 31st, August 4th and 26th.  
 June 6th (twice), 23rd, 28th, July 8th and 11th.  
 June 6th, August 21st and 31st.  
 July 4th, 5th, 8th, 21st and August 16th (twice).  
 June 13th, 28th, August 5th, 10th and 22nd.  
 June 13th, August 25th and 31st.  
 June 7th, August 20th and 31st.  
 June 14th (twice).  
 June 7th, 30th, July 15th, August 1st and 3rd.  
 June 19th, July 8th and August 16th.  
 June 15th, 28th, July 1st, 9th, 23rd, August 23rd and 28th.  
 July 12th, 25th, 30th and August 25th.  
 June 23rd, July 12th and 28th.  
 June 27th, July 7th, 12th, 21st, 29th, August 13th and 24th.  
 June 3rd, 13th, July 1st, August 1st, 2nd, 9th, 10th and 12th.  
 June 13th, 21st, July 10th, 15th, August 9th, 12th, 15th and 26th.  
 June 4th, 17th, 20th, 27th, July 11th, 24th, 27th, August 1st and 19th.  
 July 21st and August 4th.  
 August 23rd.  
 June 7th, July 21st, 22nd, August 8th and 22nd.  
 August 2nd.  
 June 19th and August 16th.  
 August 1st.  
 July 13th.  
 August 11th and 15th.  
 July 28th.  
 August 17th.  
 August 8th and 31st.  
 June 24th.  
 July 7th, 8th and 11th.  
 July 18th, 19th and August 26th.  
 August 3rd.  
 June 24th, July 9th and 25th.  
 July 14th, August 16th and 20th.  
 August 30th.  
 June 7th, 16th, 21st, July 10th, August 2nd, 8th, 13th, 15th, 30th and 31st.  
 August 9th and 16th.  
 June 21st (twice), July 11th, 29th and August 16th.  
 June 14th, July 11th, 26th, August 15th and 16th.  
 July 13th, 15th and August 24th.  
 July 11th, August 12th and 13th.  
 July 26th, August 3rd, 4th and 21st.  
 June 6th, 21st, 27th, July 10th, 11th, 19th, 24th (twice), August 3rd, 18th, 20th and 28th.  
 August 2nd, 15th and 22nd.  
 June 1st and July 9th.  
 July 6th, 24th (twice) and 31st.  
 June 6th, 22nd, July 21st, 24th, 25th, 26th, August 15th, 19th and 31st.  
 July 9th, 12th, 15th, 25th and August 13th.  
 July 11th.  
 June 10th, 28th, July 14th, August 2nd, 19th and 25th.  
 July 16th.  
 June 27th, July 11th, 20th, 22nd, 23rd, 27th, 28th, August 1st, 16th (twice), 21st and 31st.

**Shoreham Harbour, Sussex**  
**Skegness, Lincolnshire**  
**Southend-on-Sea, Essex**

**Stornoway, Outer Hebrides**  
**Stromness, Orkney**  
**Stronsay, Orkney**  
**Sunderland, Co. Durham**  
**Swanage, Dorset**  
**Tenby, Pembrokeshire**

**Torbay, South Devon**  
**Troon, Ayrshire**  
**Tynemouth, Northumberland**  
**Valentia, Co. Kerry**  
**Walmer, Kent**  
**Walton and Frinton, Essex**  
**Weymouth, Dorset**  
**Whitby, Yorkshire**  
**Wick, Caithness-shire**  
**Wicklow, Co. Wicklow**  
**Workington, Cumberland**  
**Yarmouth, Isle of Wight**  
**Youghal, Co. Cork**

**Life-boat O.N.1010 on trial at Cowes,**  
**Isle of Wight**  
**Life-boat O.N.828 at Kirkwall-Scapa**  
**Life-boat 70.002 at Kirkwall-Scapa**

June 7th, 29th, July 7th, 13th and August 1st.  
June 29th, July 18th, 19th and August 16th.  
June 7th, 21st, 27th, July 5th, 16th, 17th, 26th (twice) and  
August 23rd.  
July 7th, 22nd, 31st, August 12th, 28th and 31st.  
July 7th.  
June 22nd, 25th, July 11th and August 24th.  
June 21st.  
June 14th, 21st, 24th, July 4th, August 3rd, 16th, 23rd and 31st.  
June 24th, July 6th, 9th, 15th, 19th, 20th, 22nd, August 11th,  
15th, 16th, 20th and 26th.  
June 14th, 15th, July 9th, and August 15th (twice).  
June 28th, July 4th, 30th and August 18th.  
June 18th, August 16th and 31st.  
June 6th, 7th, July 18th, August 27th and 28th.  
June 7th, 18th, 20th, August 16th and 30th.  
June 2nd, 19th, 24th, July 11th, 24th, August 2nd, 16th and 24th.  
June 5th, July 19th, 23rd, August 22nd and 28th.  
June 18th, 30th, July 13th, 15th, August 1st, 17th and 23rd.  
July 2nd.  
June 22nd, 28th, 30th, July 26th, August 18th and 25th.  
June 6th, 22nd, July 5th, 9th and August 1st.  
June 20th, July 5th, 24th, August 15th, 16th and 31st.  
July 18th.

July 1st.  
June 8th.  
July 11th, 15th and 26th.

## **IRB launches on Service during the months June, July and August, 1970**

**Aberdeen, Aberdeenshire**  
**Aberdovey, Merionethshire**  
**Abersoch, Caernarvonshire**  
**Aberystwyth, Cardiganshire**

**Amble, Northumberland**  
**Arran (Lamlash), Buteshire**  
**Atlantic College, Glamorganshire**  
**Bangor, Co. Down**  
**Barmouth, Merionethshire**

**Barrow, Lancashire**  
**Beaumaris, Anglesey**  
**Bembridge, Isle of Wight**  
**Blackpool, Lancashire**  
**Blyth, Northumberland**  
**Borth, Cardiganshire**  
**Bournemouth, Hampshire**  
**Bridlington, Yorkshire**

**Brighton, Sussex**  
**Broughty Ferry, Angus**

**Bude, Cornwall**  
**Burnham-on-Crouch, Essex**  
**Clacton-on-Sea, Essex**

**Conway, Caernarvonshire**  
**Crastor, Northumberland**  
**Criccieth, Caernarvonshire**

**Crimdon Dene, Durham**  
**Cromer, Norfolk**  
**Cullercoats, Northumberland**

June 18th and August 16th.  
June 21st, 28th, July 25th, August 15th and 31st.  
July 2nd, 12th (twice), 26th, August 14th, 15th, 18th and 19th.  
June 15th, 17th, 21st, 25th, 30th, July 23rd, August 3rd, 12th,  
14th and 22nd.  
July 9th, 25th, August 15th, 28th and 29th.  
July 15th and August 31st.  
July 6th, 27th and August 20th.  
June 20th, 26th, July 21st, 25th, August 9th, 12th and 30th.  
June 25th, July 3rd, 17th, 18th, 29th, August 4th (twice), 9th,  
14th and 26th.  
June 21st, August 6th, 8th, 15th and 27th.  
June 28th, July 5th, 11th, 20th, August 9th, 13th, 19th and 29th.  
June 5th, July 4th, 13th, 29th, 30th, 31st, August 5th and 19th.  
June 6th, 12th, July 13th, 19th, 30th, August 6th and 19th.  
July 11th and 12th.  
June 17th, July 19th, 29th, August 2nd, 4th, 23rd and 27th.  
August 6th, 9th, 17th and 27th.  
June 14th, 21st (twice), 28th, July 7th, 8th, 12th, August 2nd, 8th  
and 31st.  
June 5th, 7th, July 11th, 12th, 29th, August 3rd and 23rd.  
June 18th, 20th, 22nd, July 1st, 10th, 11th, 13th, 17th, August  
13th, 17th and 22nd.  
June 6th, July 17th (twice), 22nd, August 3rd and 4th (twice).  
June 27th, August 2nd and 31st.  
June 21st, July 10th, 11th, 13th, 17th, August 3rd, 5th, 11th and  
18th.  
June 23rd, 25th, July 12th, 19th, August 13th, 16th and 19th.  
August 2nd, 4th, 9th, 15th and 31st.  
August 6th, 8th, 9th (twice), 13th, 15th, 16th, 29th and 30th  
(twice).  
June 7th, 20th, July 12th, 19th, August 4th, 13th and 30th.  
June 6th and 30th.  
August 5th and 25th.



**Dunbar, East Lothian**  
**Eastbourne, Sussex**  
**Eastney, Hampshire**  
**Eastney, Hampshire (18-005)**  
**Exmouth, Devon**  
**Filey, Yorkshire**  
**Fleetwood, Lancashire**  
**Flint, Flintshire**  
**Great Yarmouth and Gorleston, Norfolk**  
**Happesburgh, Norfolk**  
**Hartlepool, Co. Durham**  
**Harwich, Essex**  
**Hastings, Sussex**  
**Helensburgh, Dunbartonshire**  
**Holyhead, Anglesey**  
**Horton and Port Eynon, Glamorganshire**  
**Howth, Co. Dublin**  
**Humber Mouth, Lincolnshire**  
**Jersey, Channel Isles**  
**Kingham, Fife**  
**Kippford, Kircudbright**  
**Largs, Ayrshire**  
**Littlehampton, Sussex**  
**Littlestone-on-Sea, Kent**  
**Llandudno, Caernarvonshire**  
**Lyme Regis, Dorset (17-002)**  
**Lymington, Hampshire**  
**Lytham-St. Anne's, Lancashire**  
**Mablethorpe, Lincolnshire**  
**Margate, Kent**  
**Minehead, Somerset**  
**Moelfre, Anglesey**  
**Morecambe, Lancashire**  
**Mudford, Hampshire**  
**Newquay, Cornwall**  
**New Quay, Cardiganshire**  
**North Berwick, East Lothian**  
**North Sunderland, Northumberland**  
**Plymouth, Devon (18.01)**  
**Poole, Dorset (17.003)**  
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**Port Isaac, Cornwall**  
**Port St. Mary, Isle of Man**  
**Port Talbot, Glamorganshire**  
**Pwllheli, Caernarvonshire**  
**Queensferry, West Lothian**  
**Redcar, Yorkshire**  
**Rhyl, Flintshire**  
**Rye Harbour, Sussex**

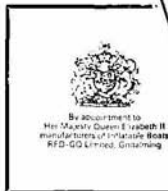
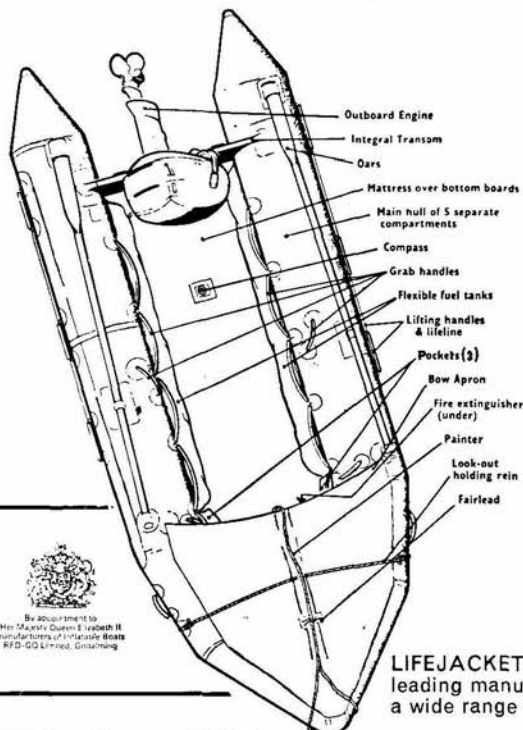
June 11th.  
 June 27th, July 18th, 27th and August 15th.  
 June 14th, July 11th and August 10th.  
 July 11th, 14th, 25th, 27th and August 9th.  
 June 23rd, 29th, July 1st, 10th (twice) and August 30th.  
 June 28th, July 2nd (twice), 12th, 17th, 24th, August 4th, 5th, 7th, 9th and 31st.  
 July 19th and August 10th.  
 June 20th, July 18th, August 2nd, 17th, 22nd and 30th.  
 June 21st, 28th, July 5th, 7th, 12th, 15th, 21st, 22nd, August 3rd, 13th and 27th.  
 August 4th and 15th.  
 June 20th, 21st, 24th, 29th, July 2nd, 12th, 17th, August 16th and 30th.  
 June 4th, 27th and August 31st.  
 June 5th, 6th, 10th, 20th, July 7th, 12th (twice), 29th, 30th, August 1st, 6th, 7th, 12th, 13th, 23rd (twice) and 28th.  
 June 4th (five times), 15th, 21st, 24th, 30th, July 12th, 18th, 20th, 21st, August 5th, 6th, 9th, 20th and 26th.  
 July 22nd, 27th, August 4th, 9th, 13th, 30th and 31st.  
 June 4th, July 13th, 22nd, 30th, August 2nd, 4th, 9th (twice), 20th, 27th, 28th, 29th, 30th and 31st.  
 June 14th, 15th (twice), 22nd, August 9th, 12th and 29th.  
 June 4th, 22nd, 24th, July 4th, August 5th, 10th and 13th.  
 July 14th, August 3rd, 10th, 17th and 18th.  
 June 7th (twice), 8th, 12th, 15th, July 29th, August 1st, 12th, 13th and 18th.  
 July 8th and August 1st.  
 June 10th, July 5th (twice), August 9th, 16th and 30th.  
 June 6th (twice), 17th, 27th, 29th, July 10th, 11th, 18th (twice), 25th, August 1st, 5th, 9th, 16th (twice), 20th, 22nd and 31st (twice).  
 June 14th, 21st, 27th, 28th, July 4th, 5th, 12th, 13th (twice), 23rd, 27th, August 9th, 11th, 13th, 16th and 31st (twice).  
 June 7th, 13th, 24th, July 10th, 13th, 30th, August 5th and 14th.  
 June 21st, 27th, August 1st, 4th, 11th and 16th.  
 June 4th, July 5th and 21st.  
 August 4th and 29th.  
 June 11th, 28th (twice), July 26th and August 11th (twice).  
 June 3rd, 7th, 8th, 14th, 22nd, 25th, 27th (twice), 29th, July 10th, 12th, 19th, 29th, August 12th and 30th (twice).  
 June 20th, July 17th and 23rd.  
 June 11th, 20th (four times), 21st, 30th, July 5th (twice), 7th, 10th (twice), 11th (three times), 12th, 23rd, 24th (twice), 28th (three times), August 9th, 19th, 29th and 31st (twice).  
 June 18th, July 5th, August 5th, 9th (three times) and 31st.  
 July 11th, 24th, August 1st, 13th and 31st.  
 June 5th, 14th, 20th, July 1st, 3rd, 5th, 16th (twice), 19th, 21st, 26th, 29th (twice), August 1st (twice), 7th, 8th, 9th, 15th, 17th, 28th and 30th (twice).  
 June 19th, July 9th, 24th, 31st and August 14th.  
 July 16th, August 9th and 16th.  
 July 25th (twice), August 6th and 31st (twice).  
 June 6th, 7th, July 21st, 25th, 29th, August 1st, 7th, 8th (twice), 11th, 13th and 28th.  
 June 11th, July 12th, 15th, August 6th, 8th and 28th.  
 June 7th, 14th, July 13th, 18th, 23rd, 31st, August 2nd, 3rd, 4th, 9th, 11th and 28th.  
 June 7th, 8th, 21st, 22nd, July 18th, 27th, 29th, August 19th and 29th.  
 August 25th.  
 August 27th and 31st.  
 June 28th, 29th, July 20th, 25th, August 9th, 19th, 22nd and 29th.  
 June 14th, July 14th, August 3rd, 10th, 21st and 25th.  
 June 15th, July 10th, 13th, August 9th and 13th.  
 June 10th, 20th, 21st (three times), July 5th, 12th, 22nd, August 8th, 11th, 12th, 17th, 26th and 31st.  
 June 5th, 6th, 30th, July 4th, 5th, August 4th, 8th, 15th and 25th.

<b>St. Agnes, Cornwall</b>	June 18th, July 5th, 6th, 24th, 27th, August 3rd, 17th and 30th.
<b>St. Ives, Cornwall</b>	June 14th, July 5th, 7th, 25th, August 2nd, 5th, 11th and 17th.
<b>Scarborough, Yorkshire</b>	June 18th, 28th, July 5th, 14th, 22nd, 31st, August 8th and 30th.
<b>Selsey, Sussex</b>	June 14th, 26th, August 4th, 6th, 17th, 19th and 26th.
<b>Shoreham Harbour, Sussex</b>	June 6th (twice), 14th, 26th, 28th (twice), July 9th (twice), 11th (four times), 12th (four times), 14th, 25th, 26th, 30th, 31st, August 15th, 16th and 31st.
<b>Silloth, Cumberland</b>	June 3rd, July 31st and August 1st.
<b>Skegness, Lincolnshire</b>	June 15th, 23rd, August 12th (twice) and 14th.
<b>Southend-on-Sea, Essex</b>	June 5th, 6th, 8th (twice), 21st (twice), 22nd, 23rd, 27th (five times), 28th, July 6th, 11th, 12th, 14th, 16th, 19th, August 1st, 2nd (twice), 4th, 5th (four times) and 23rd.
<b>Southwold, Suffolk</b>	June 9th, 14th, 28th, July 10th, 24th, 26th, August 4th, 13th, 29th, 30th and 31st.
<b>Stonehaven, Kincardine</b>	July 10th and 14th.
<b>Sunderland, Co. Durham</b>	June 9th, 10th, 18th, 20th, 21st, 23rd, July 4th, 6th, 7th, 19th (twice), 22nd, 28th, August 8th, 9th and 13th.
<b>The Mumbles, Glamorganshire</b>	July 10th, 22nd, 29th, 30th, August 2nd, 9th, 16th and 21st.
<b>Tighnabruaich, Argyll</b>	June 8th, July 10th, 20th, August 16th and 17th.
<b>Torbay, Devon (18-03)</b>	June 4th, July 1st, 9th, 11th (twice), 18th, 25th, August 6th, 9th, 13th, 14th, 15th, 17th, 18th, 26th and 30th.
<b>Tramore, Co. Waterford</b>	June 15th, 21st and August 17th.
<b>Tre-Arddur Bay, Anglesey</b>	June 4th, 6th, 13th, 16th, July 17th, 20th, 22nd, 30th, August 4th and 30th.
<b>Tynemouth, Northumberland</b>	June 18th, 28th and August 2nd.
<b>Walmer, Kent</b>	June 7th, 9th, 14th, 18th, 20th, 28th, 29th, July 2nd, 13th, 18th, 23rd, 26th, 28th and August 23rd (twice).
<b>Wells, Norfolk</b>	June 19th.
<b>West Kirby, Cheshire</b>	June 28th, July 11th, 20th, 21st and August 28th.
<b>West Mersea, Essex</b>	June 3rd, 30th, July 5th, 14th, 19th, 20th, 25th (twice), August 12th and 27th.
<b>Weston-super-Mare, Somerset</b>	June 4th, 16th, 17th, 19th, July 15th, 23rd, August 2nd (twice), 3rd and 18th.
<b>Whitby, Yorkshire</b>	June 6th, July 20th, 21st, 30th, August 14th, 18th and 31st.
<b>Whitstable, Kent</b>	June 10th, 14th, 27th, 29th, July 10th, 19th, 24th, 27th (twice), 28th, August 3rd, 5th, 11th, 16th, 20th, 29th and 31st (twice).
<b>Yarmouth, Isle of Wight</b>	June 20th, July 5th, 31st, August 15th, 28th and 30th.

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

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British waters for the  
comfort of survivors.