

THE LIFE-BOAT

THE JOURNAL OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

VOL. XL

SEPTEMBER 1967

No. 421

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PORTRAIT OF A COXSWAIN



By courtesy of]

[P. J. Kennelly, Tralee

COXSWAIN WILLIAM CROWLEY, of the Fenit life-boat *Hilton Briggs*. A member of the crew since 1928, Coxwain Crowley, who is 58, was appointed bowman in 1936, since which time the life-boat has been launched 58 times and has rescued 16 lives. He was appointed coxswain from 1938 to 1942, and was reappointed coxswain in 1945.

NOTES OF THE QUARTER

Last year the Institution had a deficit of nearly £124,000, and the figures for revenue and expenditure at the end of the first six months of the present year indicate that in 1967 there is every likelihood of an even larger deficit. At the end of June expenditure, which amounted to £902,595, was £335,246 higher than revenue. This figure must fill all those in any way connected with the life-boat service with concern, and the need for increasing revenue is too obvious to need stressing. The reason for the decline in revenue in the first six months of 1967 compared with the corresponding period last year was a substantial drop in the amounts received from legacies and gifts for special purposes. Legacies were down by over £160,000 and special gifts by over £150,000.

This fall in revenue occurs at a time when the work of the life-boat service is continuing to expand. Once again the number of launches on service by rescue craft of the R.N.L.I. in the first six months of 1967 was an all time record, amounting to 723 (416 of these were by life-boats and 307 by inshore rescue boats). Many more lives were also saved this year than in the first half of 1966. Life-boats saved 262 people compared with 196 in the corresponding period last year and inshore rescue boats 169 compared with 114.

NEW LIFE-BOAT STATIONS

Launching conditions at Padstow have for a long time been unsatisfactory as a result of the silting of the river. In order to provide adequate coverage it has been necessary to build a new boathouse and slipway at Trevoise Head, a short distance outside Padstow. The constructional work has cost £114,600 and the new boathouse will become operational in the autumn of this year. The life-boat station will then bear the name Trevoise Head (Padstow).

As a result of trials carried out last winter and a review undertaken by the Coast Review Working Party of the Committee of Management it has also been decided to establish a station at Lochinver in Sutherland. As a temporary measure to provide coverage during the coming winter the 46-foot life-boat formerly stationed at Dun Laoghaire, Co. Dublin, will operate from Lochinver. This boat will later be replaced by a newer life-boat fitted with radar.

TRIUMPH FOR VOLUNTARY LABOUR

A new inshore rescue boat station has been opened at Lyme Regis, Dorset. It was built entirely by voluntary labour at high speed and with great enthusiasm and skill. At least two people may be said to owe their lives to the fact that the station was made operational so speedily, for two days before the official opening took place the IRB rescued two 24-year-old holidaymakers from a capsized dinghy. The service of dedication was held on 10th June and conducted by the vicar of Lyme Regis, the Reverend J. H. Charles. Some 700 people attended, and the station was formally opened by Mr. Simon Wingfield Digby, M.P., for



By courtesy of]

[Motor Boat & Yachting

The Wells, Norfolk, inshore rescue boat in high spirits.

West Dorset. The driving force behind the splendid achievement of volunteers was the honorary secretary of the station, Wing Commander F. A. Buckingham, R.A.F. (retd).

INTERNATIONAL CONFERENCE

At the farewell dinner given by the French Central Life-boat Society to the delegates to the tenth international life-boat conference and their wives Captain Olaf Bjornstad, the Inspector General of the Norwegian Life-boat Society, said that the friendly nature of the discussions which had taken place might serve as an example to all international gatherings. The conference was, as always, happily free of any political differences, and the friendliest spirit prevailed. A report of the conference appears on page 155. From this it will be seen that there was a wide range of subjects discussed.

It is still somewhat early to estimate the immediate practical benefits of the conference, but there was tangible evidence of the value derived from the conference held at Edinburgh in 1963. This was the 44-foot life-boat to be stationed at Gorleston, which is itself based on a design of which the United States Coast Guard gave details during the Edinburgh conference. The American delegates were favourably impressed by the modifications which the R.N.L.I. had made.

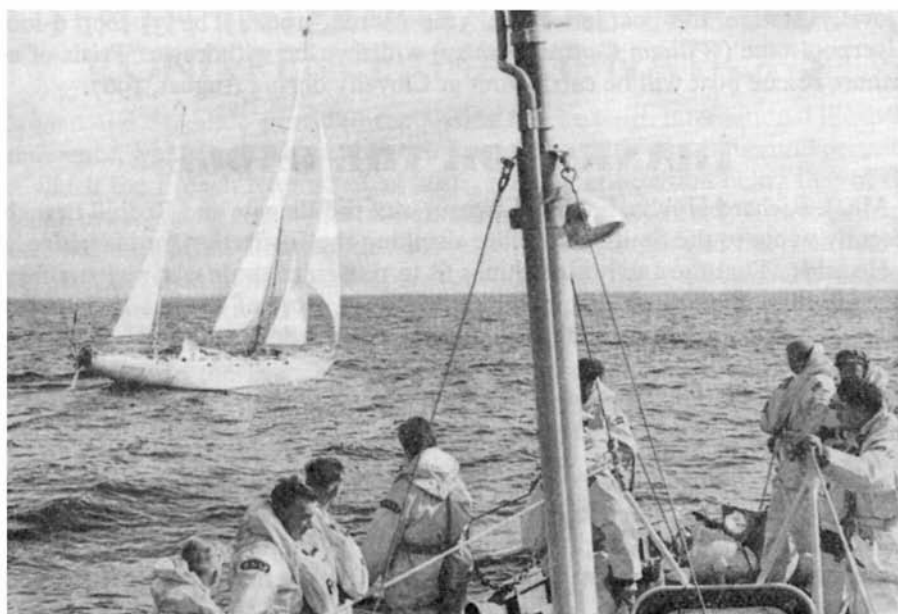
The Norwegian Life-boat Society is also building 44-foot life-boats to a modified design.

The R.N.L.I. life-boats were a fine sight and attracted much admiration. By a happy coincidence they arrived in St. Malo immediately following the Sail Training Association's ship, *Sir Winston Churchill*, which was manned largely by a crew of girls.

In the last number it was incorrectly stated that the R.N.L.I.'s delegation was led by the Chairman, Captain the Hon. V. M. Wyndham-Quin, R.N. After the number had gone to press it was learnt that the Chairman would be unavoidably prevented from attending, and the R.N.L.I.'s delegation was led by Commander F. R. H. Swann, O.B.E., R.N.V.R., a Deputy Chairman.

ARRIVAL OF SIR FRANCIS CHICHESTER

Three life-boats met Sir Francis Chichester when he arrived off the coast of England in *Gipsy Moth IV* after his great voyage round the world. The 70-foot life-boat, *Charles H. Barrett* (Civil Service No. 35), took up station astern of *Gipsy Moth IV* from the Scilly Isles to Plymouth. Some days before Sir Francis's arrival the weather had been changeable, and it was expected that casualties might occur among boats which put out to greet him. Fortunately, in the event, the services of the life-boat were not called upon. The Lizard/Cadgwith life-boat, *The Duke of Cornwall* (Civil Service No. 33) also put out and met *Gipsy*



By courtesy of]

[The Time

Historic moment: the Lizard-Cadgwith life-boat making contact with Sir Francis Chichester's yacht *Gipsy Moth IV* as she neared the English coast on 28th May, 1967, after her voyage round the world.

Moth IV off the Lizard. Congratulations were conveyed by the honorary secretary, Mr. Lindsay Britton, and in reply Sir Francis thanked him and said he hoped he would never need the services of a life-boat.

Nearing Plymouth *Gipsy Moth IV* was met by the Plymouth life-boat, *Thomas Forehead and Mary Rowse*, and the new inshore rescue boat. The two rescue craft escorted the yacht into harbour both as a tribute to Sir Francis and to be available as safety boats, but their services too were not needed in spite of the huge number of boats which greeted Sir Francis.

PADSTOW LIFE-BOAT MARCH

A life-boat march has now been composed which, it is hoped, will be played on many life-boat occasions. It is known as the *Padstow Life-boat March* and is the work of the well known composer, Malcolm Arnold, who wrote it as a tribute to the crews who have served at Padstow and to mark the building of the new station. The first performance was given at the Royal Festival Hall, London, on 10th June during the *B.B.C.'s International Festival of Light Music*. Mr. Arnold himself conducted the performance.

CLOVELLY STATION

The 70-foot steel life-boat, *Charles H. Barrett (Civil Service No. 35)*, which has been operating for some time past in the Bristol Channel area, will be the Clovelly station life-boat after the 31st March, 1968. The 35-foot 6-inch Liverpool type (*William Cantrell Ashley*) will then be withdrawn. Trials of an inshore rescue boat will be carried out at Clovelly during August, 1967.

THANKS FOR THE BADGE

Mr. J. Richard Hobbs, honorary treasurer of the Reigate and Redhill Branch, recently wrote to the South East office thanking the Institution for his badge.

He said: 'That the Institution thinks fit to recognize those who support from the side lines is a matter of much satisfaction to those of us thus noticed and I should like my grateful acknowledgment duly recorded.'

HELICOPTER CRASH

WHEN an R.A.F. helicopter from R.A.F. Coltishall, Norfolk, crashed into the sea near Yarmouth on 22nd June, 1967, the three members of the crew who were killed – they were well known to the R.N.L.I. for their air sea rescue work – were Flt. Lt. A. Gavan, flight commander of 'D' Flight, No. 202 Squadron; Master Navigator H. Crossman, and Flt. Lt. G. Pink, a navigator on the station.

Coxswain J. R. Plummer, of the Caister life-boat, said that after 'the quickest launch we have ever had' they saw a petrol slick gradually spread out on the water, and they took three cross-bearings on this point. This information was given to the R.A.F.



By courtesy of]

[United Press International (U.K.) Ltd.

Line up for the International Life-boat Conference: life-boats of the R.N.L.I. assembling at East Cowes in May, 1967, before setting out for the 10th international conference in Dinard and St. Malo from 5th-9th June. Shown (from left to right) are the 70-foot steel life-boat, the 48-foot 6-inch Oakley life-boat, the 44-foot steel life-boat and the new Hatch boat.

TENTH INTERNATIONAL LIFE-BOAT CONFERENCE: MANY NATIONS

DINARD and St. Malo provided the setting for the tenth international life-boat conference, which was held from 5-8th June, 1967. This was the second occasion on which the French have acted as hosts, the earlier occasion being that of the second international conference, which was held in Paris in 1928. The organizing body was the Société Centrale de Sauvetage des Naufragés and the chairman of the conference sessions was its president, Vice-Admiral d'Harcourt. Sixteen delegations took part. The conference was formally opened by the Secretary General of the French Mercantile Marine, M. Morin.

In addition to the French and the delegation from the R.N.L.I. and H.M. Coastguard 10 European countries and four countries outside Europe were represented. The countries outside Europe were Canada, Japan, New Zealand and the United States of America. The other European countries were Belgium, Denmark, Finland, the German Federal Republic, Iceland, the Netherlands, Norway, Poland, Sweden, and the U.S.S.R.

THE LATEST CRAFT

Four of the R.N.L.I.'s latest rescue craft made the journey, arriving in St. Malo together. They were the 70-foot steel life-boat *Charles H. Barrett* (Civil Service No. 35), which has been operating in the Bristol Channel area; the 48-foot

6-inch Oakley life-boat, which has been built for the new life-boat station at Trevoze Head, Padstow; the 44-foot Gorleston and Great Yarmouth life-boat *Khami*; and an 18-foot Hatch boat.

Rescue craft from five other countries were also present. These were the Norwegian rescue cruiser *Ambassador Bay* and new Dutch, German, and Swedish life-boats. The Dutch boat was the 21-metre Breskens life-boat named *Javazee* of the South Holland Life-boat Society. The Germans showed a beach boat named *Paul Denker* which is equipped with a daughter boat and whose station is Maasholm. The Swedish life-boat *Dan Brostrom* is a 23.8 metre cruising life-boat built for the west coast of Sweden. The life-boat from the French station at St. Servan was also present.

Commander F. R. H. Swann, O.B.E., R.N.V.R., Deputy Chairman, led the British delegation, and Lieut.-Commander the Hon. Greville Howard, V.R.D., R.N.R., also represented the Committee of Management. In addition to the Secretary, Mr. Stirling Whorlow, O.B.E., and the Chief Inspector of Life-boats, Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., there were other senior officials of the Institution and Commander P. J. H. Bartlett, O.B.E., R.N. (Retd.), of H.M. Coastguard.

EIGHT PAPERS

Eight papers were submitted by the R.N.L.I. delegation. One by the Secretary was on fund raising and publicity for a voluntary society. Others described the four rescue vessels which were exhibited, and there were also papers on the development of electronics in the life-boat service, on inflatable boats and on life-jackets and protective clothing.

The rescue vessels shown to the delegates by other nations were also described in papers submitted. In addition, the United States Coast Guard submitted papers on the Coast Guard Auxiliary, on search and rescue operations in coastal areas, on helicopters, and on equipment for coastal search and rescue. Like some of the R.N.L.I. papers, these were supported by films.

The Swedish Life-boat Society submitted papers on the Geneva Maritime Convention and on proposals for an international sea rescue service. Japanese papers were on automatic distress signal transmitter and direction finding stations, on rescue activity in Japanese waters, on ships' boats for tankers and on a disastrous fire which took place on board a Norwegian tanker in Japan. The Norwegian delegation produced a paper illustrated with slides on the Decca navigation chain; the North and South Holland Society on fast life-boats; the Icelandic Society on helicopter activity and mobile rescue squads; and the Finnish Society on safeguarding life at sea and voluntary rescue and search flotillas.

The delegates were privileged to enjoy warm hospitality both from the host society and from the municipalities of Dinard and St. Malo. On 9th June all the rescue craft exhibited left in company for Jersey, where the delegates and crews

Continued on page 204

NAMING CEREMONIES



By courtesy of]

[Eastern Daily Press

Mrs. R. M. Reed arriving on Cromer pier for the life-boat naming ceremony. With her is Coxswain Henry 'Shrimp' Davies and members of the life-boat crew.

Cromer

THE new 48-foot 6-inch Oakley life-boat *Ruby and Arthur Reed* was named at Cromer on 21st June, 1967. She was given to the R.N.L.I. and her replacement provided for in perpetuity by Mrs. R. M. Reed, of Eastbourne, in memory of her husband, Mr. A. E. Reed, of Stamford, Lincolnshire. Between now and 1969 10 of this type – two in wood and eight in steel – will be built for the life-boat service.

'GREAT TRADITION'

Mrs. Reed, in the course of the naming ceremony, said: 'I know it will carry on the great tradition of the Cromer station.'

Her interest in the life-boat service started in the early days when she and her husband went cruising. They had done a great deal for charity in many fields over the years, mostly in an anonymous way.

After the death of her husband Mrs. Reed decided to live at Eastbourne. 'And I happened to live very near to the life-boat station, so I see a lot of activity there. That made me think "This is something worthwhile". So, with

what spare cash I have, I thought I would like to have a boat and Cromer happened to be next on the list,' said Mrs. Reed.

Mrs. Reed presented the boat to Commander H. F. P. Grenfell, D.S.C., R.N., a member of the Committee of Management and a vice president of the Institution, who accepted it on behalf of the Institution.

Accepting the £60,000 life-boat on behalf of the Cromer branch, Dr. Paul Barclay, the honorary secretary, said that the station was 'second to none'.

Mrs. Reed was presented with a bouquet by 11 year-old Theresa Lee, granddaughter of Coxswain Henry 'Shrimp' Davies. Mrs. Reed later placed the bouquet on the grave of Henry Blogg, the Cromer life-boat hero.



By courtesy of]

[Eastern Evening News

The naming ceremony at Gorleston on 17th May, 1967, of the new 44-foot steel life-boat *Khami*. This was given by Mr. & Mrs. T. G. Bedwell.

Gorleston

THE naming ceremony and service of dedication of the 44-foot steel life-boat *Khami* took place at Gorleston on 17th May, 1967, when the donors, Mr. and Mrs. T. G. Bedwell, of Beaconsfield, Buckinghamshire, were present, the actual naming being performed by Mrs. Bedwell. The *Khami*, bearing the number 44-003, is based on a design provided by the United States Coast Guard and is one of six of her type built for the R.N.L.I. by Brooke Marine Ltd. at Lowestoft.

RHODESIAN LINK

Mr. and Mrs. Bedwell chose the name to commemorate a place where they spent many years in Rhodesia. The Bedwells lived there in the early years of their marriage and all their homes since have been named *Khami*.

After Mrs. Bedwell had presented the new life-boat – it cost £43,000 – to the R.N.L.I., it was in turn given by Capt. the Hon. V. M. Wyndham-Quin, R.N., chairman of the Institution, to the Yarmouth and Gorleston branch.

Five men who had been coxswain of the retiring life-boat, the *Louise Stephens*, the Gorleston life-boat for 28 years, were present. They were William Parker, Bert Beavers, Paul Williment, George Mobbs and Percy Beavers.



By courtesy of]

[Newcastle Chronicle & Journal

The Newbiggin-on-Sea life-boat *Mary Joicey* takes to the water after being named by Viscountess Ridley of Blagdon.

Newbiggin-by-the-Sea

THE Viscountess Ridley of Blagdon named the new 37-foot Oakley life-boat *Mary Joicey* at a ceremony at Newbiggin-by-the-Sea on 10th June, 1967. Provided out of a donation from the trustees of the estate of the late Mrs. Mary Joicey, of Sunningdale, Berkshire, this type of life-boat is now the standard type for launching off a carriage from an open beach.

BIG CROWD

The life-boat – it cost £37,000 – was presented by Mr. Alex Thompson on behalf of the Trust.

Field Marshal Sir Francis W. Festing, G.C.B., K.B.E., D.S.O., a member of the Committee of Management, accepted the life-boat on behalf of the Institution.

An estimated crowd of more than 3,000 people watched the ceremony.



By courtesy of]

[Associated Newspapers Ltd.

The Chairman of the R.N.L.I., Captain the Honourable V. M. Wyndham-Quin, R.N., presenting the gold medal to Princess Marina, Duchess of Kent, at the reception held at St. James's Palace, London, on 11th July, 1967, to commemorate her 25th year as President.

A ROYAL RECEPTION

A reception was held at St. James's Palace on 11th July, 1967, to mark the twenty-fifth anniversary of the day on which Princess Marina, Duchess of Kent, became the Institution's President. The Committee of Management had voted Her Royal Highness the R.N.L.I.'s gold medal, and Captain the Honourable V. M. Wyndham-Quin, R.N., the Chairman, presented it during the reception.

LARGE GATHERING

Some 600 men and women actively associated with the life-boat service in various capacities were present from many parts of Britain and Ireland, extending from the Shetlands to the Channel Islands. Among those presented to Princess Marina were two gold medallists, ex-coxswain Thomas King of St. Helier and Lieut.-Commander H. H. Harvey, V.R.D., R.N.R., district inspector.

Continued on page 165



Photograph by courtesy of the Evening Argus, Brighton

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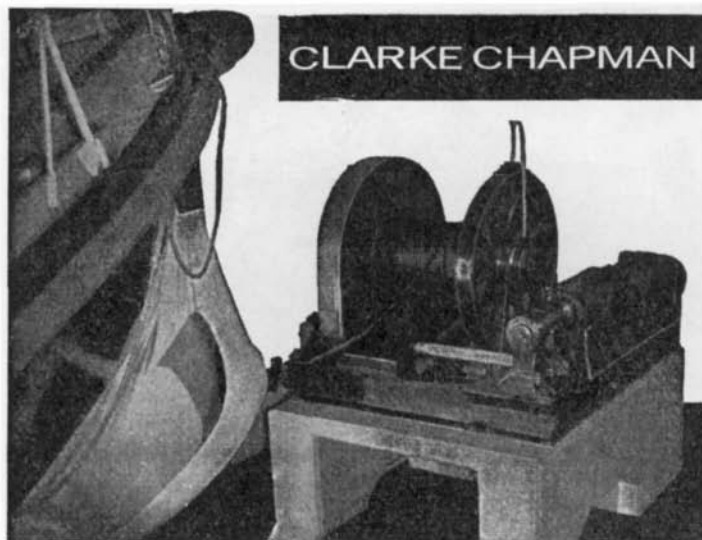
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*Photograph by courtesy of the
Royal National Life-boat
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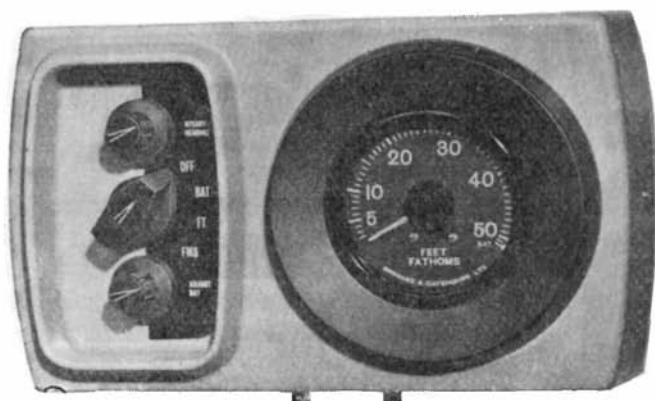
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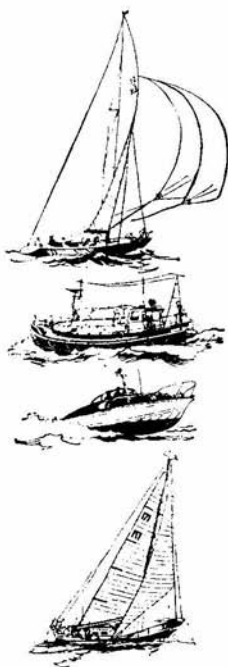
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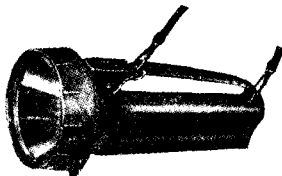
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NEW COMMITTEE OF MANAGEMENT MEMBERS

MR. N. R. BARRETT, M.A., M.B., M.Chir., F.R.C.S., Air Marshal Sir Anthony Selway, K.C.B., D.F.C., and Lieut.-Commander Jeremy Tetley, R.N.R., have been co-opted members of the Committee of Management of the R.N.L.I.

Mr. Barrett is Senior Surgeon at St. Thomas's Hospital, London. He lives in Richmond, Surrey.

Air Marshal Selway was Air Officer Commanding-in-Chief, R.A.F. Coastal Command from 1962 to 1965, and Commander-in-Chief Far East Air Force from 1960 to 1962. His other appointments have included those of Commandant, Central Flying School, from 1951 to 1953, and Air Attache, Paris, from 1953 to 1955. His home is in Burchetts Green, Berks.

Cdr. Tetley, who is aged 36, joined the Fleet Air Arm in 1949 and qualified as a pilot the next year. He retired with the rank of Lieutenant-Commander in 1964 and now farms in Cornwall. His home is in Grampound, Cornwall.

PORT TALBOT

It is regretted that a gift made to the Port Talbot branch of £700 was inadvertently left out of the *Supplement to Year Book 1967* listing branch collections for 1966.



WINDHAM PALACE

July 12th 1907

Dear Captain Wyndham-Quin,

I am writing to thank you once more for the great honour you and the Royal National Life-boat Institution have done me in conferring the Gold Medal upon me. As I said last night, I am deeply moved by this award and shall always be immensely proud of it. May I add my thanks for the reception last night, which I so much enjoyed? It gave me a wonderful opportunity to see many old friends and to meet so many, many people who, through their loyalty and affection, give such splendid support to the Life-boat Service' - Believe me, Yours very sincerely,
Marina

As I said last night, I am deeply moved by this award and shall always be immensely proud of it. May I add my thanks for the reception last night, which I so much enjoyed? It gave me a wonderful opportunity to see many old friends and to meet so many, many people who, through their loyalty and affection, give such splendid support to the Life-boat Service' - Believe me, Yours very sincerely,
Marina

wonderful opportunity to see many old friends and to meet so many people who, through their loyalty and affection, give such splendid support to the Life-boat Service. Believe me, Yours very sincerely,
Marina

Above is a facsimile of the letter Princess Marina, Duchess of Kent, wrote to Captain the Honourable V. M. Wyndham-Quin, Chairman of the R.N.L.I., after the reception at St. James's Palace: 'I am writing to thank you once more for the great honour you and the Royal National Life-boat Institution have done me in conferring the gold medal upon me. As I said last night, I am deeply moved by this award and shall always be immensely proud of it. May I add my thanks for the reception last night, which I so much enjoyed? It gave me a wonderful opportunity to see many old friends and to meet so many, many people who, through their loyalty and affection, give such splendid support to the Life-boat Service' - Believe me, Yours very sincerely, Marina.

Silver Medal For Irish Coxswain

FOR an outstanding service following a call to a ten-year-old boy who was seriously ill Coxswain Philip Byrne of Arranmore has been awarded the silver medal for gallantry.

At 5 o'clock on the afternoon of 29th November, 1966, the priest on Tory Island telephoned the Arranmore honorary secretary, Mr. Bernard Gallagher, saying that a ten-year-old boy was seriously ill with suspected appendicitis. Mr. Gallagher spoke with the doctor at Bunbeg, who confirmed that the child's condition was serious and that an operation was necessary. Dr. Can had already contacted the Royal Air Force at Ballykelly, but weather conditions were such that a helicopter could not be sent.

Mr. Gallagher then made contact with the lighthouse keeper on Tory Island to discuss how the boy could be taken off. The lighthouse keeper said that this would be impossible until the tide had fallen sufficiently to uncover a rock ledge, which would afford some protection at the jetty. This would not be until after 10 o'clock.

POOR CONDITIONS

The maroons were fired at 7 o'clock. Wind and sea conditions were such that the crew had considerable difficulty in reaching the life-boat. There was a north westerly gale, the sea was very rough and visibility was poor. It was just after high water.

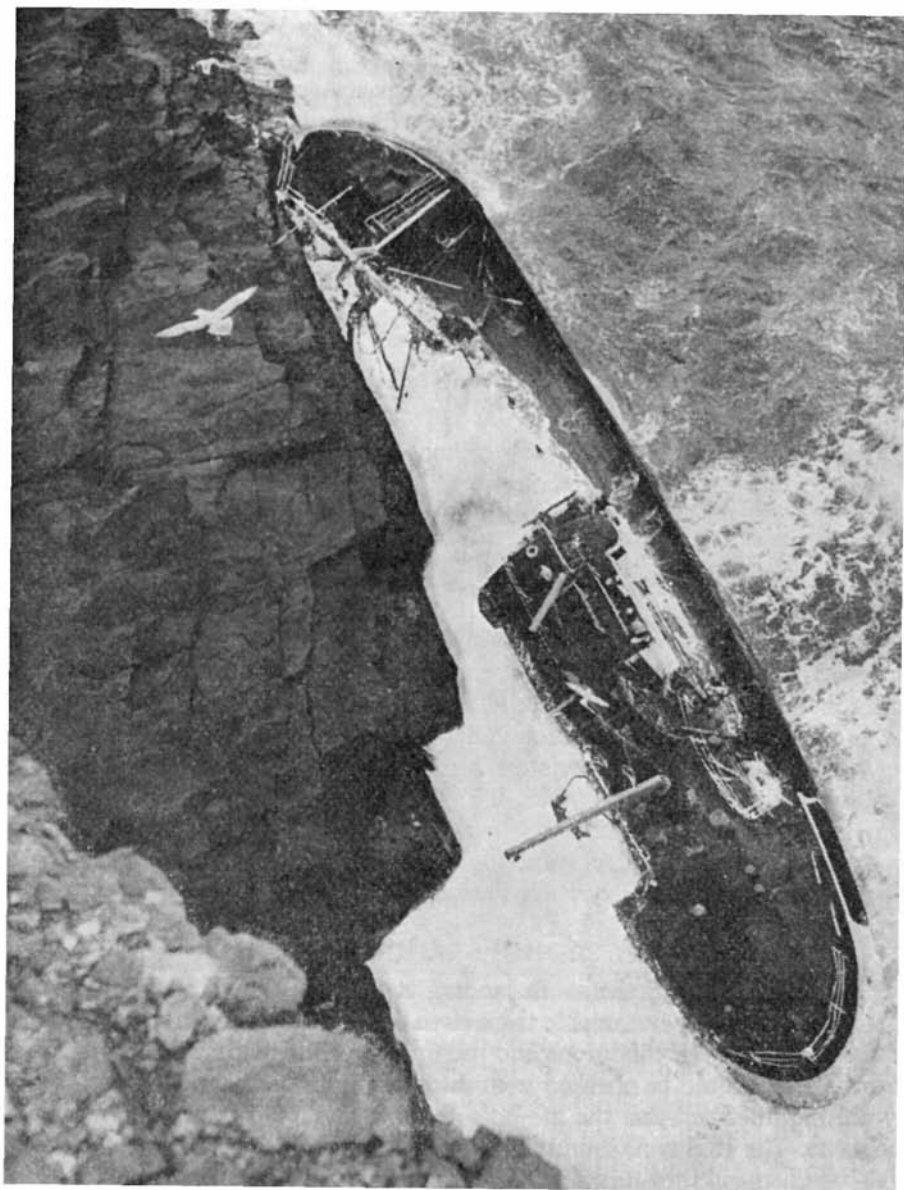
The Arranmore life-boat, *W. M. Tilson*, which is one of the 46-foot 9-inch Watson type, slipped her moorings at 7.45. The 21-mile journey to Tory Island was completed in about 2½ hours.

As the life-boat approached the island parachute flares were used to light up the shore. In heavy seas Coxswain Byrne felt his way in towards the jetty, which is surrounded by rocks. Because of these rocks and the shoal water it was impossible for the life-boat to be brought alongside the jetty, and she had to stand by while a local boat tried to bring the sick boy out.

This was a large curragh which had four men aboard. The curragh left the slight shelter afforded by the jetty and with great difficulty her crew rowed her through the heavy seas to the life-boat. The sick boy and his father were then put aboard the life-boat, but as this was being done an oar was broken and the thole pins on one side of the curragh snapped. As a result it was not possible to keep the boat head to wind and sea. An anchor was dropped, but it failed to hold, and the curragh began to drag quickly on to the rocky lee shore.

FLARE FIRED

Coxswain Byrne realized the full dangers of the situation but without hesitation ran the life-boat in towards the curragh. A line was passed, and the curragh was towed clear by means of the nylon securing rope. She was towed as close to the pier as possible and was then let go. A parachute flare was fired to light her way in.



By courtesy of]

[Dennis Coutes

When the Aberdeen trawler *Juniper* ran ashore on 19th February, 1967, the Aith life-boat rescued the crew. Special awards were made to the life-boat crew (page 208).

The sick boy was made as comfortable as possible in the fore cabin and the life-boat left Tory Island about midnight. She had an extremely uncomfortable return passage to the mainland in rough seas and gale force winds, but she

reached Burtonport at 3.30 in the morning. An ambulance was waiting to take the boy to hospital.

The life-boat then returned to her moorings at Arranmore but her crew were unable to go ashore in the boarding boat for a further hour because of the weather conditions. They finally landed at 5.45 after having been on service for 10 $\frac{3}{4}$ hours. The thanks of the Institution inscribed on vellum were accorded to the other seven members of the crew: Second Coxswain Philip Boyle, Bowman Edward Gallagher, Motor Mechanic Charles Boyle, Assistant Mechanic Neil Byrne, Crew Member John Burne, Crew Member Brian Byrne and Crew Member Bernard O'Donnell.

I.R.B. Bounces Over Rocks

FOR a service in which Bridlington inshore rescue boat literally had to bounce over rocks on her way in to rescue two young men who had fallen over cliffs the Institution's thanks inscribed on vellum have been accorded to the IRB helmsman, Mr. Harry T. Wood. A framed letter of thanks, signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., has been sent to the other member of the crew, Mr. R. Cooper.

At 7.56 on the evening of 26 March, 1967, the coastguard informed the Bridlington honorary secretary that two young men had fallen over the cliffs at south landing, Flamborough Head. The help of the Bridlington IRB was asked for and also that of the Flamborough life-boat, *Friendly Forester*. Both boats put out. There was a west south westerly wind of force 5 with a very choppy sea. It was two hours after high water. The Bridlington life-boat, *Tillie Morrison, Sheffield II*, which is one of the 35-foot 6-inch Liverpool type, had just returned from service and it was decided that she should escort the inshore rescue boat. The two boats put out from their station at 8.5.

DANGEROUS SEA CONDITIONS

The IRB arrived off the south landing at 8.45 and found the Flamborough life-boat standing by but unable to go close enough in to effect a rescue. Because of the dangerous sea conditions and the number of offshore rocks it was agreed that the IRB should be checked in to the shore from the Flamborough life-boat by veering lines and that the life-boat searchlight should be used to illuminate the scene. The IRB crew found that it was too difficult to handle their boat with lines attached and they therefore cast the lines off. They then bounced their boat over the rocks. Their propeller was damaged as they did so but they managed to reach the foot of the cliffs with the IRB half full of water.

The C.R.E. Company were already on the spot, and they helped to embark the two young men, who were injured, into the IRB and also to re-launch the boat. After leaving the shore the IRB again hit rocks, which did further damage to the propeller, but the fabric of the hull remained whole.

The two young men were put aboard the Bridlington life-boat, which left the

area at 9.35, arriving at Bridlington with the IRB in company at 10 o'clock. The Flamborough life-boat remained until it had been confirmed that the rescue had been carried out. She then left and returned to her station, which she reached at 9.30.



By courtesy of]

[The Press Association Ltd.

The deadly oil slick – an aerial view of the tanker *Torrey Canyon* whose stranding on the treacherous Seven Stone Rocks near the Scilly Isles on 19th March, 1967, was the most expensive loss of its kind in maritime history. The St. Mary's and Penlee life-boats gave valuable help (page 210).

RESCUE FROM FRENCH YACHT

ACTING Coxswain Eric Grandin of St. Helier, Jersey, has been accorded the Institution's thanks inscribed on vellum for the rescue of four people from the French yacht *Kraken* which went aground on 26th March, 1967. The St. Helier honorary secretary, Mr. Peter Baker, learnt from the duty harbour official at 2.50 p.m. that the *Kraken* of Caen was aground on the Dog's Nest Reef, south of St. Helier. The life-boat, *Elizabeth Ripon*, which is one of the 12-foot 9-inch

Watson class, was launched at 3.10 with Mr. Eric Grandin, who is normally the bowman, in command.

There was a west north westerly wind of force 6, with a choppy sea. It was one hour after low water. The weather was cloudy, but visibility was good.

A local boat, *Bettina*, belonging to Mr. B. Leblanc, with the owner and Mr. Le Guyader on board, had put out to the casualty and a boat of the zodiac type operated by the fire service had also been launched.

The yacht was on the west side of the reef, and Mr. Leblanc took his boat to windward of her. Mr. Le Guyader manned a dinghy and an attempt was made to veer this down to the yacht in order to pass a tow line. The dinghy broke away

(continued on page 206)



By courtesy of
[Arthur W. Dick]

The Flamborough life-boat returning from a service in June, 1967.

Life-boat services round the Coast

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st March to 31st May: Launches 404, lives saved 272

MARCH

SCOTTISH DISTRICT

Stronsay, Orkneys – At 4.15 p.m. on 3rd March, 1967, news was received that a sick child at North Ronaldsay required immediate hospital attention. The patient was embarked on the life-boat *The John Gellatly Hyndman* which slipped her mooring at 4.30 in a strong west south westerly wind and a moderate sea. It was high water. She proceeded to Kirkwall and transferred the patient to an ambulance. The life-boat arrived back at Stronsay at 2.10 a.m. on 4th March, 1967.

Islay, Inner Hebrides – At 7 a.m. on 7th March, 1967, it was reported that the m.v. *Emerald* of Glasgow was aground on Feolin Spit in the Sound of Islay but was in no immediate danger. The mechanic was maintaining R/T contact with the vessel. During the morning the weather deteriorated and at midday the life-boat *Henry Blogg*, on temporary duty at the station, slipped her moorings in a storm force south easterly wind and a very rough sea. It was four hours after high water. She stood by while the vessel's sister ships *Amber*, *Lochiel*, and *Lochard* endeavoured to refloat her at high water, but the attempt was not successful. In the evening the weather improved and the life-boat was recalled to her station at 7.15 p.m. Next day a tug arrived to make a further attempt to refloat the grounded vessel, and the life-boat proceeded at 2 p.m. to stand by during the operation. The m.v. *Emerald* remained firmly aground, and the life-boat returned to her station at 6.15 p.m. when the attempt was abandoned.

At 4.40 a.m. on 10th March, 1967, it was reported that red flares had been sighted at the south end of the Sound of Islay. There was a fresh south-westerly breeze with a moderate sea. It was just after high water. The life-boat *Henry Blogg*, on temporary duty at the station, proceeded at 5.5 and soon found the tug *Flying Spray* which had grounded on a rock a mile and a half from McArthur lighthouse. As the tug was in danger of capsizing as the tide ebbed the life-boat took off her crew of seven and returned to Port Askaig. At the request of the owners of the *Flying Spray* the life-boat returned to her at 11.46 with the tug's crew and stood by. The *Flying Spray* was refloated at 5.47 p.m. with the assistance of three other tugs, and after her crew had been put on board, the life-boat returned to her station, arriving at 6.30.

Arbroath, Angus – At 6.17 p.m. on 27th March, 1967, three crew members of the fishing boat *Drena* were seen to be waving their oilskins to attract attention. The *Drena* was lobster fishing in a position about half a mile from Arbroath harbour. The life-boat *Duke of Montrose* was launched at 6.24 and soon came up with the *Drena* which had lost her propeller. There was a moderate south easterly breeze with a choppy sea. It was two hours after high water. The life-boat took the fishing boat in tow and brought her safely into harbour, returning to her station at seven o'clock.

At 12.30 p.m. on 9th March, 1967, five Arbroath fishing boats were approaching the harbour and, as the wind and sea had risen suddenly, the harbour entrance was



[By courtesy of]

[J. Carter]

The Bridlington life-boat escorting a local fishing boat into the harbour on 23rd January, 1967.

dangerous. The life-boat *The Duke of Montrose* was launched at 12.35 in a gale force easterly wind and a very rough sea. It was one hour after high water. She escorted the boats into the harbour and returned to her station at 2.20.

Stornoway, Outer Hebrides – At 11 a.m. on 27th March, 1967, a message was received that the fishing cruiser *Minna* had asked for immediate medical assistance for a member of her crew who had fallen overboard off Kepoch Head. He had been picked up shortly afterwards and was receiving artificial respiration on board. The vessel was steaming at full speed towards Stornoway. The life-boat *The Rankin*, on temporary duty at the station, slipped her moorings at 11.15 with a doctor on board. There was a strong to gale force north easterly wind and a moderate sea. It was two and a half hours after high water. She met the cruiser about four miles outside the harbour and put the doctor aboard. After examining

the man he confirmed that he was dead. The *Minna*, accompanied by the life-boat, arrived at the harbour at 12.15 p.m. The life-boat returned to her station at 12.25.

Barra Island, Outer Hebrides – At 4.15 a.m. on 12th March, 1967, an expectant mother had to be taken to hospital at South Uist. The life-boat *R. A. Colby Cubbin No. 3* proceeded at 4.50 in a strong gusting to gale force westerly wind and a rough sea. The tide was flooding. The life-boat landed the woman at South Uist and returned to her station at 11.30.

Anstruther, Fife – At 4.36 p.m. on 16th March, 1967, a message was received that the wife of one of the light-keepers on May Island required urgent medical attention. The life-boat *The Doctors* launched at 4.50 with a doctor on board. There was a fresh west north westerly breeze and moderate sea. The tide was flooding. Owing to the critical condition

of the patient it was decided to take her to hospital at Crail by helicopter. The life-boat returned to her station at 7.20.

Lerwick, Shetland - At 9.46 p.m. on 9th March, 1967, a fishing vessel was reported nearly ashore in the south harbour. At 10.10 the life-boat *Claude Cecil Staniforth* proceeded in a rough sea. The tide was flooding. The C.R.E. Company was also called out. The life-boat came up with the motor fishing vessel *Sorel* of Denmark and towed her to the breakwater. While towing the vessel into the basin the life-boat suffered damage to the bow pudding, fender and steering gear. The life-boat returned to her station at 11.45.

Dunbar, East Lothian - At 6.39 p.m. on 22nd March, 1967, the motor fishing vessel *Seton Queen* was reported to be running short of fuel. She had been fishing between Barr Rock and May Island and was overdue. This had been reported by the motor fishing vessel *Kittywake*. A helicopter from Leuchars took off at 6.39 and the life-boat *Margaret* slipped her moorings at 6.48 in a westerly wind and a slight sea. The helicopter reported that the fishing vessel was heading towards Dunbar under her own power. The life-boat found the vessel about seven miles north of Dunbar and escorted her into the harbour accompanied by the *Kittywake*. She returned to her station at 8.10.

NORTH-EASTERN DISTRICT

Sunderland, Co. Durham - At 8.19 a.m. on 17th March, 1967, the coble *Girl Lynn* was reported in difficulties in rough seas about two miles off Roker. The life-boat *William Myers and Sarah Jane Myers* was launched at 8.30 in a gale force west south westerly wind and a rough sea. It was an hour and a quarter after high water. She found the coble in the position stated and escorted her into Sunderland. The life-boat returned to her station at ten o'clock.

Amble, Northumberland - At 7.2 a.m. on 17th March, 1967, news was received that the coble *Provider* was still

When one MUST lead



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at sea to the eastward of Amble and conditions were bad. The life-boat *Millie Walton* slipped her moorings at 7.40 in a strong gale force wind and a moderate sea with a heavy swell. It was just after high water. She found the coble three miles east of Coquet Island and escorted her into Amble, arriving back on station at 9.5.

Flamborough, Yorkshire - At 7.37 p.m. on 26th March, 1967, news was received that a youth had fallen over the cliff one mile south of Flamborough Head. The life-boat *Friendly Forester* was launched at 7.45 in a gale force south westerly wind and a choppy sea. The tide was ebbing. On reaching the position it was found that the Bridlington inshore rescue boat had arrived in the meantime. With the help of the Flamborough life-boat crew the youth was taken aboard the inshore rescue boat and was later transferred to the Bridlington life-boat *Tillie*

Morrison, Sheffield II. The Flamborough life-boat returned to her station at 9.30.

At 5.40 a.m. on 24th March, 1967, news was received that the trawler *Lepanto* of Grimsby was on fire about 18 miles east north east of Flamborough Head. There was a fresh west by northerly breeze with a moderate sea. It was two hours after high water. The life-boat *Friendly Forester* launched at six o'clock and at 8.5 came up with the trawler. As the fire was getting worse the trawler headed for Bridlington Bay escorted by the life-boat. In the bay they were met by the Bridlington life-boat which had embarked firemen and their equipment. The firemen were transferred to the trawler. As the Bridlington life-boat was standing by, the Flamborough life-boat returned to her station, arriving at noon.

Bridlington, Yorkshire - At 6.25 a.m. on 24th March, 1967, a ship was reported to be on fire off Flamborough Head. The Flamborough life-boat had already been launched to provide life-saving assistance if required. As it was

necessary to dispatch fire-fighting equipment to the casualty, and as no other boat was available, the life-boat *Tillie Morrison, Sheffield II* was launched at 7 o'clock in a strong westerly wind and a moderate sea. It was two hours after high water. She embarked two officers and seven firemen, together with their equipment. The casualty, the *Lepanto* of Grimsby, was reached at 9 o'clock and in difficult conditions the firemen and their equipment were transferred to the trawler. She was then escorted by both life-boats to Bridlington Bay. By 10.45 the fire had been extinguished. The life-boat then drew alongside the *Lepanto* and took off the firemen and their equipment. She returned to her station at 11.49. A helicopter assisted in the operation.

At 5 p.m. on 21st March, 1967, a dinghy with two people aboard was reported drifting out to sea. Launch of the life-boat *Tillie Morrison, Sheffield II* was requested in support of an R.A.F. helicopter which had also been alerted. The life-boat was launched at 5.20 in a strong south west wind and a choppy sea. It was one hour before low water. Almost



By courtesy of]

[Roger M. Smith

A fine action study of the Isle of Wight life-boat towing in the yacht *Alchemist* off the Needles on 26th March, 1967.

THE LIFE-BOAT FLEET

146 station life-boats

96 inshore rescue boats

2 70-foot steel life-boats on operational trials

LIVES RESCUED 88,158

from the Institution's foundation in 1824 to 31st May, 1967

immediately after launching the coast-guard reported that the dinghy's crew had been rescued by the R.A.F. helicopter and that the dinghy had been towed ashore. The life-boat returned to her station at 6.18.

At 9.38 a.m. on 22nd March, 1967, news was received that the motor fishing vessel *Madame Sands* was proceeding to Bridlington Bay with a mine on board. The life-boat crew stood by until 10.42 when a message was received from the coastguard that in view of the proximity of the *Madame Sands* to the harbour it was advisable that those on board be taken off. The life-boat *Tillie Morrison, Sheffield II* was launched at 11.10 in a light west north westerly wind and a slight sea. It was four hours before high water. At the request of the coastguard the *Madame Sands* moved two miles out to sea escorted by the life-boat. Her crew were then taken off by the life-boat and landed at Bridlington. Arrangements were then made for the crew to re-assemble at 3.30 to embark the Royal Naval Mine Unit. At 3.20 the coastguard again requested the assistance of the life-boat to investigate an unidentified object floating two hundred yards off the east pier. On identifying the object as a derelict wooden cart the life-boat returned to harbour. At 6.10, having confirmed that the object on board the *Madame Sands* was a mine, the life-boat crew stood by with the mine disposal unit, finally returning to her station at 11 o'clock.

SOUTH-EASTERN DISTRICT

Lowestoft, Suffolk – At 1.30 p.m. on 10th March, 1967, the Belgian coaster *Patrick* was reported to be aground on Holm Sand one mile to the east of the coastguard lookout. The life-boat *Frederick*

Edward Crick slipped her moorings at 1.40 in a gale force south westerly wind and a rough sea. It was two hours before low water. She proceeded to the vessel and the coxswain asked the master if the crew wished to be taken off. He was told that they would stay on board in the hope of refloating their vessel on the flood tide. A fifteen-year-old girl had been taken off by helicopter before the life-boat arrived. At the master's request the life-boat stood by the vessel until she refloated on the flood tide five hours later. The coaster then continued her passage and the life-boat returned to her station at 6.45.

Walton and Frinton, Essex – At 1.10 p.m. on 17th March, 1967, news was received that a party of students were about to leave the beach at Frinton on a raft to go to the radio transmitting station Radio London. They were told that it was considered that such a trip in the weather conditions prevailing would be inadvisable and the honorary secretary went to the beach. On arrival he found that the raft had left with eight people on board, and as they were then approaching broken water and the raft was low in the water, the life-boat *Edian Courtauld* left her moorings at 1.40. There was a strong to gale force westerly wind and a rough sea. It was two hours before high water. The raft was reached one and a half miles off the beach and the eight students were taken on board. The raft was taken in tow to the Eastcliff breakwater, and the life-boat reached her station at 3.38.

Aldeburgh, Suffolk – At 5 a.m. on 9th March, 1967, it was reported that the motor fishing vessel *Energy* had asked for assistance a mile north east of the Shipwash lightvessel. The life-boat *The Alfred and Patience Gottwald* was launched at 5.32 in a strong easterly breeze and a

moderate sea. The tide was flooding. The life-boat came up with the vessel, with a crew of three on board, and took her in tow. The vessel, which had engine trouble, was towed to Harwich. The life-boat returned to her station at 2.30 p.m.

Southend-on-Sea, Essex – At 6.54 p.m. on 9th March, 1967, a barge was reported in difficulties near the Black Tail Spit buoy. The life-boat *Cecil and Lillian Philpott*, on temporary duty at the station, was launched at 7.21 in a storm force wind and a very rough sea. It was two hours after low water. She proceeded towards the position and was informed by the tug *Kennet* that she was near the barge *Repertor* and would secure a tow rope as soon as possible and make for Sheerness. At 11.10 the tug reported that she had the barge in tow and did not require assistance. As the weather was deteriorating the coxswain decided to escort both tug and barge into Sheerness. When they were safely in Sheerness the life-boat waited for the wind to ease and returned to her station at 7 a.m. on 10th March, 1967

At 10.52 p.m. on 25th March, 1967, news was received that the small power boat *Tinkerbelle Peter* had left Kew Bridge at 10.30 that morning bound for Wallersay Bay Marina and had not been seen since. At 5.12 a.m. on 26th March further information was received and the life-boat *Cecil and Lillian Philpott*, on temporary duty at the station, launched in a gale force south westerly wind and a rough sea. It was three hours after low water. A search was being carried out from Burnham-on-Crouch to Southend-on-Sea. As a fishing boat had reported that she had seen the missing boat at 4.30 p.m. on 25th March to the east of Southend-on-Sea the life-boat searched in that direction. A helicopter took off at first light to help. When the life-boat was nearing the north east Maplin she was informed that a vessel resembling the missing boat was reported to be in the vicinity of the Tongue Towers, proceeding towards the south east Shingles. The life-boat went to the position indicated. When she was nearing

the North Knob, the helicopter told her that the vessel was secured to the South Buxey buoy. She found the boat, which had lost her propeller, and took off the three members of her crew. Two members of the life-boat crew were then put aboard the *Tinkerbelle Peter* and the life-boat towed her to Wallersay Bay. When she was safely moored, the life-boat returned to her station, arriving at four o'clock.

SOUTHERN DISTRICT

Bembridge, Isle of Wight – At 1.25 p.m. on 31st March, 1967, the m.v. *Summer Isle* reported that she wished to hand over a body which had been recovered from the sea. She was making for Nab tower. The life-boat *Jesse Lumb* was launched at 3 o'clock. There was a moderate north easterly breeze with a corresponding sea. It was high water. At 3.50 the body was transferred to the life-boat which proceeded to South Camber, Portsmouth. The life-boat arrived back at her station at 6.50.

Weymouth, Dorset – At 3.25 a.m. on 26th March, 1967, the yacht *Wombat*, lying a mile and a half south south east of Portland breakwater light, reported to Niton radio that she was taking in water and had run out of fuel. There was a gale from the north west with a rough sea. It was high water. The life-boat *Frank Spiller Locke* proceeded at 3.45 and came up with the yacht. She escorted the yacht to Weymouth, returning to her station at 5.15.

Yarmouth, Isle of Wight – At 8.57 a.m. on 26th March, 1967, a yacht, in a position three miles south east of the Needles, was seen firing red flares. The life-boat *The Earl and Countess Howe* proceeded at 9.18 on a flooding tide. There was a gale from the west with a rough sea. Four miles south east of the Needles the life-boat came up with the auxiliary cutter *Alchemist* whose sails had been carried away. Her engine had failed. The yacht was taken in tow and brought safely into Yarmouth harbour, arriving at 12.55.

Salcombe, South Devon – At 12.58 p.m. on 12th March, 1967, a motor fishing vessel and a cabin cruiser appeared to be in difficulties off Lannicombe Bay. Conditions were deteriorating and a gale warning was in force. The life-boat *The Baltic Exchange* slipped her moorings at 1.5 in a moderate to fresh south easterly wind and choppy sea. It was low water. She found the motor fishing vessel *Spray* and cabin cruiser *Dolphin* off Moorsands. Both were making slow progress. The life-boat escorted both vessels into Salcombe harbour and returned to her station at 2.5.

Swanage, Dorset – At 5.2 p.m. on 26th March, 1967, the coastguard informed the honorary secretary that a man had been seen at the base of the Old Harry rocks. The life-boat *R.L.P.* launched at 5.14 in a gale force westerly wind and a choppy sea. It was one hour after low water. She proceeded to the position indicated and carried out an intensive search of the area. Her rubber dinghy was also used to search inshore. A helicopter and two motor boats joined in the search which was continued for two hours. By this time a police search party was searching the cliffs and they indicated the position where the man was last seen. The rubber dinghy went inshore and found a rucksack on the beach. While the dinghy crew were collecting this they found a dead man in shallow water in a small cove. Artificial respiration was tried without success. The search was continued until the light failed in case there was a second casualty. The life-boat returned to her station at 9.20.

At 10.20 a.m. on 11th March, 1967, news was received that two canoes had capsized off Swanage pier and that two men were in the water. The life-boat *R.L.P.* was launched at 10.25 in a south south westerly gale and a choppy sea. It was high water. The life-boat recovered the two canoes and one man who was being carried out to sea by the offshore wind. The other man was able to swim ashore. The life-boat returned to her station at 10.55.

Torbay, South Devon – At 5.10 p.m. on 8th March, 1967, it was reported that the motor fishing vessel *Excellent's* propeller had been fouled by a trawl. She was within half a mile of the Western Blackstone rock off the mouth of the river Dart and had asked for any ship in the vicinity to go to her assistance. The m.v. *Brendonia* had indicated that she was off Prawle Point and would assist the fishing vessel. As the *Excellent* was on a rocky lee shore and the weather was deteriorating, it was decided that the life-boat should be launched. The life-boat *Princess Alexandra of Kent* slipped her moorings at 5.25 in a strong south easterly wind and a rough sea. It was high water. She proceeded to the position indicated and found that the m.v. *Brendonia* had secured a line to the fishing vessel and was towing her. The life-boat took up station alongside the m.f.v. *Excellent* and escorted her into Brixham harbour. The m.v. *Brendonia* then resumed her passage while the life-boat towed the m.f.v. *Excellent* into the inner harbour. She returned to her station at 7.30.

SOUTH-WEST DISTRICT

St. Ives, Cornwall – At 10.45 a.m. on 18th March, 1967, a French fishing vessel was reported to be in difficulties half a mile north west of St. Ives Head. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 11.5 in a strong north north westerly breeze and a rough sea. The tide was ebbing. The life-boat came up with the vessel *Ginette* of Audierne, with a crew of six, four cables north of Clodgy Point dragging her anchor towards the rocks. A line was passed to the *Ginette* and she was towed to St. Ives Bay. The life-boat returned to her station at 11.55.

Angle, Pembrokeshire – At 4.47 a.m. on 10th March, 1967, the coastguard informed the honorary secretary that the m.v. *Hadrian Coast* was in difficulties off the Small's rocks, three miles south south west of the station. There was a gale from the south west with a very rough sea. The life-boat *Richard Vernon and Mary*

Garforth of Leeds launched at 5.25 and proceeded to the position. After carrying out a search of the area the life-boat came up with the *Hadrian Coast* in tow of a tug two miles south of Grassholm island. The life-boat escorted the vessels to Milford Haven, returning to her station at 3.5 p.m.

Life-boat 70-001. Bristol Channel –

At 12.10 p.m. on 28th March, 1967, a speedboat was reported in a position one mile south of Mixon shoal buoy. There was a strong north west by westerly breeze with a choppy sea. It was two hours before low water. The life-boat *Charles H. Barrett* (Civil Service No. 35), which was in Swansea bay, immediately proceeded and located the speedboat one mile and a half south of Mumbles lighthouse. The boat, which had drifted away from moorings off Mumbles yacht club, was taken in tow and returned to Mumbles pier. The life-boat returned to her anchorage in Swansea bay at 1.45.

Penlee, Cornwall – At 8 p.m. on 6th March, 1967, the honorary secretary informed the coxswain that the life-boat would be needed at 6 a.m. the following morning to take a doctor out to the m.v. *Arvidsjauer* of Stockholm which had a sick man on board. The life-boat *Solomon Browne* was launched at 6.10 on 7th March in a gale force southerly wind and a very rough sea. It was low water. She embarked a doctor and ambulance crew at Newlyn and then proceeded to meet the vessel. The life-boat came alongside the vessel four miles south of Penzance at 7.35. The weather had deteriorated and was too rough to take the patient off. The *Arvidsjauer* therefore decided to continue to Falmouth where the man was landed and taken to hospital. The life-boat returned to Newlyn at 7.55.

Minehead, Somerset – At 2.30 a.m. on 10th March, 1967, the m.v. *Farringay* was reported aground off Minehead and bumping heavily. The life-boat *B.H.M.H.* was launched at 3 o'clock in a fresh north westerly wind and a rough sea. It was two hours after low water. She proceeded to Warren Point where she

found the vessel aground. The life-boat went alongside the vessel which continued to operate her engines. Three of the m.v. *Farringay's* crew were taken off but the remainder stayed on board in the hope of refloating her safely. The life-boat landed the three men and returned to stand by the vessel, but when she arrived the vessel was afloat. When the master was satisfied that his vessel was not taking in water the life-boat went back to Minehead harbour, picked up the three men she had previously landed, and returned them to their ship. The life-boat arrived back on station at 9.50.

Appledore, North Devon and Life-boat 70-001 – Off the Mumbles –

At 4.20 p.m. on 13th March, 1967, the Appledore coxswain was informed that the m.v. *Stan Woolaway* had a bad list and was thought to be sinking at Mort Point. An R/T message advised that her crew had been picked up and that the m.v. *William Woolaway* was standing by the vessel. The coxswain informed the honorary secretary and he decided to send the life-boat in case her assistance was required. The life-boat *Louisa Anne Hawker* slipped her moorings at 4.30 in a strong to gale force north westerly wind and a very rough sea. It was four hours after low water. She proceeded to Mort Point, and found the casualty a quarter of a mile to the west of Bull Point. The coxswain informed life-boat 70-001 of her exact position and stood by until 6.20 when the life-boat *Charles H. Barrett* (Civil Service No. 35), which had proceeded at 4.5 arrived. The Appledore life-boat then returned to her station, arriving at 9 o'clock. The life-boat 70-001 stood by until 6.50, and then proceeded to Ilfracombe and was moored in the harbour at 7.40.

NORTH-WEST DISTRICT

Porthdinllaen, Caernarvonshire –

At 2.30 a.m. on 30th March, 1967, news was received that the fishing boat *Gay Star* with a crew of two was in difficulties two miles west of Bardsey Island. The life-boat *Charles Henry Ashley* launched at



By courtesy of]
[Marinegraphic, Margate

A big lump of sea rising over the bow of the motor barge *Roina* which ran aground off Margate on 14th April, 1967

3 o'clock on an ebbing tide. There was a strong north westerly wind with a rough sea. The life-boat came up with the *Gay Star*, which had engine trouble and was drifting six miles south east of Bardsey Island. The *Gay Star* was taken in tow by the life-boat to Pwllheli, arriving at 8 a.m. After the fishing boat was safely moored the life-boat returned to her station, arriving at 2 p.m.

Rhyl, Flintshire - At 2.45 p.m. on 5th March, 1967, a small dinghy with three people on board was reported to be in difficulties about one mile to seaward of Llandulas, and the crew were waving to attract attention. The life-boat *Anthony Robert Marshall* was launched at 3

o'clock and proceeded to the position. A small boat was sighted on the beach mounted on a trailer, and the coxswain went inshore to inquire if they had been in trouble. He received no reply. The life-boat therefore moved out to continue her search. She came up with a small speed-boat which was making for the shore, and the life-boat escorted her safely to the beach through heavy surf. The life-boat returned to her station at 5.15.

Holyhead, Anglesey - At 7.44 p.m. on 24th March, 1967, the look-out at Cemaes Bay reported a small boat making for Holyhead in a very rough sea. It was two hours before high water. The life-boat *Lady Jane and Martha Ryland*, on



By courtesy of]

[Evening Chronicle

When the Amble life-boat went on exercise in April, 1967, with an R.A.F. helicopter Air Vice Marshal A. V. R. Johnstone (right), Air Officer Commanding, 18 Group, Coastal Command, was lowered into the life-boat.

temporary duty at the station, launched at 8.58. She carried out a search of the area and at 9.40 located the ketch *Evening Song* with a crew of four on passage to Holyhead. The life-boat escorted the ketch to harbour, arriving back at her station at 10.38. She was unable to rehouse until 2.30 p.m. on 25th March owing to the severe weather conditions.

At 5.46 p.m. on 5th March, 1967, news was received that the Holyhead pilot boat had broken down and required assistance. The life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, was launched at 6 o'clock in a fresh to strong south westerly wind and a rough sea. It was almost high water. She took a Liverpool pilot off the pilot boat and proceeded to the Blue Funnel vessel *Ajax*. After putting the pilot aboard the vessel she returned to the pilot boat and took her in tow. The life-boat towed her into the inner harbour and was about to return to her station when the coastguard reported

that another boat owned by a Holyhead pilot had broken down near the Holyhead breakwater. The life-boat proceeded to the position and found the boat, which was drifting, with one man aboard. She towed the boat into the inner harbour and returned to her station, arriving at 7.46.

At 11.9 p.m. on 5th March, 1967, information was given that three men who were climbing to the west of South Stack were overdue. Their car had been found in the South Stack car park. The Holyhead C.R.E. Company and mountain rescue teams had been called out and the life-boat was needed to search at the foot of the cliffs. The life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, was launched at 11.24 in a storm force south westerly wind and a very rough sea. It was almost low water. She proceeded to the position indicated and carried out a search between North and South Stacks using both flares and searchlight but did not find anything. The heavy seas preven-

ted her from going very close to the cliffs. Forty seven minutes after midnight the coastguards reported that three professional climbers had arrived to assist in the search and at 1.23 a.m. some climbing gear was found at the top of the cliff. The life-boat was standing by and illuminating the cliffs by firing flares. The climbers were located in the light of the flares at 2.42 about 400 feet down the sheer cliff wall in a little bay between the North and South Stacks. They were assisted to the top of the cliff by the cliff party and the life-boat returned to her station at 4 o'clock.

Troon, Ayrshire - At 9.30 p.m. on 22nd March, 1967, a message was received that blood plasma was urgently required at Lamlash. The life-boat *James and Barbara Aitken*, with the plasma aboard, slipped her moorings at 10.6 in a strong westerly breeze and a choppy sea. The tide was ebbing. The life-boat arrived at Lamlash at 12.8 a.m. on the 23rd March and she returned to her station at 2 o'clock.

Lytham-St. Anne's, Lancashire - At 11 p.m. on 21st March, 1967, news was received that the m.v. *Farringay* was aground on Salters Bank and a tug was awaiting high water to tow her off. In view of the prevailing weather conditions the life-boat crew were alerted. At 5.10 a.m. on 22nd March the coastguard informed the honorary secretary that the master of the *Farringay* had requested that the life-boat stand by as the wind had increased to force six and seas were breaking over the vessel's decks. At 5.35 the life-boat *Sarah Townsend Porritt* launched in a strong westerly breeze and a choppy sea. It was three and a quarter hours to high water. The life-boat stood by while the tug towed the coaster off. The tow line parted four times while the vessel was being towed off. The *Farringay's* engines had broken down, her two anchors were lost and the rudder had jammed. The pilot cutter *St. Anne* from Preston assisted the tug by passing tow lines to the *Farringay*. The life-boat returned to her station at 8.30.

Fleetwood, Lancashire - At 9.30 a.m. on 26th March, 1967, the owner of the motor fishing vessel *Hamoaze* informed the honorary secretary that a crew on board his vessel were attempting to salvage her as she was aground on Pilling sands. In view of the bad weather forecast the life-boat crew assembled in the boat-house where they were able to keep the *Hamoaze* under observation. There was a westerly gale with a rough sea. It was one hour and a quarter before high water. At 11 o'clock the *Hamoaze* was seen to be afloat and being driven ashore. The life-boat *Ann Letitia Russell* immediately launched and put a line aboard the vessel. In view of the prevailing weather, sea and tidal conditions the life-boat was unable to tow the *Hamoaze* clear. When the tide started to ebb the salvage attempt was abandoned and the life-boat rescued the four people on board the *Hamoaze*, returning to her station at 1.15 p.m.

At 11.56 a.m. on 15th March, 1967, the coastguard informed the honorary secretary that the motor fishing vessel *Northfleet* with a crew of three, was firing red flares in the Wyre Channel by No. 9 buoy. She had been towing the larger motor fishing vessel *Hamoaze* from Fleetwood to Glassan dock when her engine broke down. The *Hamoaze* had anchored but the *Northfleet* was driving over the Pilling sands into shoal water. The life-boat *Ann Letitia Russell* was launched at 12.2 p.m. in a gale force west by northerly wind and a very rough sea. It was an hour and a half before high water. She reached the *Northfleet* which was in shoal water and bumping badly. A tow rope was secured and the life-boat started to tow her clear. The tow parted several times but she was eventually towed clear and moored in Fleetwood harbour. The life-boat then proceeded to the *Hamoaze*, whose anchor cable had jammed, and she had started to drag into shoal water. The life-boat made several attempts to tow her clear but without success, and the crew of four were taken aboard the life-boat just after high water. The life-boat returned to her station at 3.10.

IRISH DISTRICT

Galway Bay – At 4.35 p.m. on 6th March, 1967, the local doctor informed the honorary secretary that a patient on Inishere Island had acute appendicitis and needed to be taken to hospital. The life-boat *Mabel Marion Thompson* slipped her moorings at 5.30 in a gale force southerly wind and a rough sea. She proceeded to Inishere and took the patient aboard. *The life-boat then conveyed the patient to Galway docks, as conditions at Rossaveel were not suitable for landing him, and he was taken to hospital. The life-boat arrived back on station at 3 o'clock.*

At 11.40 a.m. on 17th March, 1967, the local nurse told the honorary secretary that a man who was seriously ill needed to be taken to hospital on the mainland. The man was embarked and the life-boat *Mabel Marion Thompson* slipped her moorings at 12.15 p.m. in a fresh west north westerly wind and a moderate sea. It was two hours before low water. She proceeded to Rossaveel where the man was transferred to an ambulance. The life-boat then returned to her station, arriving at 3.45.

At 11.30 a.m. on 24th March, 1967, the local nurse told the honorary secretary that an expectant mother needed to be conveyed to hospital from Kilronan. There was a strong south westerly wind with a rough sea. It was two hours before low water. The life-boat *Mabel Marion Thompson* embarked the patient and nurse and proceeded at 12.30 p.m. The patient was landed at Rossaveel and the life-boat returned to her station, arriving at 4 o'clock.

Peel, Isle of Man – At 8.40 p.m. on 14th March, 1967, a fishing vessel which was drifting north east from the Peel breakwater was reported to be flashing a torch. The life-boat *Helena Harris – Manchester and District XXXI* was launched at 9.48 p.m. in a gale force south westerly wind and a rough sea. It was one hour after low water. She proceeded to the position indicated and found the motor fishing vessel *Manx Clover* drifting

as her engines had failed. The life-boat secured a line to the fishing vessel and towed her into Peel inner harbour. She returned to her station at 10.40.

The following life-boats were also called out in March:

Bembridge, Isle of Wight – 26th.
Boulmer, Northumberland – 16th and 27th.
Bridlington, Yorkshire – 21st and 26th.
Clacton-on-Sea, Essex – 11th.
Dover, Kent – 21st.
Dungeness, Kent – 19th.
Eastbourne, Sussex – 9th.
Lerwick, Shetlands – 4th.
Lytham-St. Anne's, Lancashire – 24th.
New Brighton, Cheshire – 29th.
Penlee, Cornwall – 26th.
Peter Head, Aberdeenshire – 10th.
Rhyl, Flintshire – 5th.
St. David's, Pembrokeshire – 1st and 24th.
St. Ives, Cornwall – 26th.
St. Peter Port, Guernsey – 6th.
Skegness, Lincolnshire – 26th.
Southend-on-Sea, Essex – 1st.
Stronsay, Orkneys – 27th.
Swanage, Dorset – 26th.
Torbay, Devon – 12th.
Troon, Ayrshire – 13th.
Valentia, Co. Kerry – 25th and 26th.
Weston-super-Mare, Somerset – 4th.
Yarmouth, Isle of Wight – 26th.
Life-boat 44-001 – 4th.

IRB LAUNCHES

Rescues by IRB's in March were carried out by the following stations:

NORTH-EASTERN DISTRICT

Filey, Yorkshire – At 3.5 p.m. on 28th March, 1967, news was received that a small boat had capsized in the bay and had fired a flare. The IRB was launched at 3.10 in a strong north westerly wind and a smooth sea. It was two hours before high water. She found the boat and took one man aboard. The boat was righted and towed to the beach, where the man was landed. The IRB returned to her station at 3.20.

Bridlington, Yorkshire – At 1.35 p.m. on 26th March, 1967, the coastguard informed the coxswain that a dinghy had capsized off Atwick, eight miles south of Bridlington. The IRB was launched at 1.40 in a gale force south westerly wind and a choppy sea. The tide was flooding. On arrival at the scene of the casualty, the IRB crew saw a helicopter rescuing one of the dinghy's crew of two by winch, while the other man swam ashore. Their dinghy was taken in tow by the IRB and beached. While returning to the station, the crew saw a small motor boat with five people on board in difficulties with engine failure. The boat, which was being swept out to sea, was taken in tow by the IRB to Atwick beach. The Bridlington life-boat *Tillie Morrison Sheffield II* launched at 4.30 to see if the IRB required assistance. No assistance was needed and the life-boat returned to her station. The IRB returned to her station at 4.55.

SOUTH-EASTERN DISTRICT

Skegness, Lincolnshire – At 1.50 p.m. on 26th March, 1967, a report was received

that a dinghy had capsized about two and a half miles to the north east of Skegness pier. The IRB was launched at 1.57 in a fresh south westerly wind and a moderate sea. The tide was ebbing. She proceeded to the dinghy and took aboard two men, one of whom was suffering from exposure. The sea was too choppy to right and tow the dinghy, so the IRB landed the men on the beach. Information was then received that another dinghy had capsized a mile and a half to the north. The IRB found the dinghy, took a man aboard and towed the dinghy to the beach at Jackson's Corner. The IRB crew were then told of a third dinghy which had capsized in about the same position as the first one. They went at once to the position given and arrived at the same time as a helicopter, which lifted two men from the sea and landed them on the beach. It was still too rough for the IRB to save the dinghy, so she returned to her station, arriving at 4.45.

Margate, Kent – At 3.40 p.m. on 30th March, 1967, the motor mechanic informed the honorary secretary that three people were cut off by the tide at



By courtesy of]

[J. P. Morris

The Llandudno inshore rescue boat returning from the service on 3rd June, 1967 when she saved two boys from the Little Orme.



By courtesy of
[Kentish Express]

Helpers at Dungeness moving skids in position in preparation for hauling up the life-boat to its new boat house built on a shingle mound.

Whiteness Point. There was a light west north westerly breeze with a calm sea. It was about half an hour before high water. The IRB was launched at 3.49 and proceeded to the position indicated. A girl was standing on a small ledge on the cliff face, about five feet above the sea. There was sufficient water for the IRB to go close in and the girl was helped into the boat. She said that her two sisters had tried to get round the point to reach her but were unable to do so. The IRB was beached a short distance from the point and the other two girls were placed in the IRB which returned to her station at 4.30.

See page 205 for other IRB Launches

APRIL

NORTH-EAST DISTRICT

Humber, Yorkshire – At 11.52 a.m. on 28th April, 1967, it was learned that the master of the Dowsing lightvessel had

been injured in a fall and that medical assistance was required. With a doctor aboard, the life-boat *City of Bradford III* was launched at 1 p.m. in a light westerly wind and a calm sea. It was one and a half hours before low water. On reaching the lightvessel at 4.40 the doctor treated the injured man. Doctor and patient were later transferred to the life-boat and landed at Spurn. The life-boat returned to her station at 8.45.

At 11.10 p.m. on 30th April, 1967, the owner of the trawler *Sunningdale* of Grimsby informed the coxswain that the vessel had run short of fuel and required assistance. The vessel was at anchor eight miles south east of Spurn lightvessel. The life-boat *City of Bradford III* was launched at 11.20 in a strong west north westerly wind and a rough sea. It was one hour after high water. The life-boat located the casualty at 1 o'clock and transferred a quantity of fuel to the trawler in difficult conditions. She then

escorted the trawler to Grimsby at the skipper's request, reaching port at 4.30. Owing to unsuitable tidal conditions the life-boat remained at Grimsby until 8.45, returning to her station at 9.45.

At 1.40 p.m. on 20th April, 1967, it was reported that a cabin cruiser with three men aboard had been taken in tow by *Trobe*, a vessel attending to the oil rig *Sea Quest*, and that assistance was required. The life-boat *City of Bradford III* was launched at 4.30 in a strong west by north wind and a rough sea. It was two hours after high water. Rendezvous was arranged with the *Trobe* at the Spurn lightship. The life-boat took over the tow of the casualty, the cabin cruiser *Stella Peacock*, two miles east of the Humber lightship at 9.30. The cruiser was towed to Grimsby and the life-boat returned to her station at 2.15 a.m.

Whitby, Yorkshire – At 9.45 a.m. on 5th April, 1967, concern was felt for a small fishing coble off Kettleness in the rapidly deteriorating weather conditions. There was a gale from the west north west with a rough sea. It was two and a half hours after low water. The life-boat *Mary Ann Hepworth* launched at 10 o'clock and stood by while the coble crossed the bar and entered the harbour. After the coble was safely berthed the life-boat returned to her station, arriving at 10.55.

At 9 a.m. on 18th April, 1967, it was decided that, owing to a sudden deterioration in weather conditions, the life-boat should stand by for the return of the motor fishing vessels *Provider*, *Ocean Venture* and *Success* which were at sea. The life-boat *Mary Ann Hepworth* was launched at 9.15 in a squally north westerly wind and a rough sea. It was two hours before high water. The life-boat escorted the three boats safely across the bar and returned to her station at 3.15 p.m.

Tynemouth, Northumberland – At 10.56 a.m. on 18th April, 1967, it was reported that a fishing coble, with two men aboard, was anchored about two

miles south of the harbour on a lee shore in heavy seas. She was flying a distress signal. The life-boat *Tyneside* was launched at 11.10 in a strong northerly wind and a moderate sea with a corresponding swell. It was two hours after high water. She proceeded to the position indicated and found the coble *Golden Chance* whose engine had broken down. After a line had been secured, the coble's crew cut their anchor rope and the life-boat towed the fishing vessel to her mooring at South Shields. The life-boat returned to her station at 12.40 p.m.

At 11.30 a.m. on 30th April, 1967, news was received that a small dinghy had broken down one and a half miles off shore. The IRB was launched and the coastguard then reported that a red flare had been sighted from another boat. The IRB was seen to approach the dinghy originally in trouble and then proceed in a seaward direction. The coastguard requested the launching of the life-boat to assist in the search to seaward. The life-boat *Tynesider* was launched at noon in a gale force west north westerly wind and a rough sea. The tide was on the ebb. The IRB had already located the casualty, the motor-boat *Team* of Newcastle, and had taken off a young boy who was very ill. The life-boat arranged by radio for an ambulance to meet the IRB, and then took the casualty with her remaining crew of three in tow and returned to her station at 1 p.m. A helicopter also assisted.

Newbiggin, Northumberland – At 7.25 a.m. on 18th April, 1967, it was felt that deteriorating weather conditions round Newbiggin Church Point threatened the safety of 10 cobsles fishing in the area. The life-boat *Mary Joicey* was launched at 7.40 in a strong northerly wind and a rough sea. It was two and a half hours before high water. The life-boat was manned by a scratch crew as several members of the regular crew were aboard the cobsles. For almost two hours the life-boat escorted the cobsles round Church Point to the shelter of the bay. The life-boat returned to her station at 11 o'clock.

Amble, Northumberland – At 7.21 a.m. on 18th April, 1967, two cobs were reported at sea with conditions on the bar bad. At 7.58 the cobs were seen to be approaching the harbour, and the life-boat *Millie Walton* slipped her moorings five minutes later to escort them in. There was a fresh to strong north north westerly wind and a rough sea. The cobs *New Dawn* and *Silver Coquet* were escorted to Blyth harbour as the conditions were not suitable for them to put into Amble. The life-boat remained at Blyth, while some minor repair was effected, and returned to Amble the following day, arriving back on station at 2.30 p.m. on 19th April, 1967.

At 4.30 p.m. on 14th April, 1967, news was received that the fishing boat *Lively Hope* had stranded north east of Amble harbour without fuel. The life-boat *Millie Walton* was launched at 9 o'clock in dense fog in a light north-westerly wind and a moderate sea. The tide was ebbing. Contact was made with the casualty at 9.50 and 50 gallons of oil were transferred from the life-boat. The *Lively Hope* then proceeded under her own power to North Shields. The life-boat returned to her station at 11 o'clock.

Runswick, Yorkshire – At 1.40 p.m. on 19th April, 1967, three Staithes fishing cobs were reported at sea and there was a heavy inshore swell on the bar at Staithes harbour. The life-boat *The Elliott Gill* was launched at 1.50 in a strong southerly wind and a moderate sea. It was one and a half hours after high water. She proceeded to Staithes and escorted the cobs *Star of Hope*, *Ocean Wonder* and *Breadwinner* into the harbour. The life-boat returned to her station at 4.45.

SOUTH-EAST DISTRICT

Sheringham, Norfolk – At 8.25 a.m. on 18th April, 1967, it was noted that the Sheringham crab boats were at sea and conditions were deteriorating rapidly. The life-boat *The Manchester Unity of Odd Fellows* was launched at 8.45 in a

north north easterly gale and a rough sea. It was shortly before low water. By 9.2 all the Sheringham boats had returned safely. The life-boat was then requested by the coastguard to proceed to East Runton where the crews of two further crab boats *The Rose Marie* and the *William Robert* were provided with life-jackets. On getting closer to the shore, and when the life-boat could no longer provide direct assistance, the *Rose Marie* capsized throwing its three occupants into the water. The coastguard called out a rescue helicopter from Coltishall but the three men reached the shore safely. The life-boat escorted the remaining boat to Cromer and returned to her station at 10 o'clock.

Margate, Kent – At 2.46 p.m. on 9th April, 1967, news was received that the motor launch *Skylark* was in difficulties about 400 yards off Herne Bay. The life-boat *North Foreland* (Civil Service No. 11) was launched at 3.14 in a north easterly gale and a rough sea. It was one hour after high water. The motor launch was located anchored in shallow water at 4.45. In addition to the skipper there were four men and two boys on board and the coxswain's offer to take off the passengers was declined. The life-boat stood by for 15 minutes. The skipper of the *Skylark* then stated that he required no assistance and the life-boat returned to Ramsgate at 8.15 as tidal conditions prevented a direct return to Margate. Owing to continuing bad weather the life-boat was unable to return to her station until 4.30 p.m. on 11th April.

At 1.20 p.m. on 14th April, 1967, a motor barge was reported aground on a sandbank west of Margate pier. The life-boat *North Foreland* (Civil Service No. 11) was launched at 1.45 in a strong north east breeze and a rough sea. It was three hours before high water. Owing to the position of the casualty, the motor barge *Roina*, it was decided to launch the IRB also. The coastguard rescue equipment company also stood by. With heavy seas washing over the barge the IRB succeeded in getting a tow line secured. This was

passed to the life-boat which towed the barge off the sandbank to deeper water. The life-boat then stood by until there was enough water for the barge to enter Margate harbour. This she did under her own power at 3 o'clock and the life-boat returned to her station at 3.48. The owner of the motor barge made a monetary gift to the life-boat crew.

At 8.28 p.m. on 19th April, 1967, it was seen that the Dutch coaster *Lupia* anchored off Longnose Ledge was dragging her anchor. The vessel, showing only a mast-light, made no response to shore signals. The life-boat *North Foreland* (Civil Service No. 11) was launched at 9.46 in a moderate south westerly wind and in a choppy sea. It was high water. On reaching the vessel at 10.15 the life-boat coxswain received no response to his calls on the loud hailer and put three of the life-boat's crew aboard to investigate. After some delay, as the vessel was in total darkness, the skipper and crew of three were eventually located in the after cabins. The *Lupia* had anchored at 5.30 p.m. on receiving unfavourable weather reports and the skipper and crew had all apparently fallen asleep. They had no idea that they had dragged anchor and had drifted about four miles into the shipping lanes. The skipper, who spoke very little English, said he would weigh anchor and stay close to shore until resuming his passage at midnight. As all now appeared to be in order the life-boat returned to her station at 11.40.

Southend-on-Sea, Essex - At 8.25 p.m. on 16th April, 1967, it was noticed that a vessel was flashing a distress signal west of the boom on the Kent side. The life-boat *Greater London II* (Civil Service No. 30) was launched at 8.59 in a gentle north-easterly wind and a choppy sea. She proceeded to the position indicated and found the motor boat *Mako* with four men on board. Her engine had broken down. The Medway patrol boat *Medway Leader* was attempting to take her in tow. The life-boat stood by until this was accomplished and then returned to her station, arriving at 9.30. The motor

boat was towed to Sheerness by the patrol boat.

At 11.10 a.m. on 16th April, 1967, a small boat which had left Shoebury for Wallersay bay, was reported overdue. The life-boat *Greater London II* (Civil Service No. 30) was launched at 11.20 in a moderate northerly wind and a choppy sea. It was five hours after high water. She proceeded towards the Maplin Sands and Whittaker Channel. A fishing boat then informed her that a small yacht was in difficulties on the Whittaker Spit. The life-boat found the yacht *Zeus* with two men on board. The yacht had lost her rudder and was taking in water. After a line had been secured to the *Zeus*, the life-boat took her in tow and proceeded towards Wallersay. Information was then received that the original casualty was aground but did not require assistance. The life-boat moored the yacht at Wallersay and returned to her station, arriving at 8 p.m.

Lowestoft, Suffolk - At 10.55 p.m. on 29th April, 1967, it was reported that a motor yacht was aground off Lowestoft lighthouse and in danger of capsizing. The life-boat *Frederick Edward Crick* slipped her mooring at 11.5 in a light south easterly wind and a calm sea. It was two hours before high water. She proceeded to the position indicated and fired a parachute flare as it was thought that the casualty, the yacht *Four Rivers*, was aground on the beach. Shortly afterwards a message was received from the skipper of the casualty stating that she was aground on the Corton sandbank and was bumping badly. A few minutes later the skipper signalled that he was off the bank but taking in water. The life-boat met the casualty at East Newcombe buoy and escorted her to harbour. She returned to her moorings at 12.50 a.m. on 30th April, 1967.

Great Yarmouth and Gorleston, Norfolk - At 12 noon on 23rd April, 1967, when the life-boat *Louise Stephens* was at sea the coxswain noticed that conditions on the bar would be likely to

cause difficulties for seven small boats fishing in the area. There was a fresh east north easterly wind and a choppy sea. It was two hours after high water. The life-boat escorted the boats the *Marie Rose*, *Beatty*, *G.B.H.*, *Red Herring*, *I'll Try*, *Bettsey* and one other safely to harbour and returned to her station at 12.55.

SOUTHERN DISTRICT

Yarmouth, Isle of Wight - At 1.35 p.m. on 9th April, 1967, the British Rail steamer *Faringford* informed the honorary secretary that a small dismasted sailing boat was drifting rapidly towards Hurst. The life-boat *The Earl and Countess Howe* slipped her moorings at 1.39 in a strong north easterly wind and a rough sea. The tide was ebbing. She proceeded to the Hurst Narrows and found a dismasted sailing dinghy with a crew of two. The life-boat towed her to Yarmouth and returned to her station at 2.30.

At 12.42 a.m. on 22nd April, 1967, it was reported that a yacht had been seen firing distress flares near the Shingles Bank. The life-boat *The Earl and Countess Howe* was launched at 12.58 in a moderate north westerly breeze and a slight sea. The tide was ebbing. The yacht *Outlaw* with 11 people aboard was found aground in the middle of the Shingles Bank. An unsuccessful attempt was made to tow her off. As the wind had decreased, and the crew of the yacht did not wish to be taken off, the life-boat returned to Yarmouth having informed the crew of the yacht that they would return in three hours. This was done and the life-boat stood by as the yacht floated off on the flood tide. The life-boat returned to her station at 7.45. A monetary gift was made to the life-boat crew.

Plymouth, Devon - At 10.10 p.m. on 1st April, 1967, a yacht was reported to be in difficulties inshore and dangerously close to rocks near the Royal Western yacht club. She appeared to be trying, without success, to pick up a mooring.

The life-boat *Thomas Forehead and Mary Rowse* proceeded to the position at 10.30 in a south south westerly gale and a rough sea. It was an hour and a quarter before high water. On reaching the position it appeared that the yacht *Trumpeter* had given up her attempt to pick up moorings in this exposed spot and was making her way across the Sound towards Jennycliff. When off Mount Batten breakwater the life-boat escorted her safely to moorings alongside Trinity pier, Millbay docks. The life-boat returned to her station at 11.45.

At 10.27 a.m. on 24th April, 1967, it was reported that a dinghy was in difficulties off the pier. The outboard motor was out of action and the dinghy was drifting out to sea. The life-boat *Thomas Forehead and Mary Rowse* slipped her moorings at 10.43 in a light north north-westerly wind and a slight sea. It was three hours after high water. She proceeded towards the position given and on her arrival took over the tow of the dinghy from the harbour launch which had arrived on the scene first. The life-boat towed the dinghy to Mutton Cove. She returned to her station at 12.35 p.m.

Torbay, Devon - At 10.28 a.m. on 9th April, 1967, it was reported that four youths were rowing from Teignmouth to Dartmouth in a 16-foot racing skiff. Their escort boat had gone aground and the youths had continued without it. As the sea was too bad for this type of craft the coastguard requested that the life-boat launch in view of the increasing wind and sea conditions and advise them not to proceed any further. The life-boat *Princess Alexandra of Kent* slipped her moorings at 10.45 in a strong north east by northerly wind and a moderate sea. It was three hours after high water. She found the youths aboard their escort boat in Oddicombe Bay. The escort boat, which was a converted ship's life-boat, had refloated and caught them up. They were baling out their skiff. After persuading them not to go any further the life-boat escorted the boats to Torquay.

harbour where the youths went ashore and returned to Teignmouth by road. The life-boat returned to her station at 12.5 p.m.

Salcombe, Devon – At 8.32 p.m. on 20th April, 1967, news was received that a boy was missing from a youth hostel at Oversteps and was presumed to have fallen over the cliffs at Lambrey Point. The life-boat *Baltic Exchange*, with a dinghy in tow, was launched at 8.38 in a light north westerly wind and a smooth sea. It was an hour before low water. At 9.45 the dinghy took off the injured boy accompanied by an ambulance man who had reached him before the life-boat's arrival. The life-boat then took them to East Portlemouth where an ambulance was waiting. The life-boat returned to her station at 9.55.

Dungeness, Kent – At 10 a.m. on 30th April, 1967, a yacht was reported ashore at St. Mary's Bay between the groynes and close to the sea wall. The life-boat *Mabel E. Holland* was launched in a moderate south west wind and a smooth sea. It was one and a half hours after low water. The skipper of the yacht boarded the life-boat from the Littlestone IRB. It was suggested to him that he should attempt to refloat the casualty, the yacht *Skald II*, by using his own engine together with the assistance of the IRB pulling on his bow. This proved successful and she was refloated shortly before high water. On being assured that all was well and that no further assistance was required the life-boat returned to her station at 4.20 p.m.

St. Helier, Jersey – At 6 a.m. on 30th April, 1967, the motor cruiser *Kyloe* was reported overdue on a voyage from Carteret on the French coast. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, slipped her moorings at 6.35 in a slight north east wind and smooth sea. It was one hour after low water. The life-boat contacted the motor cruiser *Pepita*, with the casualty in tow, one mile west of La Corbière lighthouse.

She had drifted throughout the night. The life-boat then took the casualty in tow to St. Helier and returned to her moorings at 8.20.

At 5.46 p.m. on 25th April, 1967, information was received that a fishing boat returning from the Minquiers had engine trouble and was taking in water. The life-boat *Peter and Sarah Blake*, on temporary duty at the station, slipped her moorings at 6 o'clock in a strong north easterly wind and a moderate sea. It was two hours before high water. A local boat had already made contact with the casualty, the fishing boat *Shallow Waters* of Jersey, but had been unsuccessful in making a tow rope fast. The life-boat took the casualty in tow to St. Helier and returned to her moorings at 7.15.

Bembridge, Isle of Wight – At 1.24 a.m. on 30th April, 1967, news was received that distress flares had been sighted three miles from Bembridge lookout. The life-boat *Jesse Lumb* was launched at 1.47 in a light south south westerly wind and a calm sea. It was two hours before high water. The life-boat reached the casualty, the motor-boat *Carol* of Ipswich, at 2.17. A rope had fouled her propeller and the Nab pilot cutter was standing by. The life-boat towed the casualty to Bembridge and returned to her station at 3 o'clock.

Weymouth, Dorset – At 3.25 p.m. on 21st April, 1967, a fishing boat was reported to be ashore in the middle of the Portland breakwater. The life-boat *Lloyd's*, on temporary duty at the station, slipped her moorings at 3.40 in a strong to gale force west north westerly wind and a moderate sea. She found the motor fishing vessel *Tiza* of Weymouth anchored about three feet off the breakwater. Her engine had failed when a net fouled the propeller. The life-boat secured a tow rope to the *Tiza* but this parted. After some manoeuvring the fishing vessel's anchor was raised and she was towed to Weymouth. The life-boat arrived back on station at 5 o'clock.

SOUTH WEST DISTRICT

Life-boat 70-002 at the Mumbles –

At 4.15 p.m. on 23rd April, 1967, while rounding Mumbles Head on exercise, the coxswain of the life-boat *Grace Paterson Ritchie* noticed four people cut off by the tide on Lighthouse Island. There was a light westerly wind and a slight sea. It was two hours before high water. The IRB, which is carried aboard the life-boat, was launched and took off the stranded people. They were landed at Mumbles pier and the life-boat returned to her moorings at 4.35.

Fishguard, Pembrokeshire – At

9.37 p.m. on 9th April, 1967, news was received that the motor fishing vessel *Gay Star* had requested assistance eight miles north west of Strumble head. Apparently her engine had failed. She carried a crew of three. The life-boat *Howard Marryat* was launched at 10 o'clock in a moderate north east wind two hours after high water. The casualty was reached in a north north easterly gale and a very rough sea at 12.55 a.m. on 10th April, 1967. At 1.25 a line had been secured and the vessel was taken in tow. Unfortunately, owing to extensive chafing aboard the *Gay Star*, the tow-line parted at 3.12 and again at 5.10. The coxswain then secured the casualty with the life-boat's manilla mooring line in addition to the usual nylon rope and the life-boat and tow reached harbour at 8.2.

At 7.48 p.m. on 11th April, 1967, it was reported that a boy was stranded on the cliffs at Aberbach, Dinas Cross. The life-boat *Howard Marryat* was launched at 8 o'clock in a strong north north easterly wind on the ebb tide. On reaching the position it was found that a rescue could best be effected from the shore and the life-boat stood by as the boy was successfully taken up the cliff by the C.R.E. Company. The life-boat returned to her station at 9.30.

Padstow, Cornwall – At 9.28 p.m. on 1st April, 1967, red flares were reported

at a position eight miles north of Killan Head. The life-boat *Joseph Hiram Chadwick* proceeded at 10 o'clock in a strong south westerly wind and a choppy sea. It was high water. She arrived at the position at 11.30 and found the motor vessel *Vigilante* with engine trouble and a sick woman on board. The *Vigilante* was in the tow of the motor vessel *Chester Brook* to Padstow. The life-boat escorted both vessels and on arrival at Padstow at 2.20 a.m. a doctor was waiting to give medical aid to the sick woman. The life-boat returned to her moorings at 3 o'clock on 2nd April, 1967.

NORTH WEST DISTRICT

Barmouth, Merionethshire – At

1.12 p.m. on 30th April, 1967, it was learned that a boat was on fire opposite Dyffryn, seven and a half miles north of Barmouth. The coastguard had been advised of the incident by a local resident. The life-boat *The Chieftain* was launched at 1.30 in a fresh south westerly wind and a choppy sea. It was high water. The coastguard also requested the assistance of two local speedboats and a helicopter. The life-boat reached the casualty, the fishing boat *Welsh Lady* which was carrying a crew of five, at 2.25. It was ascertained that the boat's engine had failed, but there was no fire on board. Owing to the state of the tide and his boat's proximity to the causeway, the skipper requested a tow to Barmouth. The life-boat towed the casualty to port, returning to her station at 4 o'clock.

New Brighton, Cheshire – At 9.30 a.m. on 16th April, 1967, while the life-boat *Norman B. Corlett* was on exercise, information was received that the coaster *Middledale H.* had run aground off Langton dock. She had a line ashore and was waiting for the flood tide. The life-boat immediately proceeded to the vessel and stood by until high water. A line was passed to the coaster and the life-boat towed her clear. The vessel was moored alongside the river wall and the life-boat then returned to her station, reaching it at 12.30 p.m.

Holyhead, Anglesey – At 7.51 a.m. on 8th April, 1967, a small vessel was reported to be firing distress rockets off Wylfa head. A helicopter reported that the vessel was down by the head. The life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, was launched at 8.15 in a strong north easterly breeze and a rough sea two and a half hours before high water. Contact was made with the casualty, the motor launch *Blue Falcon*, at 8.53. One of the crew of three was taken aboard and the casualty taken in tow at 9.13. Course was set for Cemaes Bay. Progress was slow as winds had reached gale force and the casualty, awash from bow to bridge, went aground in the bay. However, she was refloated and eventually berthed safely by the life-boat at Cemaes Bay pier. The life-boat returned to her station at 12.4 p.m.

Fleetwood, Lancashire – At 1 p.m. on 25th April, 1967, a converted prawner was endeavouring to sail up river but was not making much progress against the ebbing spring tide. The yacht was kept under observation and by 6 o'clock she had drifted to a position off Blackpool. The coastguard asked the Blackpool IRB to investigate and she reported that the three youths on board the yacht *Miss Modesty* were awaiting a favourable weather report before sailing back to Fleetwood. The life-boat *Ann Letitia Russell* was launched at 6.34 in a light variable wind and a slight sea. It was low water. She proceeded to Blackpool and towed the yacht back to Fleetwood. When she was safely moored the life-boat returned to her station, arriving at 11.5.

Port St. Mary, Isle of Man – At 11 a.m. on 19th April, 1967, news was received that the motor yacht *Pandora* had broken down about 14 miles south east of Port St. Mary and the freighter *Caxton* was standing by. The life-boat *R. A. Colby Cubbin No. 2* was launched at 11.25 in a strong south westerly wind and a moderate sea. It was two hours before low water. The *Pandora* was reached about 1.15 p.m. She was sheltering in the

lee of the *Caxton*. The life-boat took her in tow to Port St. Mary, arriving back at her station at 4.40.

Arranmore, Co. Donegal – At 4 p.m. on 26th April, 1967, the nurse on Tory Island informed the honorary secretary that an elderly man was seriously ill and needed to be moved to hospital on the mainland for treatment. The life-boat *W. M. Tilson* slipped her moorings at 4.45 in a fresh north westerly wind and a rough sea. It was two and a half hours after low water. The patient was taken on board at 7.20 and transferred to Burtonport, where an ambulance was waiting to take him to hospital. The life-boat returned to her moorings at 11.30.

Ramsey, Isle of Man – At 3.49 p.m. on 30th April, 1967, news was received that the motor launch *Bobbie* was firing distress signals three to four miles east south east of Ramsey harbour. The life-boat *Thomas Corbett* was launched at 4.5 p.m. in a north westerly gale and a rough sea. It was half an hour before high water. On reaching the position indicated it was found that the motor fishing vessel *Peep of Dawn* had taken the *Bobbie's* crew of four on board and was attempting to take the casualty in tow. The life-boat was successful in making a line fast and towed the casualty to Ramsey. She returned to her station at 5.40.

Cloughey-Portavogie, Co. Down – At 5.30 a.m. on 22nd April, 1967, a report was received that a fishing boat was leaking and in danger off Strangford bar. The life-boat *Glencoe, Glasgow* was launched at 5.45 in a light south westerly wind and a smooth sea. It was low water. The casualty was reached at 7.30 and the life-boat escorted her to a safe berth at Strangford, returning to her station at 11.10.

Donaghadee, Co. Down – At 2.48 p.m. on 8th April, 1967, information was received that a member of the crew of the commercial radio vessel *Comet* was seriously injured and required medical

assistance. The life-boat *John R. Webb*, on temporary duty at the station, was launched at 3.18 with a doctor on board in a squally north-easterly wind and an ebbing tide. The *Comet* was reached at 4.25 and the doctor went aboard and treated the injured man. He was then transferred to the life-boat and brought to Donaghadee where an ambulance was waiting to transfer him to hospital. The life-boat returned to her moorings at 6 o'clock.

SCOTTISH DISTRICT

Mallaig, Inverness-shire – At 12.5 a.m. on 4th April, 1967, it was learned that the fishing launch *Lively* was overdue. The life-boat *E. M. M. Gordon Cubbin* was launched at 12.25 in a gentle westerly breeze. It was one hour after high water. After a three and a half hour search the launch was found broken down at the mouth of Loch Hourn. The crew of two were safe. She was taken in tow by the life-boat to Mallaig. It was 6.5 when the life-boat arrived back at her station.

The following life-boats were also called out in April:

Barry Dock, Glamorganshire – 30th.

Beamaris, Anglesey – 22nd.

Clacton-on-Sea, Essex – 17th.

Cromarty, Ross & Cromarty – 12th.

Dungeness, Kent – 13th.

Fleetwood, Lancashire – 22nd.

Hastings, Sussex – 19th.

Mallaig, Inverness-shire – 4th.

Minehead, Somerset – 4th.

Mumbles, Glamorganshire – 9th and 17th.

New Brighton, Cheshire – 2nd.

Ramsgate, Kent – 14th and 24th.

Runswick, Yorkshire – 23rd.

Shoreham Harbour, Sussex – 23rd.

Stronsay, Orkneys – 13th.

Weymouth, Dorset – 5th.

Life-boat 70-001 – 4th.

Life-boat 70-002 – 9th and 17th.

IRB LAUNCHES

Rescues by IRB's in April were carried out by the following stations:

SOUTHERN DISTRICT

Torbay, Devon – At 3.35 p.m. on 1st April, 1967, it was learned that a sailing dinghy had capsized off Paignton. The IRB was launched at 3.47 in a moderate to fresh south by westerly wind and a slight sea. It was low water. She proceeded towards Paignton head but was unable to find anything in that area so she moved to the Torquay side of the bay. A dinghy with an outboard motor was also searching for the casualty. After some time the IRB found the capsized dinghy with two men sitting astride. They had been unable to right the dinghy, which had drifted up as far as Meadfoot, and both men were suffering from cold and exposure. They were taken aboard the IRB whose crew helped them right the dinghy. She was then taken in tow. The men were landed at Torquay and the IRB returned to her station at 5.5.

Poole, Dorset – At 4.45 a.m. on 16th April, 1967, a local tug master informed the honorary secretary that a motor boat was stranded outside the harbour entrance. The tug and pilot boat were unable to go alongside, due to the shallow water. The IRB was launched at 4.55 in a gentle north easterly breeze and a smooth sea. The tide was flooding. The IRB came up with the motor boat *Two Ways* and took off the four people on board. She returned to her station at 6.45.

SOUTH WEST DISTRICT

The Mumbles, Glamorganshire – At 11.30 a.m. on 1st April, 1967, it was reported that two men were in the water from a capsized dinghy one mile north of the IRB station. The IRB was launched at 11.33 in a moderate sea and a moderate north easterly breeze. The two men were taken aboard and landed at the West Cross beach, where they were taken to

hospital. The IRB then returned to the dinghy and brought her back to the IRB station, arriving at 12.30 p.m.

Port Talbot, Glamorganshire – At about 12.10 p.m. on 15th April, 1967, the IRB crew saw a sailing dinghy in difficulties one mile west of the station. The IRB was launched immediately in a gentle northerly breeze and slight sea. The tide was ebbing. The IRB came up with the sailing dinghy *Sea Bee* with one occupant. The halyards had been carried away and the sail could not be hoisted. The IRB took the dinghy in tow to Aberavon beach and returned to her station at 12.45.

Holyhead, Anglesey – At 12.1 p.m. on 26th April, 1967, it was learned that a small boat was in difficulties half a mile east of Breakwater light. The IRB was launched at 12.8 in a fresh south westerly breeze and a slight sea. The tide was ebbing. The small boat with two people on board could not be rowed ashore against the wind and tide. The crew were embarked and the IRB towed their boat to harbour. The IRB returned to her station at 12.30.

SCOTTISH DISTRICT

North Berwick, East Lothian – At 3 p.m. on 29th April, 1967, while undergoing training, the IRB went to the assistance of a sailing dinghy which had been dismasted and was in danger of being washed on to the Platcock rocks. There was a strong westerly breeze and a moderate sea. The tide was flooding. The IRB towed the dinghy with two people on board to the beach and carried on training until 3.15 when all dinghies preparing for a race returned to harbour.

Kinghorn, Fife – At about 7.45 p.m. on 1st April, 1967, information was given that a yacht was in difficulties off Aberdour about five miles west of the station. The IRB was launched at 7.55 in a moderate southerly breeze and a slight sea. The tide was ebbing. The IRB came up with the yacht *Iris* with two people on

board drifting towards the shore. After taking the yacht in tow, the IRB crew decided to make for Aberdour harbour, but because of the rocks in Aberdour bay and not being sure of the state of the tide they towed the yacht into the channel against the wind to enter the harbour from the south. After safely mooring the *Iris* the IRB returned to her station, which was reached at 11.15.

Broughty Ferry, Angus – At 6.31 p.m. on 15th April, 1967, a member of the IRB crew informed the coxswain that a speed boat was sinking a quarter of a mile south of Broughty Castle rock and that her crew of three were in the water. The IRB was launched two minutes later in a light northerly breeze and a calm sea. It was high water. The three people were taken on board the IRB and their speed boat, which had struck a submerged log, was towed to Broughty Ferry sands. The IRB returned to her station at 7.3.

NORTH EASTERN DISTRICT

Humber Mouth (Cleethorpes) Lincolnshire – At 2 p.m. on 5th April, 1967, it was learned that four children were stranded in a moored boat four miles north of the station. In view of the rising tide and north westerly gale it was decided to launch the IRB to bring them ashore. The IRB launched at 2.15 and took the four children on board. She reached her station at 3.15.

Filey, Yorkshire – At 2.15 p.m. on 30th April, 1967, during a yacht club race, it was decided in view of the prevailing conditions to have the IRB standing by. At 2.42 the IRB was launched in a gentle north westerly breeze and a calm sea. It was low water. The IRB rescued one man who had fallen into the sea and assisted four sailing dinghies to the shore. She returned to her station at 4.40.

SOUTH EASTERN DISTRICT

Great Yarmouth and Gorleston, Norfolk – At 4.42 p.m. on 24th April, 1967, it was reported that a member of

the crew of the Lowestoft trawler *Shereffmuir* had been overcome by fumes when fire had broken out on board the trawler. The trawler was near Gorleston and had asked for a doctor. At 5.01 the IRB with a doctor on board left for the trawler. There was a moderate south easterly breeze with a moderate swell. The tide was ebbing. The patient was embarked and given oxygen on the way back to the station. The IRB arrived at her station at 5.23 and an ambulance took the man to hospital.

At 11.20 a.m. on 9th April, 1967, it was reported that a rowing boat, with two men on board, was in difficulties south of the harbour. The IRB was launched at 11.22 in a moderate north easterly breeze and a moderate swell. The tide was ebbing. The rowing boat was making no headway due to the offshore wind and ebbing tide and was in danger of being swamped. The IRB took her in tow and returned to her station at 11.45.

Wells, Norfolk - At 4 p.m. on 6th April, 1967, information was received that two men were missing on the marshes east of the life-boat house. The men were seen on the sandhills. In view of the exceptional tide, caused by the onshore gale, the two men would not have been able to cross the marshes until well after dark. The IRB was therefore launched at 4.30 in a north westerly gale and corresponding sea. It was high water. The two men were taken on board the IRB and she returned to her station at 5.15.

See page 205 for other IRB launches

MAY

SOUTH WESTERN DISTRICT

Life-boat 70-002 - Bristol Channel - At 1.35 p.m. on 7th May, 1967, a member of the crew of the life-boat *Grace Paterson Ritchie* lying at anchor off Ilfracombe saw a red flare at the east end of Ilfracombe bay. There was a moderate westerly wind and a slight sea. The tide was flooding. The IRB carried by the

life-boat, which was collecting stores at Ilfracombe, was recalled. With a crew of two she proceeded to investigate. At 1.45 she located the casualty - the fishing boat *Boy David* - with eight people on board at anchor close to rocks. Her propeller had been fouled by the mooring line of a lobster pot. The casualty raised anchor and was towed safely to Ilfracombe. The IRB returned to the life-boat at 2.20.

Penlee, Cornwall - At 6 a.m. on 6th May, 1967, news was received that the *Solomon Browne* would be needed to take a sick man to hospital from the German ship *Clivia* which was approaching Mount's Bay in a choppy sea and poor weather. At 6.45 the life-boat was launched and proceeded to Newlyn to pick up a doctor. At 7.25 she met the ship and put the doctor aboard. The sick man was transferred to the life-boat which arrived at Newlyn at 9.10. The life-boat was moored at Newlyn, owing to swell at the slipway, until 3.30 p.m. the next day.

Fowey, Cornwall - At 11.5 p.m. on 5th May, 1967, a report was received of a red flare two to three miles south of Gorran Haven. The life-boat *Deney's Reitz* slipped her moorings at 11.38 in a fresh south south westerly wind and a moderate sea. It was one and a half hours after low water. The casualty - the fishing vessel *Yves Chantal* of St. Malo - with eight people on board was found two and a half miles south of Gorran Haven at 1.59 a.m. on 6th May, 1967. Her engine had failed. She was taken in tow to Fowey and the life-boat returned to her station at 5.34.

St. Ives, Cornwall - At 8.17 p.m. on 13th May, 1967, it was reported that an outboard Gemini craft had left Porthmeor Cove at 2.30 and had not been sighted since. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 8.50 in a slight wind and a calm sea. The tide was flooding. The IRB was launched, and a helicopter also assisted in the search. At 10.30 a flare was

seen in a position seven miles north north west of St. Ives Head. The life-boat proceeded to the position and found the casualty with the IRB standing by. The crew - a Royal Marine Commando instructor and five W.R.N.S. - were taken on board and the Gemini craft taken in tow. The life-boat towed the casualty to St. Ives and returned to her station at 11.50. A letter of appreciation was received from the commanding officer at Melville Camp.

St. Mary's, Scilly Islands - On 22nd/23rd May, 1967, the life-boat *Guy and Clare Hunter* was launched to the assistance of the yacht *Braemar*. A full account of this service will appear in the December number of the journal.

NORTH WESTERN DISTRICT

Portpatrick, Wigtownshire - At 8.11 p.m. on 9th May, 1967, it was learned that the fishing vessel *Star of Freedom* had engine trouble and was drifting seven miles south by east of Portpatrick. The life-boat *Henry Blogg*, on temporary duty at the station, slipped her moorings at 8.20 in a moderate south westerly wind and a slight sea. It was two hours after low water. The life-boat found the casualty at 9.28 and took her in tow to Portpatrick. She returned to her moorings at 11.55.

Rhyl, Flintshire - At 1.14 p.m. on 20th May, 1967, it was learned that an upturned dinghy was drifting in the direction of Rhyl one mile off the Golden Sands holiday camp. The life-boat *Anthony Robert Marshall* was launched at 1.25 in a gale force westerly wind and a rough sea. It was one hour before low water. A helicopter which co-operated in the search found the casualty with bottom ripped out three quarters of a mile west of the river entrance. The life-boat proceeded to the position indicated, towed the casualty to deeper water and, as the hull was breaking up, recovered the out-board engine. The life-boat returned to her station at 4.10.

Holyhead, Anglesey - At 9.10 p.m. on 14th May, 1967, information was received that the motor fishing vessel *Fydllyn Bay*, on passage from Morecambe Bay to Holyhead, had developed engine trouble but was expected to arrive at 2.30 a.m. At 11.10 the coastguard told the honorary secretary that they were concerned about the vessel but the father of the owner said that the vessel would be all right. At 12.10 a.m. on 15th May, 1967, the weather conditions had deteriorated and at 12.32 the life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, was launched. There was an east north easterly gale and a rough sea. It was two hours before high water and visibility was poor because of heavy rain. The vessel was found at 2 o'clock seven miles north east of Point Lynas and she was escorted to Holyhead, arriving at 5.26. The life-boat could not be rehoused until 16th May because of the adverse weather conditions.

IRISH DISTRICT

Valentia, Co. Kerry - At 5.15 p.m. on 15th May, 1967, Valentia radio informed the honorary secretary that the fishing vessel *Beal Inse* of Dublin was in urgent need of assistance two miles south-west of Valentia. The life-boat *Mary Stanford*, on temporary duty at the station, slipped her moorings at 5.30 in a light northerly wind and a smooth sea. The tide was on the ebb. The casualty with a crew of five was within fifty yards of the rocks when the life-boat reached her at 6.30. The life-boat took her in tow to Valentia and returned to her moorings at 8.30.

Galway Bay - At 1 p.m. on 30th May, 1967, the local doctor requested the service of the life-boat to take an elderly woman on Inishmaan Island to hospital. The life-boat *Mabel Marion Thompson*, with a crew of five and a doctor on board, was launched at 2 o'clock. There was a moderate westerly breeze and a smooth sea. The tide was ebbing. The life-boat proceeded to Inishmaan, took the patient on board, and proceeded to the mainland

where the patient was landed at Rossaveel and taken to hospital. The life-boat returned to her moorings at 6.30.

Kilmore, Co. Wexford - At 6 p.m. on 27th May, 1967, the honorary secretary was asked by the Irish Lights Office if the life-boat would bring ashore a member of the crew of the Coningbeg lightvessel whose mother was seriously ill. The life-boat *Cecil Paine* was launched at 6.5 with a relief lightvessel crew member on board. The man was put aboard the lightvessel and the second man, whose mother was ill, was landed at 9 o'clock.

Rosslare Harbour, Co. Wexford - At 11.25 a.m. on 31st May, 1967, Lloyd's agent at Wexford told the honorary secretary that there was an injured man on board the m.v. *Naess Louisiana*. The life-boat *H. F. Bailey*, on temporary duty at the station, was launched at 12.30 p.m. in a gentle southerly breeze and a calm sea. It was high water. The life-boat came up with the vessel three quarters of a mile north east of the South Shear buoy and embarked the injured man. He was landed at Rosslare at 2.15 where a doctor and an ambulance were waiting to take him to hospital at Wexford.

SCOTTISH DISTRICT

Anstruther, Fife - At 3.12 p.m. on 20th May, 1967, news was received that a yacht had been seen flying distress signals off Fifeness. The life-boat *The Doctors* was launched at 3.30 in a fresh west south westerly wind and a rough sea. It was three hours after high water. The life-boat found the casualty, the yacht *Valiant*, with a crew of two, at 4.45. The yacht had been damaged by a succession of heavy seas and the crew were ill. The life-boat took the casualty in tow and placed members of the crew on board in order to continue baling. As tide was at full ebb the honorary secretary instructed the life-boat to lie off until there was sufficient water to enter harbour with the casualty in tow. *Valiant* was then

towed to the east pier and the life-boat was rehoused at 7.55.

Thurso, Caithness - At 5 p.m. on 22nd May, 1967, it was learned that there was a sick man on board the S.S. *Matina*. The life-boat *Pentland* (Civil Service No. 31) proceeded at 9.18 in a strong south easterly breeze and a moderate sea. It was high water. The *Matina* was met two miles north of Holborn Head and the sick man was embarked. The life-boat returned to her station at 11.20.

At 11.48 a.m. on 20th May, 1967, it was reported that the motor fishing vessel *Emulate II* had fired a flare between Brimsness and Dounresy and was drifting on to rocks. The life-boat *Pentland* (Civil Service No. 31) was launched at 12 noon in a moderate south easterly breeze and a moderate sea. The tide was ebbing. The life-boat came up with the *Emulate II* with three people on board, and took her in tow to Scrabster. The vessel was disabled with a fouled propeller. The life-boat returned to her station at 3.35 p.m.

Lerwick, Shetlands - At 10.58 p.m. on 8th May, 1967, it was reported that the motor fishing vessel *Day Dawn* of Lerwick had broken down off Bard Head, Bressay, and was in danger of being driven on to the rocks. The life-boat *Claude Cecil Staniforth* slipped her moorings at 11.23 in a fresh west south westerly wind and a moderate sea. It was shortly before high water. She reached the casualty, which carried a crew of five, at 11.55. A rope was secured and she was taken in tow to Lerwick. The life-boat returned to her moorings at 1.15 a.m. on 9th May.

Wick, Caithness - At 5.15 p.m. on 19th May, 1967, the local lobster boat *Trust* was reported to be showing distress signals two miles south of Sarclet Head. The life-boat *City of Edinburgh* was launched at 5.25 in a fresh west north westerly breeze and a moderate sea. The life-boat came up with the *Trust* with a fouled propeller and took her in tow. There was a crew of three on board. The life-boat returned to her station at 6.45.

NORTH EASTERN DISTRICT

Whitby, Yorkshire – At 6.30 a.m. on 15th May, 1967, the coastguard informed the honorary secretary that a fishing vessel was still at sea, and in view of the heavy swell which had built up on the bar with a strong flood after heavy rain, it was decided to launch the life-boat to escort her in. The life-boat *Mary Ann Hepworth* was launched at 6.34 in a strong north easterly breeze and proceeded to the harbour bar to await the motor fishing vessel *Success*. The *Success* was escorted into the harbour and the life-boat returned to her station at 7 o'clock.

North Sunderland, Northumberland – At 11 a.m. on 6th May, 1967, the life-boat mechanic informed the honorary secretary that heavy seas were breaking across the harbour mouth and that the motor fishing vessel *Children's Friend* was making her way to harbour. The life-boat *Grace Darling* was launched at 11.5 in a moderate south easterly wind and a rough sea. It was three hours after low water. The life-boat proceeded half a mile from harbour and escorted the vessel safely to port. She returned to her station at 12.5 p.m.

Tynemouth, Northumberland – At 11.25 a.m. on 12th May, 1967, it was learned that the cable *Guiding Light* with a man and a young boy on board was overdue from a fishing trip. The coastguard searched to the limit of visibility but could not see the cable. The life-boat *Tynesider* was therefore launched at 11.45. There was a moderate to fresh northerly breeze and a corresponding sea. It was half an hour before low water. The life-boat carried out a search assisted by a dredger and the cable was found by the life-boat four miles north east of the Tyne. Her owner was still hauling lines and was escorted back to harbour, arriving at the fish quay at 1.55 p.m. The life-boat reached her station at 2.5.

Sunderland, Co. Durham – At 10.13 a.m. on 20th May, 1967, the fishing cable *Elizabeth* was reported to be in difficulties

one and a half miles east of Whitburn and was flying distress signals. The life-boat *William Myers and Sarah Jane Myers* was launched at 10.29 in a fresh south westerly wind and a moderate sea. It was three hours after low water. The casualty, which carried a crew of three, was found at 10.58. Her engine had failed. The life-boat took her in tow to Sunderland and returned to her station at 11.45.

Dunbar, East Lothian – At 12.9 p.m. on 2nd May, 1967, news was received that a canoe had capsized outside the harbour entrance. The life-boat *Margaret* slipped her moorings at 12.11 in a strong north westerly wind and a rough sea. It was two and a half hours after high water. The canoeist was picked up 200 yards from the harbour mouth and the life-boat returned to her moorings at 12.34.

Runswick, Yorkshire – At 9.45 a.m. on the 16th May, 1967, it was noted that five fishing cobsles from Staithes were still at sea and the strong northerly gale which had blown up was making conditions at Staithes harbour mouth dangerous. The life-boat *The Elliott Gill* was launched at 10.05 in a rough sea. It was high water. She proceeded to Staithes and escorted the five cobsles into harbour. The life-boat returned to her station at 12.50 p.m.

SOUTH-EAST DISTRICT

Cromer, Norfolk – At 10.55 p.m. on 29th May, 1967, the coastguard informed the honorary secretary that a Danish fishing vessel had a sick man on board who required a doctor. The no. 2 life-boat *William Henry and Mary King* was launched at midnight with a doctor aboard. There was a south south westerly breeze and a moderate sea. The tide was ebbing. The life-boat met the fishing vessel *Karin Hoegh* three miles north north east of the Haisbro lightvessel and took the sick man on board. The sick man, who was the skipper, was landed at Cromer at 8.20 a.m. where an ambulance was waiting to take him to hospital.

Lowestoft, Suffolk – At 8 p.m. on 13th May, 1967, the yacht *Contango* of Woodbridge was reported aground on the Newcombe sandbank and was flying a distress signal. The life-boat *Frederick Edward Crick* was launched at 8.25 in a fresh north easterly wind and a slight sea. It was three hours before high water. The life-boat proceeded to the position indicated and found the yacht which had a crew of six. Her skipper reported that the engine had failed. The coxswain let go an anchor and veered down on to the casualty in very shallow water. After a line was secured the life-boat towed the casualty clear of the sandbank and safely to harbour. She returned to her station at 8.55.

At 9.20 p.m. on 10th May, 1967, a red flare was reported to have been seen half a mile off Pakefield rifle range. The life-boat *Frederick Edward Crick* slipped her moorings at 9.30 in a fresh easterly wind and a choppy sea. The tide was flooding. She reached the casualty, the local long-shore boat *Success*, carrying a crew of two at 9.50. A herring net had fouled her propeller. The life-boat towed her to Lowestoft and returned to her moorings at 10.40.

Aldeburgh, Suffolk – At 1.40 a.m. on 14th May, 1967, news was received that a small yacht was drifting off the Sizewell bank with her engines out of action. The life-boat *Alfred and Patience Gottwald* was launched at 2.10 in a fresh north easterly wind and a moderate sea. It was shortly after high water. As visibility was only about 100 yards the life-boat's search was a rather protracted one and the casualty, the cabin cruiser *Sujan III* with a crew of two, was not found until 6.20 a.m. She was then a mile from Sizewell power station. The life-boat took her in tow to Lowestoft and returned to her station at 12.30 p.m.

At 3.50 a.m. on 24th May, 1967, information was received that the yacht *Zerobe*, with her sails gone, was in tow nine miles south east of Southwold. The

tow line had parted twice. The life-boat *Alfred and Patience Gottwald* was launched at 4.40 in a moderate south westerly breeze and a moderate sea. The life-boat came up with the yacht with three people on board in tow of the coaster *Avoyelles*. The tow was transferred to the life-boat and the yacht was taken to Lowestoft. The life-boat returned to her station at 12 o'clock.

Ramsgate, Kent – At 10.5 a.m. on 28th May, 1967, it was learned that the yacht *Dorus Mhor* was in difficulties with a lost rudder one mile north west of the Sandettie lightvessel. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, slipped her moorings at 10.25 in a moderate south westerly breeze and a corresponding sea. It was low water. After a search the yacht was sighted off Broadstairs and a line was passed. The yacht with six people on board was towed to Ramsgate and the life-boat returned to her moorings at 6.5 p.m.

Walton & Frinton, Essex – At 2.4 a.m. on 25th May, 1967, it was learned that there was a sick man on board the tanker *Daleward* who needed to be brought ashore for medical attention. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings at 2.38 in a gentle west south westerly breeze and a choppy sea. The tide was ebbing. The *Daleward* was met at the Rough Towers buoy and the sick man embarked. The life-boat then proceeded to Harwich, arriving at 4.57, where an ambulance was waiting to take the man to hospital. She returned to her station at 7.48.

At 5.34 p.m. on 26th May, 1967, it was learned that Deal coastguard had intercepted a call from the wireless transmitting station Radio Caroline asking for assistance to bring ashore a crew member with a badly burned arm. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings at 6.8 in a gentle westerly breeze and a

choppy sea. The tide was ebbing. The injured man was embarked and taken to the pier where an ambulance was waiting to take him to hospital. The life-boat returned to her moorings at 7.6. The owners made a donation to the Institution's funds.

At 9.44 p.m. on 30th May, 1967, it was learned that a small boat had broken down near the Stone Banks buoy. After it was ascertained that a shore boat could not assist and in view of the weather forecast the life-boat *Cecil and Lilian Philpot*, on temporary duty at the station, slipped her moorings at 10.35 in a smooth sea. The tide was ebbing. The life-boat took the motor boat with a crew of two in tow to Walton river where the tow was handed over to the coxswain's motor boat, manned by two helpers. The life-boat returned to her moorings at 12.50 a.m. on 31st May, 1967.

Margate, Kent - At 5.40 p.m. on 14th May, 1967, a report was received of a red flare off Nayland rocks. The IRB was launched to investigate and report. Two red flares fired by the IRB were seen shortly afterwards. The life-boat *North Foreland (Civil Service No. 11)*, was launched at 6.11 in a light north easterly wind and a moderate sea. It was two and a half hours after high water. The casualty, the cabin cruiser *Shy Girl*, with a crew of two, was reached in a few minutes. She had struck the rocks and sustained damage to her steering. The casualty was towed to Margate harbour. Owing to tidal conditions it was not possible to rehouse the life-boat until 2.15 a.m. on 15th May, 1967.

At 8.22 a.m. on 26th May, 1967, information was received that a small vessel had fired flares about five miles north of Grenham Bay, Birchington. The life-boat *North Foreland (Civil Service No. 11)* was launched at 8.44 in a slight south easterly breeze and a smooth sea. The tide was ebbing. When the life-boat was off Westgate a helicopter informed the crew that the vessel, a yacht with four people on board, was west of Hook

sands. It transpired that the actual position was west of Margate Sands beacon. The life-boat came up with the yacht which had a heavy list to port. The IRB, which had also put out, kept contact between the yacht and life-boat as, due to insufficient water, the life-boat could not come alongside. Tow lines were passed to the yacht by the IRB and she then returned to her station. The life-boat towed the yacht off at 11.10 and then returned to Margate harbour which was reached at 1 o'clock. Owing to low water in the harbour the yacht was moored alongside the harbour wall. The life-boat was left in the harbour until there was sufficient water to rehouse her at 4.50.

SOUTHERN DISTRICT

Exmouth, Devon - At 4.11 p.m. on 3rd May, 1967, it was learned that the skipper and six men aboard a pontoon laying a new sewer outfall at Dawlish Warren were marooned. The motor boat, which normally serviced the pontoon, was unable to make contact owing to the onset of high winds and heavy seas. The life-boat *Michael Stevens* was launched at 4.29 in a south south easterly gale and a rough sea. It was one hour after high water. The casualty was reached at 5.20. Approach was made difficult by the presence of a fixed iron gantry protruding from the pontoon at cockpit level. After two attempts all the crew were taken aboard. Shortly afterwards the anchor cables on the 200 ton pontoon snapped and the vessel went on the rocks near Langstone Point. The men were landed at Exmouth and the life-boat returned to her station at 6.45.

Plymouth, Devon - At 7.30 a.m. on 15th May, 1967, information was received that the German ship *Unkas* of Hamburg was towing the yacht *Vingen* with a crew of two down channel. The yacht had signalled for assistance owing to engine trouble. The life-boat *Thomas Forehead and Mary Rowse* slipped her moorings at 7.55 in a light northerly wind and a calm sea. It was two hours before high water. A meeting was arranged off the

Eddystone light. However, the life-boat met the casualty four miles south of Stoke Point. The tow was transferred to the life-boat and the crew of two taken to Sutton harbour. The life-boat returned to her moorings at 10.55.

Swanage, Dorset - At 1.58 p.m. on 20th May, 1967, a message was received that a dinghy was in need of assistance off Poole Bar buoy. Later two other dinghies were reported in trouble. The life-boat *R.L.P.* was launched at 2.30 in a fresh south westerly wind and a choppy sea. It was two hours after low water. A dinghy with four people on board was eventually found. The crew were taken on board the life-boat and the dinghy was taken in tow. The life-boat then overhauled the motor cruiser *Viveuse* with a second dinghy in tow. The crew of four had been taken on board the cruiser. The two dinghies and their crews were put safely ashore at Studland Bay. The life-boat returned to sea in order to locate two further dinghies which were reported to be still at sea. The life-boat found these and escorted them safely to shore. She returned to her station at 4.35.

At 8.28 p.m. on 8th May, 1967, it was learned that a swimmer from Swanage beach was being carried out to sea towards Peveril Point. The life-boat *R.L.P.* was launched at 8.35 in a slight westerly wind and a smooth sea. It was one hour before high water. The swimmer was found about 100 yards offshore about a quarter mile from the pier. He said he was in no danger, but felt rather cold and had gone further than he intended. He was taken on board the life-boat and landed safely. The life-boat returned to her station at 9.30. A helicopter also took part in this operation.

At 1.57 p.m. on 3rd May, 1967, it was reported that a dinghy with a crew of two had capsized in Swanage Bay. The life-boat *R.L.P.* was launched at 2.8 in a strong south westerly wind and a choppy sea. It was three hours before high water. The sailing dinghy *Faust* was reached at 2.16 and the two boys who made up the

crew were taken aboard the life-boat. As the stern buoyancy bag had broken adrift it was not possible to right the dinghy. The dinghy was towed to the boathouse and beached close by. The boys, having been given a hot drink, changed their clothes at the sailing club and returned home. The life-boat returned to her station at 3.10.

Torbay, Devon - At 12.20 a.m. on 14th May, 1967, it was reported that a car had been seen to run over the headland close to the look-out. The life-boat *Princess Alexandra of Kent* slipped her moorings, with the small boarding boat in tow, at 12.50 in a light north easterly wind and a slight sea. It was one hour and a half after low water. The driver of the car was found at the base of the cliff. With police and coastguard assistance the man was taken on a stretcher into the boarding boat and then transferred to the life-boat. He was landed at Brixham where an ambulance was waiting to take him to hospital. The life-boat returned to her moorings at 2 o'clock.

The following life-boats were also called out in May:

Beamaris, Anglesey - 21st.
Buckie, Banffshire - 10th.
Clacton-on-Sea, Essex - 14th.
Dun Laoghaire, Co. Dublin - 6th, 17th and 29th.
Dunmore, East, Co. Waterford - 14th.
Fleetwood, Lancashire - 30th.
Fowey, Cornwall - 11th.
Llandudno, Caernarvonshire - 30th.
Hartlepool, Co. Durham - 11th and 23rd.
Hoylake, Cheshire - 11th.
Howth, Co. Dublin - 20th.
Mallaig, Inverness-shire - 15th.
Moelfre, Anglesey - 4th.
Newbiggin, Northumberland - 23rd.
Portpatrick, Wigtownshire - 27th.
Ramsgate, Kent - 22nd.
Selsey, Sussex - 15th.
Sennen Cove, Cornwall - 13th.
Stronsay, Orkneys - 3rd.
Swanage, Dorset - 28th (Twice) and 29th.
Weymouth, Dorset - 5th and 13th.

IRB LAUNCHES

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

NORTH WEST DISTRICT

Llandudno, Caernarvonshire – At 6.40 p.m. on 30th May, 1967, it was learned that a boy, who had fallen off the Great Orme, would have to be taken off by boat as it would be very difficult to haul him up the cliff face. The IRB was launched at 6.45 in a slight north westerly breeze and a slight sea. The tide was ebbing. The injured boy was embarked together with a member of the mountain rescue team, and they were brought ashore. The IRB then returned to the Great Orme and embarked four boys who were stranded, two other members of the mountain rescue team and a police sergeant. The IRB returned to her station at 8 o'clock.

Holyhead, Anglesey – At 2.35 p.m. on 14th May, 1967, a small craft was reported to be in difficulties in the outer harbour. At 2.40 the IRB was launched in a strong easterly breeze with a moderate sea. The tide was ebbing. The dinghy's crew of two were unable to right their boat. After taking them on board the IRB crew righted the dinghy and took her in tow to the yacht club slipway. While returning to the station the IRB crew saw a sloop in difficulties half a mile north of the station. The IRB stood by while the sloop with five people on board got clear of the breakwater. The IRB finally returned to her station at 4 o'clock.

Moelfre, Anglesey – At 3.5 p.m. on 14th May, 1967, news was received that a sailing dinghy was being swept out to sea. The IRB was launched at 3.15 in a fresh easterly breeze and a rough sea. It was high water. The IRB took the dinghy with three people on board in tow and returned to her station at 4.5.

West Kirby, Cheshire – At noon on 21st May, 1967, a dinghy was seen in distress off Leasowe. The IRB was taken by Land Rover and launched at 12.17 at

the north east end of Meols Parade. There was a strong south easterly breeze and a choppy sea. The tide was ebbing. The IRB came up with the catamaran *Buccaneer*, with a crew of two, and took her in tow. The *Buccaneer's* sails had been carried away and she was dismayed. The IRB brought the catamaran and crew ashore at Hoylake at 1 o'clock. She returned to her station at 2 p.m.

Morecambe, Lancashire – At 11.15 a.m. on 24th May, 1967, it was learned that a yacht had capsized one and a half miles east of the station. The IRB was launched in a strong south westerly breeze and a slight swell. It was high water. The IRB rescued the occupant of the dinghy and brought him ashore where an ambulance was waiting to take him to hospital. The IRB returned to her station at 1 o'clock.

Holyhead, Anglesey – At 10.30 a.m. on 21st May, 1967, a catamaran was seen to capsize half a mile north west of the station. The IRB was immediately launched in a south westerly gale and a moderate sea. The tide was ebbing. The catamaran's crew of two were embarked and the IRB then returned to her station which was reached at 11.40. A Trinity House tender took the catamaran, named *Tearaway*, in tow.

Aberdovey, Merionethshire – At about 11.15 a.m. on 29th May, 1967, a dinghy was seen to capsize half a mile south of the station. The IRB was launched at 11.15 and rescued the dinghy's crew of five. She returned to station at 11.30.

Moelfre, Anglesey – At 4.45 p.m. on 29th May, 1967, it was learned that a dinghy had capsized one mile off Benllech and the three crew were clinging to her keel. The IRB was launched at 4.55 in a moderate south westerly breeze and a moderate sea. The tide was ebbing. The three men were embarked and the dinghy towed to the beach. Meanwhile the coxswain received information of another casualty three miles north of the station.

When the IRB was within hailing distance the IRB crew were told of a motor boat, with engine trouble, drifting out to sea. The IRB came up with the motor boat and embarked her crew of four. The boat was towed to Moelfre beach and the IRB returned to her station at 6.20.

IRISH DISTRICT

Port St. Mary, Isle of Man – At 3 p.m. on 20th May, 1967, it was learned that a sailing dinghy was in difficulties in the bay. The IRB was launched in a strong westerly breeze and a moderate sea. The tide was ebbing. The IRB came up with the dinghy with three people on board drifting towards the rocky shore. The dinghy was taken in tow to the life-boat slipway which was reached at 4 o'clock.

SCOTTISH DISTRICT

Helensburgh, Dunbartonshire – At 6.15 p.m. on 20th May, 1967, it was reported that a sailing dinghy had capsized and the occupant was in the water. The IRB was launched at 6.20 in a strong north westerly breeze and a slight sea. The man was taken on board the IRB where he was treated for exposure. The IRB returned to her station at 6.40.

At 9.10 p.m. on 19th May, 1967, information was received that a dinghy had capsized half a mile north west of the station. The IRB was launched at 9.15 in a moderate north westerly breeze and a moderate sea. The IRB embarked the dinghy's occupant who was in the water and took him ashore. The IRB then salvaged the dinghy, returning to her station at 9.45.

At 12.45 p.m. on 20th May, 1967, news was received that a sailing dinghy had capsized. One of the crew was clinging to the dinghy, which was drifting to leeward, leaving the second man in the water. The IRB was launched at 1.20 in a westerly gale and a rough sea. The tide was ebbing. The IRB embarked the man in the water and then proceeded to the man clinging

to the dinghy and brought them ashore. After the dinghy had been towed ashore the IRB returned to her station, arriving at 2.5.

NORTH EASTERN DISTRICT

Tynemouth, Northumberland – At 3.11 p.m. on 20th May, 1967, it was learned that a canoeist was waving for help one mile east of the station. The IRB was launched at 3.15 in a south westerly gale with a choppy sea. The tide was ebbing. On arrival at the scene of the casualty the crew saw that a motor boat had already reached the canoeist and they escorted both boats to the shore. On reaching her station the IRB crew saw two dinghies capsize. The IRB proceeded to the first dinghy and took her crew of two off the rocks and took the boat in tow. A rescue boat, which had broken down, was also towed to safety. A second rescue boat with a fouled propeller was taken in tow, and when the engine was restarted the dinghy's two crew were put aboard her. The IRB stood by while the second dinghy was refloated. On returning to their station the coastguard informed the crew that a canoe appeared to be in difficulties in Herd Sand. On investigation the canoe was found to be ashore. The IRB finally returned to her station at 4.15.

Redcar, Yorkshire – At about 6.40 p.m. on 29th May, 1967, it was reported that the crew of a small fishing boat were signalling for assistance off Green Lane, Redcar. The IRB was launched in a moderate south easterly breeze and a slight sea. The tide was flooding. The IRB came up with the fishing boat *Kingfisher* with two people on board. The engine had broken down. The IRB took the *Kingfisher* in tow and returned to her station, reaching it at 7.5.

At 12.55 p.m. on 21st May, 1967, it was learned that two boys were cut off by the tide at Huntcliff. The IRB was launched at 1 o'clock in a gentle south south westerly breeze and a slight sea. The tide was flooding. The two boys were embarked and the IRB then started

back to her station. At this point the handgrip parted from the starter cord and the IRB had to be rowed ashore. The IRB was beached at Saltburn and returned to her station at 4.30.

SOUTH EASTERN DISTRICT

Southend-on-Sea, Essex - At 8.13 p.m. on 4th May, 1967, information was received that a small boy was stranded on a boat 500 yards east of the station. The IRB was launched at 8.16 in a southerly gale with a rough sea. The tide was flooding. The IRB took the boy on board and returned to her station at 8.30.

Harwich, Essex - At 1.50 p.m. on 21st May, 1967, news was received that a dinghy had capsized off Landguard Point. The IRB was launched at 1.52 in a moderate south south westerly wind and a corresponding sea. The tide was ebbing. She proceeded to Landguard Point and found the overturned dinghy with four young people clinging to her. The survivors were taken aboard the IRB which returned to the shore and landed them. After receiving first aid treatment they were conveyed to hospital by ambulance. They were taken home by car after treatment. The IRB arrived back on station at 2.10.

Southend-on-Sea, Essex - At 1.20 p.m. on 7th May, 1967, it was reported that a yacht had capsized south east of the Low Way buoy. The IRB was launched at 1.25 in a fresh south westerly breeze and a moderate sea. The tide was ebbing. The IRB found two men and took them on board. After they had been landed the IRB returned to the yacht and anchored her. She returned to her station at 2.30.

West Mersea, Essex - At 3 p.m. on 31st May, 1967, information was received that a dinghy had capsized off Seaview Point. The IRB was launched in a fresh north westerly breeze and a slight swell. The tide was flooding. The IRB proceeded to the area and rescued three youths, one of whom was on a submerged bank. They were taken to the beach and

the IRB then returned to her station, arriving at 3.35.

SOUTHERN DISTRICT

Plymouth, Devon - At 8.15 p.m. on 24th May, 1967, while the IRB was on exercise in Plymouth Sound, the crew saw a man on board a motor boat trying to recover a man from the sea. The IRB went alongside the motor boat and two of the crew went aboard to help haul the man inboard. The man had fallen overboard from his yacht *Eskimo Nell* while trying to retrieve the anchor. He had tried to swim ashore but had been swept back by the tide. The IRB proceeded to his yacht, lowered the sails, retrieved the anchor and then passed a tow line to the motor boat. The two boats were escorted to Sutton harbour and the IRB then continued with the exercise at 9 p.m. There was a moderate south westerly breeze with a moderate sea. The tide was ebbing. The IRB returned to her station at 9.15.

Eastney, Hampshire - At 5.37 p.m. on 27th May, 1967, it was learned that a sailing dinghy was in difficulties north of the Langstone Fairway buoy. The mast had gone overboard and the crew of two were signalling for assistance. The IRB was launched at 5.40 in a gentle easterly breeze and a slight swell. The tide was ebbing. The IRB took the dinghy in tow. She reached her station at 6.25.

At 11.53 a.m. on 21st May, 1967, a cabin cruiser with four people on board was reported to have broken down north of Langstone Fairway buoy. The IRB was launched at 12 o'clock in a strong south westerly breeze and a heavy breaking swell. The tide was ebbing. The IRB attempted to approach the casualty from the windward but had to lie off as entangled ropes would have fouled the propeller. The helmsman then took the IRB in on the leeward side and successfully took three of the crew on board. The fourth member would not leave the cabin cruiser at this time. He eventually abandoned the boat 50 yards from the confused seas on the *East Winner*. The IRB

took him on board and returned to her station at 1 o'clock. For this service, his first in command of the IRB, the helmsman was sent a letter of appreciation.

At 10.43 a.m. on 7th May, 1967, assistance was asked for a sailing dinghy which had capsized two miles from the station. The IRB was launched at 10.45 in a strong southerly breeze with a moderate swell. The tide was ebbing. The IRB came up with the dinghy and took her crew of two, who were clinging to the dinghy and were very cold, on board. After landing them on the beach the sailing dinghy *Elusive* was seen to capsize one mile offshore. The IRB righted the dinghy after her crew had cut away the sails and towed her to Eastney. On entering the harbour a third dinghy was seen to capsize. After beaching the dinghy *Elusive* the IRB, together with the coastguard rescue boat, then proceeded to her assistance. The dinghy righted herself and was escorted to safety by the IRB. The IRB returned to her station at 12.30 p.m. A helicopter was overhead during the service.

Littlestone-on-Sea, Kent – At 3.59 p.m. on 28th May, 1967, a member of the public informed the crew that a fishing dinghy was in difficulties about one mile off shore. The IRB was launched at 4

o'clock in a fresh west south westerly breeze and slight sea. It was high water. The dinghy's engine had broken down and her crew of two were unable to make any headway by rowing against the tide. The IRB took the dinghy in tow and returned to her station at 4.30.

Poole, Dorset – Shortly before 8.45 p.m. on 22nd May, 1967, the coastguard informed the honorary secretary that a small cabin cruiser was in difficulties with one man on board off Hamworthy. The IRB was launched at 8.45 in a south westerly gale and a rough sea. The tide was flooding. The IRB found the cabin cruiser with a broken rudder and took her in tow to Poole quay, arriving at 9.15.

Exmouth, Devon – At about 3.30 p.m. on 4th May, 1967, a sailing dinghy was seen to capsize. The coxswain, with his brother, immediately went to the IRB house while the second coxswain contacted the emergency mechanic. The IRB was towed by car to the north side of the dock and was launched at 3.30 in a south south easterly gale and a moderate sea. It was one hour before high water. The dinghy's crew of two were picked up and brought ashore. The IRB then towed the dinghy ashore and returned to her station at 5 o'clock.

See page 205 for other IRB launches.

NOTES OF THE QUARTER (continued from page 156)

were entertained to a reception by the Lieutenant Governor of Jersey, Vice-Admiral Sir Michael Villiers, K.C.B., O.B.E., and then to a luncheon by the States of Jersey and a tea party at the yacht club. The Jersey life-boat put out to meet the fleet arriving from St. Malo. A visit to St. Malo was also paid by the St. Peter Port life-boat.

In the course of the conference it was agreed that the eleventh international life-boat conference would be held either in the United States of America or in the Netherlands.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded in full on pages 182, 192, and 201, the following launches on service were made during the months March to May, 1967, inclusive:

Abersoch, Caernarvonshire – April 30th and May 26th.
Amble, Northumberland – April 30th and May 30th.
Atlantic College, Glamorganshire – April 18th and May 7th.
Bangor, Co. Down – May 6th and 20th.
Barrow, Lancashire – May 14th.
Blackpool, Lancashire – April 25th and May 17th.
Blyth, Northumberland – May 19th.
Bridlington, Yorkshire – March 27th, April 16th, 23rd, and May 28th.
Brighton, Sussex – March 29th and May 29th.
Broughty Ferry, Angus – April 30th, May 20th and 21st.
Burnham-on-Crouch, Essex – March 29th, April 16th and 21st.
Clacton-on-Sea, Essex – May 21st.
Conway, Caernarvonshire – March 25th, May 21st and 31st.
Eastbourne, Sussex – May 25th and 28th.
Eastney, Hampshire – March 27th, April 9th, 20th, 23rd, and May 7th.
Exmouth, Devon – April 22nd, 23rd, and May 29th.
Filey, Yorkshire – May 28th.
Fleetwood, Lancashire – May 25th.
Flint, Flintshire – May 30th.
Happisburgh, Norfolk – May 30th.
Harwich, Essex – March 29th (twice), 31st, April 9th, May 13th, 14th and 28th.
Hastings, Sussex – March 24th, April 12th, 23rd, and May 27th.
Helensburgh, Dunbartonshire – April 23rd, 30th, and May 19th.
Holyhead, Anglesey – May 7th and 20th.
Howth, Co. Dublin – May 12th and 20th.
Humber Mouth (Cleethorpes), Lincolnshire – May 20th and 24th.
Kinghorn, Fife – March 18th, April 16th and 17th.
Largs, Ayrshire – March 21st, April 16th, May 7th, 14th (twice) and 20th.
Littlehampton, Sussex – May 7th.
Littlestone-on-Sea, Kent – April 30th and May 28th (twice).
Lymington, Hampshire – March 27th.
Margate, Kent – March 26th, April 14th, 23rd, May 14th, 17th, 21st and 27th.
Moelfre, Anglesey – May 31st.
Morecambe, Lancashire – May 29th.
Mudford, Hampshire – May 14th and 21st.
Newquay, Cornwall – April 23rd and May 17th.
Poole, Dorset – March 5th, 25th, April 5th and 22nd.
Porthcawl, Glamorganshire – April 18th, May 7th and 29th.
Port Talbot, Glamorganshire – May 14th.
Redcar, Yorkshire – March 30th.
St. Ives, Cornwall – May 13th.
Skegness, Lincolnshire – April 30th.
Southend-on-Sea, Essex – March 13th, April 9th (thrice), 14th, 19th, 30th and May 22nd.
Southwold, Suffolk – May 13th and 20th.
Sunderland, Co. Durham – April 9th.
The Mumbles, Glamorganshire – April 9th.
Torbay, Devon – April 18th and 29th.
Tynemouth, Northumberland – May 14th.
Wells, Norfolk – May 31st.
West Kirby, Cheshire – March 29th, April 16th, 29th, May 1st, 8th and 23rd.
West Mersea, Essex – March 26th (twice), April 30th and May 7th.
Whitby, Yorkshire – May 12th, 20th and 25th.
Whitstable, Kent – March 26th, 31st (thrice), April 27th, May 20th, 21st, 23rd and 28th.
Worthing, Sussex – April 29th.
Yarmouth, Isle of Wight – May 21st.

RESCUE FROM FRENCH YACHT (continued from page 170)

and drifted on to the reef where it became a total wreck. Although he could not swim Mr. Le Guyader managed to reach the rocks.

The fire service boat tried to close the yacht but was damaged on the rocks and had to withdraw and stand by.

The St. Helier life-boat, which had her boarding boat in tow, reached the scene at 3.30. By this time the *Kraken* had been carried well on to the reef by the wind and by the tide which was running at some 4 to 5 knots in the gullies between the rocks. The sea here was rough.

Acting Coxswain Grandin made his first approach from the westward. A rocket line was fired but it failed to reach the yacht. The life-boat then touched bottom, and it was clear that no approach could be made from the west. The yacht was being driven further on to the reef and Acting Coxswain Grandin decided that he must try to save her crew from the east side. He therefore advised them to abandon their yacht and make for the rocks, which they did.

BOARDING BOAT USED

The life-boat made for the east side of the reef and closed in as far as she safely could. Her boarding boat was then sent in manned by four of the life-boat crew. The yacht's crew of three and Mr. Le Guyader were taken aboard the boarding boat and transferred to the life-boat, which then returned to her station, arriving at 5 o'clock.

Certificates recording their part in the service were issued to the other members of the life-boat crew: A. De St. Croix, acting bowman R. Nicolle, motor mechanic Royston Berezai, assistant mechanic Philip Richardson and crew members Gordon Coom, David Coom and G. Mercier.

Framed letters of thanks signed by the Secretary of the Institution, Mr. Stirling Whorlow, were sent to Mr. Leblanc and Mr. Le Guyader.

A letter of thanks was also sent to the Chief Fire Officer at St. Helier.

VELLUM FOR TRINITY HOUSE PILOT

A Trinity House pilot at Alderney, Mr. Nicholas James Allen, has been accorded the thanks of the Institution inscribed on vellum for the rescue of 20 members of the crew of a Greek tanker.

At 11.30 on the morning of 23rd January, 1967, the St. Peter Port harbour master, Captain J. Allez, who is also the honorary secretary of the St. Peter Port life-boat station, informed the harbour master at Alderney that the Greek tanker *Constantia S* was ashore on the Casquets, and needed help immediately and that the St. Peter Port life-boat had put out.

CONFUSED SEA

The Alderney harbour master alerted two Trinity House pilots, Mr. Allen and Mr. Jack Quinain, who mustered a crew and manned the 50-foot Trinity

House tender *Burhou*. She put out at noon with Mr. Allen in command. There was a south westerly wind of force 6 to 7 with a rough confused sea. It was half an hour after low water. The *Burhou* reached the tanker at 12.50. Several other ships were standing by but they were unable to close the tanker. The British Railways steamer *Sarnia*, which was on passage from Guernsey to Weymouth, also made for the scene.

The *Constantia S* was aground on Point Collotte at the eastern end of the Casquets. She had struck a little to the southward of the lighthouse but had been driven east by wind and tide. She had developed a heavy starboard list and was sinking.

Mr. Allen took the *Burhou* close in to the tanker and spoke to the master, who was ashore on the rocks. The master told him that two ship's boats had been launched and had been swept away to the south east.

Although the sea conditions were very difficult the two boats were quickly located two miles south south east of the lighthouse. The *Sarnia*, although she was rolling heavily, succeeded in rescuing ten men from one boat.

'ENGLISH SAILORS TERRIFIC'

Mr. Allen, handling the *Burhou* with considerable skill, reached the second boat and rescued the twenty people aboard her. The Greek second officer of the tanker, who was in charge of this boat, made the comment that 'the English sailors were terrific'. The chief officer of the *Sarnia* also expressed his admiration for the manner in which the rescue was carried out.

Certificates recording their part in the service have been issued to the other members of the *Burhou's* crew: Pilot J. Quinain, Harry Quinain, John Allen, and A. Johns.

Framed letters of thanks signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., were sent to the master and chief officer of the *Sarnia*, Captain Henry Walker and Mr. Cecil Paul Baker.

NEW WAYS OF RAISING MONEY

A collecting box placed at Mashford's Boat Yard, where Sir Francis Chichester's Gipsy Moth IV was berthed after her record breaking voyage back to Plymouth, raised £85 for the R.N.L.I.

★ ★ ★

The Cranleigh Youth Club, Guildford, Surrey, have given to the Institution half of the proceeds they raised in the course of a comic Pram race from Cranleigh to Brighton on 28th May, 1967. The amount was £18 18s.

★ ★ ★

When South Gloucestershire had its flag day Messrs. Corona Soft Drinks, through their area manager, Mr. B. E. G. Newman, provided a lorry for the day on which was mounted an IRB which toured the area from Kingswood to Downend and Chipping Sodbury. This, apparently, was found to be of 'very effective assistance to the numerous collectors'. Mr. Newman, incidentally, is a member of the newly formed Fishponds and Downend branch.

Hazardous Passage

FOR a service, in which he had to take his life-boat through a narrow, uncharted channel, infested with rocks, to a trawler whose bow was hard aground, Coxswain John Nicolson of Aith, Shetlands, has been awarded the R.N.L.I.'s silver medal for gallantry. The other seven members of his crew have each been accorded the Institution's thanks inscribed on vellum.

At 5.3 on the morning of 19th February, 1967, the Lerwick coastguard telephoned Mr. Robert Fraser, the Aith honorary secretary, to say the Aberdeen trawler *Juniper* was aground on Papa Stour, Fogla Skerry. Mr. Fraser immediately agreed to launch the life-boat and telephoned the mechanic, Frank Johnston, who fired the maroons.

Because of the strong southerly winds the maroons could hardly be heard in the village, and Mr. Fraser had therefore to summon the various members of the crew by telephone. This caused some delay and as the second coxswain's telephone was out of order Mr. A. J. R. Tait, the assistant honorary secretary, volunteered to make up the crew.

The southerly wind was gusting to force 8 in squalls, and there were heavy showers of rain and sleet. In Aith Voe there was a strong choppy sea. It was still dark, and high water had been at 5 o'clock.

The life-boat *John and Frances Macfarlane*, which is one of the 52-foot Barnett class, put out at 5.48. At 7.15 she closed the north side of Papa Stour, where she saw no fewer than seven trawlers standing by the casualty, but because of the rocks none of them was able to go to her help.

The *Juniper* was aground in Lyra Sound between Lyra Skerry and Papa Stour and partially obscured by the rocks and the stacks between her and the life-boat. The Papa Stour C.R.E. Company had taken up position on the cliff top but they were unable to get a line across.

SLEET AND RAIN

The wind veered to the south south east, the sky was overcast, and the sleet and rain showers continued. Sunrise was at 7.34, and dawn was beginning. There was a considerable sea in the sound, but it was not breaking, probably because the wind and the tide were together.

Because of the rocks and skerries Coxswain Nicolson decided it would be extremely hazardous to approach the trawler from the north, and he therefore took the life-boat around the west side of Fogla Skerry, his plan being to anchor to the southward of the casualty and veer down on her. The life-boat approached the *Juniper*, but there was a big sea running and the rocks presented so many hazards that Coxswain Nicolson decided there was no chance of veering down successfully. He therefore turned the life-boat back to the northward, and she rolled heavily as she came round. The time was then about 7.30.

Coxswain Nicolson consulted the chart, which was on a small scale but indicated that there was a clear channel close to Lyra Skerry. Although he

was very familiar with the long coastline of the west coast of the Shetlands he had never been through this passage before. It is known that the natives of Papa Stour occasionally use it in their small boats but only in fair weather around high water.

Acting Bowman James Manson was stationed forward to look out for rocks and the coxswain took the life-boat at slow speed through the channel. There were dark patches of kelp alternating with holes, and the surface of one rock was only a few feet to the starboard side of the life-boat. There was a strong surge coming through the skerries, and as the life-boat approached the trawler her echo sounder indicated virtually no water under the keel.

The *Juniper* was lying in the middle of the sound heading north west. Her bow was fast on the rocks and her stern afloat. She was drawing 11 feet. Her engine room and fishing hold were flooded, giving her a list to port. Her upper deck forward was almost awash, and the seas were breaking over the bulwarks and washing loose gear about the deck.

HULL GROUND ON ROCKS

The trawler was rolling and lifting in the seas, and her hull ground on the rocks as she fell in the trough. Her two inflatable life rafts had been launched, but they were not manned as the crew thought it likely they would be capsized or torn on the rocks to leeward.

About 7.40, as dawn was breaking, Coxswain Nicolson put the port bow of the life-boat alongside the port quarter of the trawler. Acting Second Coxswain Andrew Smith hove the nylon securing rope aboard, and this was rove through a block in the port after-gallows and secured to a handrail on the superstructure. As the life-boat surged alongside the *Juniper* the tide kept her stern clear, and Acting Second Coxswain Smith veered and hauled on the securing rope while the coxswain worked the engines to prevent it from parting. Orders were given rapidly and the mechanics followed them skilfully under difficult conditions.

In groups of three and four the twelve men aboard the trawler were all taken off. At one stage the life-boat struck the capping of the trawler's bulwark. She was damaged on the water-line and her stem band was twisted. As she remained alongside, the life-boat rose and fell some 12 to 15 feet, and in the trough there was probably not much more than a foot under the life-boat's keel.

As the last group of trawler men tried to come aboard, the trawler rolled to port and crashed against the life-boat. The life-boat's forward guard rails were knocked flat and the foot rail was split. By 7.50 all twelve men had been taken off and the nylon securing rope was cut.

Coxswain Nicolson decided it would be too dangerous to try to turn and he therefore took the life-boat under the *Juniper*'s stern and out through the sound to the southward, safely negotiating the many hazards.

Most of the trawler's crew were badly shaken and some had little clothing on. During the passage back to Aith they were given rum and hot soup. The life-boat reached her station at 9.35, where the survivors were cared for by local people and the Royal National Mission to Deep Sea Fishermen.

The seven members of the crew to whom the thanks inscribed on vellum were accorded were: Acting Second Coxswain Andrew Smith, Acting Bowman James Manson, Motor Mechanic Frank Johnston, Acting Assistant Mechanic Wilbert Clark, and crew members William Anderson, Kenneth Henry and A. James R. Tait.

Long Service To Oil Tanker

WHEN the 61,000 ton Liberian tanker *Torrey Canyon* went aground on the Seven Stones on the 18th March, 1967, two life-boats were called out. Both spent many hours at sea.

The first report to reach a life-boat station came at 9.17 on the morning of 18th March, when the coastguard informed the St. Mary's, Scilly Islands, honorary secretary, Dr. W. D. Bell, that the tanker was aground and needed help immediately. The maroons were fired at 9.25, and three minutes later the life-boat, *Guy and Clare Hunter*, which is one of the 46-foot 9-inch Watson type, was launched. There was a force 4 north-westerly breeze with a slight to moderate sea. Visibility was good and it was one hour after high water.

Once clear of the island Coxswain Matthew Lethbridge set course for the Seven Stones, and about 10.35 the life-boat arrived off the casualty. Coxswain Lethbridge estimated that the tanker was on Pollard Rock and took the life-boat along her starboard side to discover what the master intended to do. After a few minutes the life-boat lay off, and sent a radio message to the coastguard stating that she would stand by and that the tanker's master was awaiting the arrival of tugs.

Contact between the life-boat, the *Torrey Canyon*, and the tug *Utrecht*, which was approaching the tanker, was established by very high frequency radio telephone. About 12.10 the life-boat took two men from the tug and put them aboard the tanker, Coxswain Lethbridge bringing the life-boat alongside the main deck of the tanker on the starboard side. About 1.30 the *Torrey Canyon* began to discharge oil, and the life-boat stood off clear to windward.

At 2.25 the life-boat sent a radio message that the oil was spreading, that the tanker had taken a list to starboard and that she was unlikely to refloat. The *Utrecht* made repeated attempts to get a line aboard until 9.20, when operations were discontinued. The life-boat therefore stood by close to windward throughout the night.

SEVERE LIST

At 6.57 on the morning of 19th March the life-boat signalled that the *Torrey Canyon* now had a severe list, that her starboard deck was awash and she was down by the head. The wind continued north westerly, strength 4 to 5, and there was a corresponding sea.

At 8.6 the master of the *Torrey Canyon* asked the life-boat to transfer fourteen men and their gear to the Trinity House tender *Stella*, which was also standing

by. The life-boat went alongside, took the men and their gear off the starboard side of the tanker and transferred them to the tender.

The life-boat continued to stand by, and the *Utrecht* did succeed in getting a line aboard, but when the slack was taken up the line parted. The wind strengthened to force 6, and about 12.30 p.m. it veered to the north north west. The *Torrey Canyon* began to yaw about 5° either side of her original heading. The master then asked the life-boat to take off eighteen more men.

About 12.50 Coxswain Lethbridge brought the life-boat alongside the starboard main deck of the *Torrey Canyon* as the heavy list prevented the use of the port side. Conditions were rapidly growing worse, and although the sea was not breaking because of the thick covering of oil the swell built up to a height of some 12 to 15 feet. The life-boat was made fast fore and aft alongside the tanker, and as she ranged heavily her port fender was damaged. At times she was lifted to the level of the tanker's main deck rails, and the coxswain continually used helm and engines to maintain position.

One at a time eight men jumped aboard the life-boat as she rose to the tanker's main deck. The ninth man misjudged his jump and fell into the sea, and Coxswain Lethbridge ordered the life-boat full astern to avoid crushing him. The man managed to grab the life-boat's outside life-line and was recovered through the use of the scrambling net. He was taken below, wrapped in a blanket and treated for shock. An officer from the *Utrecht*, who was on the deck of the *Torrey Canyon* at the time, later reported that but for the prompt action and good seamanship of the coxswain the man would have been crushed between the tanker and the life-boat.

RELIEF LIFE-BOAT

At 1.6 the life-boat signalled she had taken off nine of the tanker's crew but that the remainder preferred to wait for a helicopter. At 2.4 a helicopter took off five men, and seven minutes later a second helicopter took off four more and landed them on the Scilly Isles. There were still six men on board the tanker. These were the master, three of her crew, and two officers from the tug. Coxswain Lethbridge therefore decided to continue to stand by until he was relieved.

The district inspector of life-boats, Lieutenant P. F. Gladwin, R.N.R., had been in constant touch with the whole operation and he had arranged for the Penlee life-boat to relieve the St. Mary's boat at 5 o'clock in the afternoon. The Penlee life-boat, *Solomon Browne*, which is one of the 47-foot Watson type, was launched at 2 p.m. She reached the tanker about 4.50 and the St. Mary's life-boat returned to her station, which she reached at 6.35. The Penlee life-boat stood by the tanker throughout that night and most of the next day. She was relieved by the St. Mary's boat at 5 p.m. on 20th March and reached her station at 8 p.m.

Once again the St. Mary's life-boat stood by all night, and at 7.15 on the morning of 21st March she left to return to her station as weather conditions were now such that helicopters could give adequate cover during daylight hours.

Dr. Bell and the honorary secretary of the Penlee station, Mr. D. L. Johnson, were advised that the life-boats would not be needed unless the weather deteriorated.

At 12.20 p.m. on 21st March the St. Mary's coastguard informed Dr. Bell that the *Torrey Canyon* was on fire aft and advised him to launch. The life-boat put out at 12.30, with Dr. Bell, who is honorary medical adviser as well as honorary secretary, accompanying the crew. At 1.12 she received a radio message that everyone had been taken off the tanker, but Coxswain Lethbridge decided to close the casualty. At 1.55 it was confirmed that all those who had remained with the *Torrey Canyon* were now on board a tug en route for Penzance, and the St. Mary's life-boat therefore returned to her station, which she finally reached at 3.20 p.m.

The St. Mary's life-boat had been at sea for a total of 54 hours and the Penlee boat for 30 hours. A letter of appreciation signed by the Chairman of the R.N.L.I., Captain the Hon. V. M. Wyndham-Quin, R.N., was sent to Coxswain Lethbridge and the crew of the St. Mary's boat. Additional monetary awards were made to the members of both crews.

Following the service carried out by the St. Mary's life-boat to the tanker *Torrey Canyon*, whose subsequent loss was described as the most expensive of its kind in maritime history, her crew left the sum of £31 7s. to cover the cost of making and erecting a plaque in the life-boat house to commemorate the service.

The plaque will be worded:

'Following the grounding of the tanker *Torrey Canyon* on the Seven Stones on the 18th March, 1967, members of the crew who were landed at St. Mary's thank the Life-boat Institution and Hugh Town community for their assistance and very kind hospitality.'

RESCUE IN PORTLAND RACE

THE Chairman of the R.N.L.I. has sent a letter of thanks to Coxswain Alfred Pavey and the crew of the Weymouth life-boat for their part in rescuing two people from a catamaran in the Portland race on the night of 23rd/24th January 1967.

At 11.49 that night the Weymouth honorary secretary, Mr. K. H. Mooring Aldridge, received an anticipatory message from the coastguard at Wyke that red flares had been sighted off Portland Bill. He was told that enquiries were being made to discover whether naval exercises were in progress.

Five minutes later it was confirmed that the flares had been seen two miles south of the Bill. At 12.15 the life-boat, *Frank Spiller Locke*, which is one of the 52-foot Barnett class, left her moorings. There was a squally west south westerly wind of force 6, and the weather was overcast. Visibility was moderate to good. It was one hour after low water.

A message was received that the British Railways steamer *Winchester* would stand by until the arrival of the life-boat and that the frigate *Whitby* was being diverted to where the flares had been seen. The life-boat came up with the

catamaran *Ranger of Essex* $2\frac{1}{4}$ miles south of Portland Bill at 1.10. Twenty minutes later she had the catamaran in tow.

Coxswain Pavey decided to round the Shambles bank rather than attempt the passage inshore of Portland race. The life-boat towed the catamaran for some three miles, but the catamaran then over-ran the tow rope, which parted. Another tow was passed, and the boat was safely brought into Weymouth harbour.

The rescue was witnessed by the crew of H.M.S. *Whitby*. At the time the catamaran was taken in tow the wind was against the tide, and the Commanding Officer of H.M.S. *Whitby* congratulated the coxswain on the standard of seamanship displayed.

Rescue From Capsized Speedboat

THE two members of the crew of the Eastney, Hampshire, inshore rescue boat, Helmsman Robert Faro and Roy Richards, have each been accorded the thanks of the R.N.L.I. inscribed on vellum for rescuing two people from a speedboat which capsized in a strong west south westerly wind on the afternoon of Sunday, 26th March, 1967.

A report that a speedboat had capsized was made by the coastguard at 2.56 that afternoon. The position given was $\frac{3}{4}$ mile south of Gunner Point. The coastguard asked for the help of the IRB. The IRB put out two minutes later.

The strength of the wind was estimated at force 7. In the fairway and at the approaches to the harbour entrance the sea was rough. It was two hours after high water.

The helmsman kept to the east side of the channel, where conditions were easier, and at 3.5 the IRB reached the speedboat. She found her almost submerged with one survivor hanging on to a line and supported by a kapok cushion. He said that his companion had swum ashore.

ALTERED COURSE

Mr. Faro, who knows these waters extremely well, decided to make a search in the direction of Hayling Island. Here the sea was extremely rough and confused and it was clear that the survivor would have been unlikely to swim through it. The IRB therefore altered course to the eastward and a head was sighted in the water. As the IRB closed the survivor he was seen to be clinging to a polythene fuel container. At the second attempt the IRB crew succeeded in dragging him aboard.

Mr. Faro decided the best way to return to the station would be directly across the East Winner, close to Hayling Island, as sea conditions on the southern side were very bad and there was a strong adverse tide. He therefore took the IRB on the two-mile return passage through rough confused seas and reached the station at 3.30. The two men rescued received treatment for severe shock.

BIRTHDAY HONOURS

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

C.B.E.

Ald. J. T. Fletcher, of Aislaby, Yorkshire (chairman of the Redcar branch).

O.B.E.

Lady Traherne, Chief Superintendent for Wales of the St. John Ambulance (president of the Cardiff ladies' life-boat guild).

Mrs. J. B. Coulthurst, of Gargrave, Yorkshire (president of the Skipton ladies' guild and associated with the Bradford branch).

M.B.E.

Commander C. A. de W. Kitcat, R.N. (ret'd), of Cullercoats, Northumberland (formerly H.M. Coastguard, North East Division).

B.E.M.

Mrs. A. G. Hart, of Wymondham, Norfolk (R.N.L.I. helper).

Best Wreck Service

The Rt. Hon. Douglas Jay, M.P., President of the Board of Trade, has awarded the shield for the best wreck service of the year 1966/67 to the Belhelvie and Collieston Coastguard Rescue Companies for their rescue of six men by breeches buoy from the stranded fishing boat *Semnos II* on the east coast of Scotland on 16th December, 1966. (THE LIFE-BOAT, June, 1967, page 118).

Describing the circumstances leading to the award, Commander P. J. H. Bartlett, Chief Inspector, H.M. Coastguard said: 'The two companies worked well together in bitterly cold conditions and, once communication was established, the crew were brought off in record time from the vessel. I can give nothing but praise for the hardy and indomitable way in which these east coast men tackled this particular service.'

DEATH OF LIFE-BOATMAN

WHEN an explosion wrecked their fishing boat off the South Devon coast on 15th June, 1967, one of the two men lost was Mr. Francois L. Janssens, of Brixham, who was a regular crew member of the Torbay life-boat. His father, Mr. Albert Janssens, is the life-boat's bowman.

BOOK REVIEWS

● In *Rescue Call* (Kaye & Ward, 21s.) Angus MacVicar has written an admirable brief history of the life-boat service. It is extremely readable and a great deal of information has been packed into no more than 128 pages. Many of the familiar stories are retold, including the exploit of Grace Darling and her father and the rescues from the *Indian Chief* in 1881, the *Rohilla* in 1914 and the *Daunt Rock* lightvessel in 1936. Mr. MacVicar has, however, called on his own first hand knowledge to recount rescues which are less well known. Most of these took place off the south west coast of Scotland where he himself was a member of the Southend (Kintyre) Life-Saving Apparatus Crew.

Having made the point that St. Columba must have been a superb seaman, he brings home the hazards facing those who have carried out rescues on this part of the coast. One curious tale tells of how the Campeltown life-boat saved two men who were being towed out into the Atlantic by a basking shark which they were anxious to capture.

Other rescues are recalled in the words of the former coxswain, Duncan Newlands. These accounts are particularly vivid, and at one point the ex-coxswain describes how a member of his crew lifted and heaved men from the United States liberty ship aboard the life-boat 'like a hammer-thrower at the Highland Games'. A moment of crisis is also recalled when the coxswain declined to take a case of whisky aboard in addition to more than 50 survivors.

One of the problems facing all historians of the life-boat service is to keep the story up to date in view of the many changes taking place. Mr. MacVicar has been able to include a description of the 70-foot steel life-boat, and at one point he calls attention to the type of protective clothing used by the United States Coast Guard and comments:

'It seems to me they allow much more freedom of action than do stiff oil-skins and bulky life-jackets. Is there an idea here for the Institution?'

He was not to know when he wrote this of the R.N.L.I.'s latest developments in protective clothing and life-jackets.

The book is well printed, with attractive chapter headings, and has some excellent illustrations, including one of the Sumner life-boat in New Zealand rescuing the one-man crew of a bath-tub.

Mr. MacVicar is guilty of one slight inaccuracy when he states that the R.N.L.I. has always been supported entirely by voluntary contributions. There was, of course, a period from 1854 to 1869 when a Government subsidy had to be accepted.

● One of many magnificent photographs in *The Sea* by Robert C. Miller (Nelson, 4 guineas), a beautifully illustrated work, is a picture of a Dutch life-boat at sea.

● *Britain and America* – an English language primer by Dr. Maria Alpers and Dr. Herbert Voges (Velhagen & Klasing Berlin und Bielefeld) includes an account of a service by the Great Yarmouth and Gorleston life-boat to the Dutch oil tanker *Georgia* November in 1927. It wrongly attributes the award of the gold medal to the Great Yarmouth coxswain. The gold medal for this service was, in fact, awarded to Coxswain Henry Blogg of Cromer.—P.H.

● *The Sea, Thine Enemy* by Captain Kenneth Langmaid, D.S.C., R.N. (Jarrolds, 35s.) is in fact a comprehensive survey of coastal lights and life-boat service. This is undoubtedly a book which may be read with profit and interest by all seamen, professional or amateur.

There are three main sections under the headings (I) Lighthouses (II) Light vessels and (III) Life-boats. In each of these even the most knowledgeable seafarer is almost certain to find much absorbing information. For instance, one can hardly fail to be impressed by the amazing ingenuity, persistence and bravery of the early lighthouse engineers and builders, many of whom lost their lives in their endeavours. And not only disasters but mysteries such as the disappearance of all the keepers of the lonely light on Eilean More, which almost suggests a visit from outer space.

The steady growth of the life-boat service and the splendid courage and determination of the coxswains and crews are recorded in seamanlike terms. The close association of Trinity House and the R.N.L.I. – which many people are apt to think of as one organization – is clearly emphasized by the accounts of life-boat assistance to lightships and lighthouses. These indeed are very real examples of the brotherhood of the sea.

● *Wreck and Rescue in the Bristol Channel* by Grahame Farr (D. Bradford Barton Ltd., Truro, 30s.) tells in the first of two volumes the story of the English life-boats in those waters.

Of the life-boat stations detailed in the book – Clovelly, Appledore – Northam Burrows, Braunton Burrows, Motre bay, Ilfracombe, Lynmouth, Minehead, Watchet, Burnham-on-sea and Weston-super-Mare – six are no longer in existence. In the main, as the author states, this is due to the advent of the motor life-boat with its increased range and capabilities, but the decline of coastwise shipping and the passing of sail have also contributed largely. To speak of the passing of sail is not entirely correct as it may be noted that life-boat services to vessels under sail – yachts, nowadays – have increased considerably of recent years.

To many people the difficulties and dangers of navigating the Bristol Channel will be well known, but even so this astonishing record of the bravery, endurance and humanity of the seamen in these waters must have a tremendous impact. This is a book which those who love the sea will read with pride, and humility.

● *The Third Boat* by Leila Mackinlay (Ward Lock & Co. Ltd., 12s. 6d.) takes its title from a Manx superstition and this pleasant but somewhat fragmentary tale is rarely out of sight or sound of the sea. Moving from Morecambe Bay to the Isle of Man, with a brief visit to London, the story opens with a young author

intrigued by an old painting of a beautiful young woman. It traces the history of her family with more than one tragic incident and ends with the narrator falling in love with a descendant – the living image of the old portrait.

Life-boats figure prominently and there is much to interest anyone, who knows Morecambe Bay and the Isle of Man; and, indeed, those who do not.

● *Sea Rescue* by Gardner Soule (Macrae Smith Company, Philadelphia) is written by a journalist and brings an urgent, exciting interest to a wide range of dramatic sea stories. Ranging from the recovery of splashed-down spacemen to broken tankers and solitary fishermen, there is something of vital interest for anyone who knows or wishes to know the meaning of disaster at sea. The author has included several chapters dealing with the Royal National Life-boat Institution and shows a picture of the first American life-boat donated by the British organization in 1871. A chapter on the recovery of the H-bomb from the sea bed off Palomares gives some indication of the problems which have to be faced today and of the highly sophisticated craft and equipment in use.

● *Rescue At Sea* by John M. Waters, Jr. Captain U.S. Coast Guard (D. Van Nostrand Company Inc.) This well produced and strikingly illustrated book written by a senior officer of the U.S. Coast Guard makes fascinating and absorbing reading of the work of sea rescue in all its wide applications today. Rescues by ship, boat, helicopter, fixed wing aircraft and skin divers are described in crisp detail. The emphasis, however, is on helicopter work. It is interesting to note the large number of casualties at sea which are due to illness or accident rather than wind or weather and some hazardous rescue trips were necessary in order to render assistance to people with appendicitis and a variety of other acute attacks, some real, some imaginary. Cuban refugees and some activities in support of the law which would not normally be described as 'rescue work' also come within the scope of the U.S. Coast Guard service. In all, a most interesting book for all who like sea stories and one of considerable value in the study of present day sea rescue work.

—E.W.M.

Service to Humanity

The *Evening Herald*, Dublin, paid this tribute to the work of the R.N.L.I. in their edition of 25th January, 1967. 'There are very few voluntary institutions left with a tradition of service to humanity to match that of the Royal National Life-boat Institution. The crews at stations all over Ireland are ready at any minute of the day and night not only to rescue lives at sea but to risk their own in doing so. Very many of them throughout the years have given their lives that others might live. They will go on doing so.

'We can never repay the men, but at least we should be able to meet the cost of the service.'

‘Life-boatmen Know Best’

The leading article in *Yachting & Boating* for 20th April, 1967, had this to say: ‘We . . . hear complaints that some of the rescued do not wish to be rescued. But like the surgeon, the life-boatman diagnoses and then operates . . .

‘The least the yachtsman can do . . . is to see that these men and the service they represent are not hamstrung for lack of money. Every owner should be prepared to make an annual contribution to the R.N.L.I. – say £5 – as automatically as he renews his insurance policy’.

Rewards To Life-boatmen

For their services to the Norwegian vessel *Kings Star*, which went aground on the North Shoal – a dangerous rock eight miles off the Orkneys – on 28th May, 1966 (THE LIFE-BOAT, September, 1966), Coxswain A. K. Sinclair, of the Stromness life-boat, has been given a gold watch and a cheque for £100 by the owners and underwriters. Each member of his crew has been given a cheque for £10.

Awards to Coxswains and Members of Life-boat Crews

The following coxswains and members of life-boat crews have been awarded certificates of service and in addition those entitled to them by the Institution’s regulations have been awarded an annuity or a retirement allowance and a gratuity.

<i>Name</i>	<i>Station</i>	<i>Service</i>
ROBERT ANDERSON.. ..	Aberdeen	Motor mechanic 4½ years. Reserve mechanic 11 months.
ROBERT ANDERSON D.S.M.	Anstruther Aith	Member of crew 7 years. Coxswain 17 years. Bowman 2 years.
PETER LAURENCE FRASER ..	Aith	Member of crew 13 years. Motor mechanic 23½ years. Assistant mechanic 2½ years.
DAVID MARKWELL HANDYSIDE	Amble	Member of crew 5½ years. Coxswain 12½ years.
JOSEPH JAMES WATKINS ..	Angle	Coxswain 16 years. Member of crew 9½ years.
PHILIP ANDERSON	Anstruther	Bowman 10½ years. Coxswain 6 years.
ALEXANDER GARDNER ..	Anstruther	Second coxswain 1½ years.
BASIL MARSHALL ..	Appledore	Member of crew 29 years. Member of crew 14½ years.
ALEXANDER BEATTIE SMITH	Arbroath	Shore signalman 17½ years. Second coxswain 9 years. Bowman 8 months.
THOMAS BEATTIE ..	Arbroath	Member of crew 7 years. Coxswain 2½ years.
MATTHEW THOMAS HEENEY (posthumous)	Arklow	Member of crew 16½ years. Coxswain 10½ years.
NEIL BYRNE	Arranmore	Member of crew 19½ years.
MICHAEL O'DRISCOLL ..	Baltimore	Assistant mechanic 37½ years. Coxswain 5½ years. Second coxswain 7½ years. Bowman 6½ years.
		Member of crew 6 years.

THYS DAVID JONES	..	Barmouth	..	..	Coxswain 17 years. Second Coxswain 3½ years. Bowman 1½ years. Member of crew 20 years.
JOHN VAUGHAN	..	Barrow	..	..	Bowman 16 years. Member of crew 3 years.
JOSEPH CLAYTON	..	Beaumaris	..	..	Member of crew 25 years.
HAROLD JONES	..	Beaumaris	..	..	Coxswain 12½ years. Second Coxswain 7 years. Bowman 2 months.
JOHN LOUGH	..	Berwick-upon-Tweed	..	..	Member of crew 14½ years. Assistant mechanic 22½ years. Member of crew 18½ years.
JAMES CARSS	..	Boulmer	..	..	Coxswain 9½ years. Second coxswain 10 years. Bowman 1½ years.
NORMAN JOSEPH HOLLAND	..	Boulmer	..	..	Member of crew 13½ years. Second Coxswain 4½ years. Bowman 3½ years.
JAMES ROBINSON	..	Bridlington	..	..	Member of crew 27½ years.
GEORGE WILLIAM WELBURN	..	Bridlington	..	..	Motor mechanic 24½ years. Coxswain 5½ years. Second Coxswain 8 months.
FREDERICK HENRY KING	..	Caister	..	..	Assistant mechanic 3½ years. Member of crew 38½ years.
WILLIAM FRANK NEALE	..	Clacton-on-Sea	..	..	Assistant mechanic 25½ years. Member of crew 3½ years.
MICHAEL LEVINS (posthumous)	..	Clogher Head	..	..	Motor mechanic 20½ years. Member of crew 15 years.
JOHN TALLON	..	Clogher Head	..	..	Motor mechanic 6½ years. Assistant mechanic 8 years. Bowman 6 months.
WALTER SEMPLE	..	Cloughey	..	..	Coxswain 19 years. Second coxswain 8½ years. Bowman 5½ years.
GEORGE YOUNG	..	Cloughey	..	..	Member of crew 9 years. Coxswain 11½ years. Bronze Medal 1962.
CHARLES EDWIN SHACKSON	..	Clovelly	..	..	Coxswain 5 years. Motor mechanic 30 years. Member of crew 12½ years.
STEPHEN HEADON	..	Clovelly	..	..	Bronze Medal 1939. Motor mechanic 30½ years. Second coxswain 6 months.
PATRICK O'NEILL (posthumous)	..	Courtmacsherry	..	..	Bowman 3½ years. Member of crew 10½ years. Head launcher 16 years.
GEORGE MORRISON	..	Cromarty	..	..	Member of crew 45½ years.
JOHN TRIMBLE	..	Donaghadee	..	..	Motor mechanic 10½ years. Assistant mechanic 4 years. Member of crew 11 years.
ROBERT MARR	..	Dunbar	..	..	Reserve mechanic 8 years. Assistant mechanic 16 years.
EDWIN FAIR	..	Dungeness	..	..	Coxswain 7½ years. Second coxswain 5½ years. Bowman 4½ years.
FREDERICK J. RICHARDSON	..	Dungeness	..	..	Member of crew 30½ years.
ROBERT GEORGE TART	..	Dungeness	..	..	Second coxswain 1½ years. Bowman 2½ years.
SAM HUGHES	..	Dun Laoghaire	..	..	Member of crew 49½ years. Winchman 32½ years.
					Member of crew 16 years. Member of crew 14 years. Bowman 10 years. Member of crew 4½ years.



By courtesy of] [The Shields Gazette

When the Willie Woodhave public house was demolished during the redevelopment of South Shields market place this fine painted window of the 18th-century life-boat designer, William Woodhave, was saved and placed in South Shields Museum.

JOHN JENKINS	..	..	Dun Laoghaire	..	..	Coxswain 16 years.
KEVIN TORMEY	..	..	Dun Laoghaire	..	..	Member of crew 13½ years.
PATRICK POWER	..	..	Dunmore East	..	..	Assistant mechanic 6½ years.
						Member of crew 7¾ years.
						Coxswain 20 years.
						Second coxswain 12¼ years.
						Bowman 6 years.
						Member of crew 3 years.
RICHARD MURPHY	..	..	Dunmore East	..	..	Motor mechanic 38 years.
JOHN BASSETT	..	..	Eastbourne	..	..	Bronze Medal 1941.
						Clasps 1951, 1961, 1964.
						Coxswain 5 years.
						Second coxswain 1¾ years.
						Bowman 1¼ years.
						Member of crew 12 years.
TIMOTHY SHEEHAN	..	..	Fenit	..	..	Assistant mechanic 35½ years.
						Shore signalman 7 years.
WILLIAM RICHARD CHAPMAN	..	..	Filey	..	..	Coxswain 4½ years.
						Second coxswain 4 years.
						Bowman 10 years.
						Member of crew 18 years.
CHARLES ROBINSON	..	..	Filey	..	..	Assistant mechanic 15½ years.
THOMAS CAMMISH WILLIS,	..	..	Filey	..	..	Motor mechanic 25½ years.
S.B.O. St. J.						Member of crew 18½ years.

JAMES ARTHUR TAYLOR	..	Flamborough	..	..	Bowman $1\frac{1}{4}$ years. Member of crew 33 years.
RICHARD BAYES COWLING		Flamborough	..	..	Coxswain 20 years. Second coxswain $3\frac{1}{4}$ years. Bowman $10\frac{3}{4}$ years. Member of crew 9 years.
DENIS LEE KENNEY	..	Fowey	..	..	Assistant mechanic $7\frac{1}{2}$ years. Member of crew 7 years.
WILLIAM CHARLES STEVENS		Fowey	..	..	Second coxswain 11 years. Member of crew 19 years.
THOMAS MCQUISTON	..	Girvan	..	..	Bowman $4\frac{1}{2}$ years. Member of crew $7\frac{1}{2}$ years.
GEORGE FREDERICK MOBBS		Great Yarmouth and Gorleston			Coxswain $7\frac{3}{4}$ years. Motor mechanic $18\frac{1}{4}$ years. Member of crew $9\frac{1}{2}$ years. Bronze Medal 1941.
WILLIAM H. PARKER	..	Great Yarmouth and Gorleston	..	..	Coxswain 3 years. Bowman 1 year. Member of crew $42\frac{1}{2}$ years.
FRANK ANDREWS	..	Hartlepool	..	..	Member of crew $16\frac{1}{2}$ years.
THOMAS EDWIN DOUGLAS		Holy Island	..	..	Coxswain $5\frac{1}{2}$ years. Second coxswain $16\frac{1}{4}$ years. Member of crew 23 years.
JOSEPH MCLOUGHLIN (posthumous)	..	Howth	..	..	Coxswain $5\frac{3}{4}$ years. Bowman $4\frac{1}{2}$ years. Member of crew $1\frac{1}{4}$ years. Bronze Medal 1964.
DAVID MCGOWAN	..	Hoylelake	..	..	Assistant mechanic $2\frac{1}{4}$ years. Member of crew $13\frac{1}{2}$ years.
COLIN STAVES (posthumous)	..	Humber	..	..	Bowman $1\frac{1}{2}$ years. Member of crew $10\frac{1}{2}$ years.
MARK BATES	..	Kilmore	..	..	Coxswain 16 years. Member of crew 13 years. Silver Medal 1958.
JOHN KING	..	Kirkcudbright	..	..	Bowman $5\frac{1}{2}$ years. Member of crew 6 years.
JOSEPH SASSOON	..	Kirkcudbright	..	..	Second coxswain $15\frac{1}{2}$ years. Member of crew $1\frac{1}{4}$ years.
ROBERT ARTHUR LAURENSEN		Lerwick	..	..	Motor mechanic $23\frac{1}{2}$ years. Assistant mechanic $3\frac{3}{4}$ years. Member of crew $20\frac{1}{2}$ years.
ALBERT EDWIN JANE	..	Lizard	..	..	Member of crew 59 years.
GEORGE HENRY ROSE	..	Lowestoft	..	..	Member of crew $18\frac{3}{4}$ years.
GEORGE CHRISTIE	..	Mallaig	..	..	Assistant mechanic $11\frac{1}{2}$ years.
GEORGE EDWARD LAWRIE		Mallaig	..	..	Member of crew 3 years.
IAN BRUCE WATT	..	Mallaig	..	..	Coxswain $18\frac{1}{4}$ years.
DENIS RICHARD PRICE	..	Margate	..	..	Coxswain $19\frac{1}{2}$ years. Member of crew 16 years. Silver Medal 1952.
HAROLD E. BUSHEN	..	Minchhead	..	..	Coxswain $9\frac{1}{4}$ years. Assistant mechanic $11\frac{1}{2}$ years.
WILLIAM JOHN PASSMORE TUCKER		The Mumbles	..	..	Member of crew $22\frac{3}{4}$ years. Assistant mechanic $8\frac{1}{2}$ years.
JOHN MILLS GRANT	..	Newbiggin Hauxley and Amble			Member of crew $2\frac{3}{4}$ years. Member of crew 54 years.
JOHN LISLE ROBINSON	..	Newbiggin	..	..	Assistant mechanic $12\frac{3}{4}$ years.
PATRICK LENEGHAN	..	Newcastle	..	..	Assistant mechanic 9 years. Member of crew $4\frac{1}{2}$ years.
STEPHEN HOLDEN	..	Newhaven	..	..	Member of crew $19\frac{3}{4}$ years. Bronze Medal 1944.
HAROLD CHARLES MOON	..	Newhaven	..	..	Second coxswain 3 years. Bowman $7\frac{1}{4}$ years. Member of crew 11 years. Bronze Medal 1944.
DONALD RHOSLAN DAVIES		New Quay	..	..	Coxswain $7\frac{1}{4}$ years. Second coxswain 9 months.

DAVID ARDEN EVANS..	..	New Quay	..	..	Winchman 2½ years. Member of crew 36 years. Coxswain 10½ years. Second coxswain 2 years. Bowman 5½ years. Member of crew 10 years.
RICHARD LISLE	..	..	North Sunderland	..	Coxswain 17 years. Second coxswain 3 years.
HENRY RAYMOND RUTTER			North Sunderland	..	Second coxswain 1½ years. Bowman 10½ years. Member of crew 4½ years.
JAMES GALLAGHER WALKER			North Sunderland	..	Second coxswain 10½ years. Bowman 4½ years. Member of crew 28½ years.
WILLIAM HENRY BLEWETT		Penlee	..	..	Second coxswain 3½ years. Member of crew 27½ years.
WILLIAM ARNOLD GARTRELL		Penlee	..	..	Bowman 12½ years. Member of crew 24 years.
OWEN LADNER	..	..	Penlee	..	Emergency mechanic 7½ years. Member of crew 2½ years.
CLARENCE B. WILLIAMS	..	..	Penlee	..	Assistant mechanic 17½ years. Member of crew 10½ years.
JAMES GEDDES STRACHAN			Peterhead	..	Coxswain 11½ years. Bowman 2½ years.
DAVID LANGTON FAULKNER			Porthdinllaen	..	Motor mechanic 4½ years.
			Rhyl	..	Motor mechanic 3½ years.
ALUN RICE HUGHES	..	..	Porthdinllaen	..	Bowman 16½ years. Member of crew 24 years.



By courtesy of]

[Arthur W. Dick

A memorial to Richard Cowling, who was coxswain of the Flamborough life-boat for 20 years, was unveiled in Flamborough church on 18th June. Here the Vicar (the Rev. E. Appleyard) is pointing to the memorial stone which shows Mr. Cowling at the wheel of the local life-boat.

JAMES HUNTER	..	..	Portpatrick	..	..	Second coxswain 6½ years. Bowman 6 years.
ROBERT HUNTER	..	..	Portpatrick	..	..	Member of crew 5½ years. Bowman 7½ years.
ANTHONY PATERSON LOCK	..	..	Portpatrick	..	..	Member of crew 14½ years.
GEORGE ALLAN POVAH	..	..	Rhyl	..	..	Member of crew 13 years. Assistant mechanic 26 years.
FRANCIS VERRILL	..	..	Runswick	..	..	Member of crew 16½ years. Coxswain 13½ years.
JACOB NISBET AITCHISON	..	..	St. Abbs	..	..	Second coxswain 8 months. Bowman 4¾ years.
ROBERT DAVID JAMES	..	..	St. David's	..	..	Assistant mechanic 11¼ years. Member of crew 7½ years.
WILLIAM HENRY COOM	..	..	St. Helier	..	..	Motor mechanic 3 years. Assistant mechanic 7 years.
WILLIAM GEORGE DAVEY	..	..	St. Helier	..	..	Member of crew 20½ years. Motor Mechanic 14 years.
DONALD HENRY HANSFORD	..	..	St. Helier	..	..	Assistant mechanic 1½ years. Bowman 14½ years.
REGINALD JOHN NICOLLE	..	..	St. Helier	..	..	Member of crew 21 years. Bronze Medal 1949.
HORACE JAMES LAWRENCE	..	..	Selsey	..	..	Second coxswain 6 years. Bowman 8½ years.
HENRY NICHOLAS	..	..	Sennen Cove	..	..	Member of crew 28½ years. Coxswain 7½ years.
JAMES HENRY BISHOP	..	..	Sheringham	..	..	Motor mechanic 31½ years. Assistant mechanic 5½ years.
EDWARD CHARLES CRASKE	..	..	Sheringham	..	..	Member of crew 4 years. Assistant mechanic 18½ years.
ALFRED E. PAGE	..	..	Shoreham Harbour	..	..	Member of crew 30 years. Motor mechanic 25½ years.
CECIL LANCELOT GRUNNILL	..	..	Skegness	..	..	Assistant mechanic 4½ years. Member of crew 13½ years.
WILFRED LANGFORD GRUNNILL	..	..	Skegness	..	..	Member of crew 20 years. Assistant mechanic 32½ years.
WILFRED PERRIN	..	..	Skegness	..	..	Member of crew 12 years. Motor mechanic 5½ years.
MURDO MACLEAN	..	..	Stornoway	..	..	Head launcher 12½ years. Tractor driver helper 18½ years.
THOMAS WAKE	..	..	Sunderland	..	..	Member of crew 7 years. Coxswain 18 years.
ROBERT CHARLES BROWN	..	..	Swanage	..	..	Second coxswain 13 years. Member of crew 13½ years.
WALTER JOHN BROWN	..	..	Swanage	..	..	Member of crew 14½ years. Coxswain 24½ years.
ARTHUR JAMES HARDY	..	..	Swanage	..	..	Second coxswain 7¾ years. Assistant mechanic 5½ years.
JOHN STONEHOUSE	..	..	Teessmouth	..	..	Member of crew 11 years. Bowman 10 years.
PATRICK V. R. CROCKFORD	..	..	Tenby	..	..	Member of crew 23½ years. Member of crew 33½ years.
THOMAS E. LEWIS D.S.M.	..	..	Tenby	..	..	Coxswain 20 years. Second coxswain 6½ years.
ANGUS SINCLAIR MACINTOSH	..	..	Thurso	..	..	Bowman 4½ years. Member of crew 10½ years.
ALEXANDER INKSTER THOMSON	..	..	Thurso	..	..	Member of crew 6 years. Bronze Medal 1961.

RICHARD T. HARRIS	..	Torbay	..	..	..	Member of crew 21 years.
JAMES WILSON	..	Shoreham Harbour	..	..	..	Motor mechanic 27½ years.
		Troon	..	..	..	Motor mechanic 9 years.
PATRICK WILLIAM HARRIS		Walmer	..	..	..	Second coxswain 6 years.
ROLAND RAINES	..	Walmer	..	..	..	Member of crew 7½ years.
						Member of crew 14 years.
WILLIAM GEORGE LOVIE	..	Whitehills	..	..	..	Member of crew 4½ years.
						Shore helper 2¾ years.
						Second coxswain 6¾ years.
						Bowman 2½ years.
WILLIAM DUNN	..	Workington	..	..	..	Member of crew 7 years.
						Bowman 2½ years.
						Assistant mechanic 6½ years.
						Member of crew 6¼ years.

Experimental R/T Sets for IRBS

Nine inshore rescue boats are being fitted experimentally with very high frequency radio telephones. The boats selected are stationed at Bangor, Berwick-upon-Tweed, Bridlington, Eastney, Holyhead, The Mumbles, Southend-on-Sea, Torbay and Whitstable. This experimental installation will cost about £1,800 in all.

The sets to be installed are 3-channel pocket sized transistors manufactured by Storno Limited of Camberley, Surrey. They are completely transistorised and have crystals for working on the maritime very high frequency (frequency modulation) band. The stations selected will all be able to communicate with Coastguard stations which are equipped with the necessary transmitting and receiving facilities.

Communication is likely to be possible up to about 7 miles. The set is installed in a watertight metal container

Future policy for equipping inshore rescue boats with radio telephone sets will be decided in the light of experience gained.

OBITUARY

Commander Alphonsus J. O'B. Twohig, K.M., M. Inst. T., A.R.I.N.A. died on 31st July, 1967, at the age of 73. From February, 1951, to February, 1961, Commander Twohig was honorary treasurer of the Dublin branch of the R.N.L.I. He was co-opted onto the Committee of Management in November, 1956. For many years he was the Dublin harbour master and pilotage superintendent.

CLASSIFIED ADVERTISEMENTS

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