

THE LIFE-BOAT

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PORTRAIT OF A COXSWAIN



By courtesy of]

[Powells Photographers Ltd.

COXSWAIN EDWARD G. WILLIAMS, of the Ilfracombe life-boat *Lloyd's II*. A member of the local crew since 1928, Coxswain Williams was appointed second coxswain in December, 1948, and coxswain in January, 1953.

CHAIRMAN'S MESSAGE

You receive THE LIFE-BOAT regularly because of your close personal association with the life-boat service. May I now ask for your help or, should I say, further help?

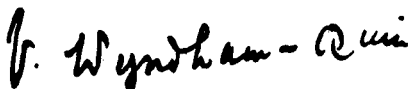
If every reader at this time of year were to find five new subscribers, each to give £1, many of our financial problems would be solved.

I realize that many of you are continually trying to do just this, but to all the others I would say: 'Will you please try too?'

All such contributions will be credited to your local branch, but the money should be sent directly to the editor of THE LIFE-BOAT, 42 Grosvenor Gardens, London, S.W.1. In a later number we shall report on the results of this special effort.

If you would prefer to ask your friends to sign a deed of covenant the editor will be delighted to supply you with the necessary forms. The advantage of this arrangement is that the Institution is able to recover income tax paid and each contribution therefore becomes more valuable.

In making this appeal I send you my very best wishes, and my thanks and congratulations on your achievements in the past year. A very happy New Year to all of you.



Captain, R.N.,
Chairman R.N.L.I.

COMMENTARY

In place of the usual Notes of the Quarter there appears in this number an appeal by the Chairman of the R.N.L.I.

In other parts of this number there appear as usual accounts of services by the crews of life-boats and IRBs. Among the many rescues described is one in which the St. Mary's life-boat crew performed an extremely skilful feat of seamanship in the course of a 27-hour service in a force 9 gale. Two very fine

rescues by IRBs on the south coast and an individual act of gallantry by a doctor are among the other services recorded.

It is in these feats of endurance, of seamanship, and of courage that the essence of the life-boat service is found. It is to make such achievements possible that the problems immediately confronting the R.N.L.I. must and will be solved.

TWENTY-SEVEN HOURS ON SERVICE

FOR a service lasting 27 hours, as a result of which 19 people were saved from the motor yacht, *Braemar*, Coxswain Matthew Lethbridge, junior, of St. Mary's, Scilly Isles, has been awarded the silver medal for gallantry. Two members of his crew, Second Coxswain Ernest Guy and Motor Mechanic William Burrow, have each been awarded the bronze medal. The thanks of the Institution inscribed on vellum have been accorded to the other five crew members.

Dr. W. D. Bell, the honorary secretary of the St. Mary's life-boat station, learnt at 6.25 on the morning of 22nd May, 1967, from the coastguard that the *Braemar* had developed a serious leak in her engine room. Her position was 28 miles from Bishop Rock. Ten minutes later the maroons were fired.

"A VERY ROUGH SEA"

There was a west south westerly wind of force 7, gusting to force 9, and there was a very rough sea with a heavy south westerly swell. The weather was squally with visibility between one and two miles. It was two hours after high water.

The St. Mary's life-boat *Guy and Clare Hunter*, which is one of the 46-foot 9-inch Watson type, was launched at 6.48. After he had cleared St. Agnes Point Coxswain Lethbridge set a course to intercept the casualty, whose speed was reported to be 5 knots. Excellent radio communications were maintained, but with a wave height of between 15 and 18 feet the radar picture was somewhat cluttered. The St. Mary's coastguard continued to keep the life-boat informed of the *Braemar's* position.

At 9.3 the *Braemar* reported to Land's End radio that if her engines failed she could remain afloat for only about 12 hours. Her next signal, which followed shortly afterwards, was that her engines had in fact failed and that she was adrift. The life-boat intercepted both these messages.

The motor vessel *Trader* had the motor yacht in view and was asked to transmit from time to time so that the life-boat could get direction-finding bearings. Two minutes later, on receipt of a further message from the coastguard, Coxswain Lethbridge altered course. At 10.25 the *Trader* was sighted. She was attempting to take the motor yacht in tow. The tanker *British Fulmar* was also seen by the life-boat.

The life-boat first closed the *Braemar* about 13 miles from Wolf Rock. The motor yacht was heading south east and was rolling and pitching heavily with her propellers at times clear of the water. The m.v. *Trader* was on her port side and manoeuvring to reach a position from which she could fire a rocket line.

The motor vessel asked the life-boat to stand by and then to escort the two



By Courtesy of

As the Braemar appeared to the St. Mary's life-boat crew.

[R. Leithbridge

vessels to Falmouth. Coxswain Lethbridge therefore stood off about a mile to starboard.

The rocket line from the *Trader* to the motor yacht parted and Coxswain Lethbridge offered to help reconnect the line. This was done, and at 12.22 a tow line from the yacht to the motor vessel was secured. The *Trader* began to tow, but the *Braemar*'s bollards and fairleads were carried away under the strain. It was clear that the motor vessel would not be able to tow the yacht successfully, and the attempt was abandoned.

The life-boat now tried to get a line aboard. Three attempts were made, the third being successful. The life-boat then began to tow in the direction of Newlyn.

Once again the tow rope parted, and the motor yacht lay beam to sea rolling heavily. The tow was secured again, and with the *Braemar* on her port quarter the life-boat went ahead at a speed of some 3 knots.

SLOW PROGRESS

Course was altered more than once as the result of radar fixes, and it was also possible to calculate from these that from 4 p.m. to 5.10 p.m. only 4½ miles had been covered.

A tug was expected from Falmouth and Coxswain Lethbridge felt some concern about the slowness of the progress. Seas were constantly breaking over the stern of the life-boat and sweeping her from stern to stem. The casualty tended to fall off to the north west, and continual vigilance and skilful manoeuvring were needed to bring her back.

The *Braemar* was settling lower and lower in the water, and she had a heavy starboard list. At 7.53 her master therefore decided to abandon ship. The tow was cast off, and the *Braemar* began to drift rapidly to the south east. Coxswain Lethbridge made an initial approach on her starboard side aft, but because of the heavy rolling of both the vessels and the rapid rate of drift he was unable to take anyone off the motor yacht.

He decided to lie off to starboard and let the casualty drift down on to the life-boat. Considerable skill was needed for the life-boat to remain in contact without causing serious damage. More than once she was knocked as much as 10 feet clear of the yacht and damage was caused to her belting. Nevertheless, 15 men and one woman were dragged aboard the life-boat. Many of them were seasick, but none was injured.

The master and the remaining two members of the crew decided to stay aboard, and it was therefore necessary to take the motor yacht in tow. This was done, and the life-boat continued towards Newlyn.

FORCE 10

At 10.10 she was some three miles off Penzer Point. The wind had by now backed to south by west and was blowing force 10. There were very heavy rain squalls, and visibility was poor. There was a danger that the life-boat with the yacht in tow might be blown ashore, but the tow was successfully turned to avoid this. Finally course was altered to allow the two boats to enter Mount's Bay. Here the Newlyn pilot cutter helped to berth the *Braemar*.

The survivors were all landed, but one of them, a 23-year-old man, died later in hospital from heart failure.

The five crew members to whom the Institution's thanks on vellum were accorded were: Bowman Richard Lethbridge, Assistant Mechanic William Harry Lethbridge, Crew Member Frederick Woodcock, Crew Member George Symons and Crew Member Rodney Terry.

Award to Weymouth doctor

Dr. E. J. Gordon Wallace, the honorary medical adviser to the Weymouth life-boat station, has been awarded a certificate on vellum for the part he played when the Weymouth life-boat put out to a yacht on 19th June, 1967.

At 3 o'clock that afternoon the coastguard told the honorary secretary, Mr. Kenneth H. Mooring Aldridge, of a message received through Niton radio that a Russian vessel had found a yacht some 15 miles from Portland Bill. The report stated that there were two sick people and a dead body on board the yacht.

The Weymouth life-boat *Frank Spiller Locke*, which is one of the 52-foot Barnett type, put out at 3.22 with Dr. Gordon Wallace on board. The weather was misty, visibility was moderate, and the sea was smooth. It was 2½ hours before high water.

The Russian vessel *Viktor Lyagin* gave her position at 4.52 as 14 miles from the Shambles lightvessel. The life-boat picked her up on radar. Six minutes



By courtesy of]

[Harold Hayles

The yacht *Alchemist* being towed by the Yarmouth, I.O.W., life-boat on 26th March, 1967.

later the Royal Navy patrol vessel, P.1114, approached the life-boat and asked if she could be of help. As the patrol vessel drew away at high speed the life-boat was drawn in under her port quarter. Slight damage was caused to the brass retaining straps of the fender of the life-boat's port bow.

When the life-boat was a mile and a half from the yacht she received a request from a helicopter from Portland that Dr. Gordon Wallace should be winched into an inflatable Gemini craft from P.1114. This would enable him to be brought quickly to the yacht.

Dr. Gordon Wallace was winched up, but the winch stuck for a short time, leaving both him and the helicopter crewman suspended in mid air. Shortly afterwards he was successfully transferred to the Gemini and was then put aboard the casualty. This was the yacht *Bilberry*.

The life-boat came alongside the *Bilberry* at 5.7 and found one man seriously ill and a dead body. The third man seemed to be in good health.

Dr. Gordon Wallace decided that it would be unwise to transfer the sick man, and the life-boat took the casualty in tow to Weymouth. She reached her moorings at 9.45. The sick man was then taken to hospital, where he was found to be suffering from carbon monoxide poisoning.

TWO SUSSEX IRB RESCUES

Two inshore rescue boats stationed on the Sussex coast at Hastings and Brighton carried out difficult rescues on the afternoon of Sunday, 25th June, for which framed letters of thanks signed by the Chairman of the Institution, Captain the Hon. V. M. Wyndham-Quin, R.N., have been sent to the members of their crews. The men concerned were: Mr. J. Martin (helmsman) and Mr. W. Adams of Hastings, and Mr. G. Wheeler (helmsman) and Mr. P. Avey and Mr. E. C. Newman of Brighton.

The honorary secretary of the Hastings life-boat and IRB station, Mr. P. J. Hale, was told by the police at 2.25 p.m. that a capsized yacht had been seen off Warrior Square, St. Leonards, and there were two people in the water. Five minutes later the Hastings IRB was launched. She made at full speed for the casualty.

At the time of launching there was a south westerly wind of force 5, but it increased rapidly, soon reaching force 9. There was continuous heavy rain and the sea rapidly became very rough. It was half an hour after high water when the IRB was launched.

PEOPLE FOUND

The IRB found a man and a woman in the water clinging to the yacht's rudder. They were quickly picked up, and it was then seen that a few hundred yards away two more people were in the water hanging on to another capsized boat. The IRB picked them up too and then returned to her station, where she landed the four survivors at 2.50.

Meanwhile, the Hastings life-boat *Fairlight*, which is one of the 37-foot Oakley type, had been launched on service to another casualty. Telephone

communication between the boathouse and the coastguard station had broken down in the gale.

Three minutes after returning to shore the IRB was directed to another casualty near the position of the Hastings life-boat and was asked to take a message to the life-boat that there was yet another craft in distress south-east of the life-boat station.

When the IRB reached the life-boat it was seen that the life-boat was dealing with the only casualty in sight, and after an abortive search to the south eastward of the life-boat the IRB returned to shore at 3.25.

The rescue by the Brighton IRB took place at almost the same time. At 2.20 in the afternoon the assistant honorary secretary, Mr. A. V. Crockford, was told by an official of the Black Rock swimming pool that two people had been seen in difficulties a mile south of Black Rock Groyne. They were thought to be either in a dinghy or on a raft.

Five minutes later the Brighton IRB was launched from a steep beach under difficult conditions. She proceeded to the south east as fast as conditions would allow. As at Hastings the south westerly wind was gusting in squalls to storm force. Because of rain and spray visibility was poor, and there was a rough steep sea.

THREE WERE MISSING

After a passage of a mile and a half the IRB reached the casualty, which was a rubber dinghy at anchor. There were two skin divers aboard the dinghy, and it was reported that three other skin divers were missing. Two of them were apparently searching for a companion who had become separated.

The IRB made a sweep to the south and west and picked up two of the skin divers. They were taken to the rubber dinghy which was seen to be dragging rapidly towards the shore. The IRB towed the dinghy to Black Rock, where the survivors were landed at 2.50. She then returned to search for the fifth man. He was eventually found exhausted about half a mile south west of the point at which the search began. The IRB landed him at the nearest point on shore at 3.20 and reached her station 20 minutes later.

Commander O'B. Twohig

COMMANDER A. J. O'B. TWOHIG, K.M., M. Inst. T., A.R.I.N.A., whose death was reported in the September edition of *THE LIFE-BOAT*, was also chairman of the Dublin branch of the R.N.L.I.

ANNUAL MEETING

THE annual meeting of the R.N.L.I. is to take place at the Central Hall, Westminster, on 9th April, 1968, at 3 p.m.

H.R.H. PRINCESS MARINA— THE INSTITUTION'S PRESIDENT

IN the last issue of *THE LIFE-BOAT*, it was reported that Princess Marina, Duchess of Kent, had now completed 25 years as President of the Royal National Life-boat Institution. The Princess succeeded the late Duke of Kent, who had been the Institution's president for some six years, soon after his death on active service in 1942.

At the reception given in St. James's Palace in July, which was briefly referred to in the last issue of *THE LIFE-BOAT*, Captain the Honourable V. M. Wyndham-Quin, the Chairman, said: 'We have met here this evening to honour our President, Her Royal Highness Princess Marina, and to give some of those who have long been associated with the life-boat service the opportunity to meet each other.

'During this long period she has every year graced with her presence many life-boat functions, including the annual general meeting in London, presenting, on these latter occasions, medals won during the previous year.

'All this, I know you will agree, has been a tremendous inspiration to us all, and we are deeply grateful to Her Royal Highness for her support and very real interest in our work of saving life at sea.'

Captain Wyndham-Quin added: 'I ask you to accept from me the gold medal of the Institution as a token of the respect and esteem, and, if I may say so, the affection in which the whole life-boat service holds you.'

GREAT PLEASURE

In accepting the gold medal from the Chairman, the Princess said: 'There have been very many occasions throughout these past 25 years when I have had the privilege of meeting a number of those of you closely associated with the Royal National Life-boat Institution. And this gathering is a very specially happy one for me.

'To have been given the highly prized gold medal by you, Mr. Chairman, on behalf of the Institution, gives me more pleasure than I can easily express and touches me very deeply. Thank you with all my heart for this great honour, which, if possible, links me more closely to you all and which I shall always treasure.'

The Princess first presided at an annual general meeting of the Institution in 1943, but because of the exigencies of the war it was not until October, 1945, that the first full meeting to be held for five years took place, and once again the President presided. In the 22 years that have elapsed since that date, Her Royal Highness has been present at every annual general meeting except four, and has presented awards to life-boat men and honorary workers from all over

the country. In addition, the Princess has presided at the annual meeting of the Scottish Life-boat Council and, in 1963, opened the 9th International Life-boat Conference in Edinburgh.

VISIT

Besides inspecting the Institution's depot at Boreham Wood and visiting our Headquarters in London, Her Royal Highness has also attended a number of engagements throughout the 25 years of her presidency which were arranged to raise funds for the life-boat service.

Above all, perhaps, the President has made it her practice to visit life-boat stations, and to name new life-boats, around our coasts. The first of these naming ceremonies in which the Princess took part was at Bridlington in 1945; in all she has visited 39 life-boat stations and named no fewer than 27 new boats (a full list of which is given below), the latest being the new life-boat at Dover, of which an account appears on page 244 of this issue.

THE STATIONS

The President has visited the following places for life-boat naming ceremonies or inspections (those marked with an asterisk are naming ceremonies): Bridlington,* Tynemouth,* New Brighton,* Margate,* Plymouth,* Padstow,* Fraserburgh,* Walton and Frinton,* Southend-on-Sea,* Stornoway,* Tenby,* Port St. Mary,* Douglas,* Berwick-upon-Tweed,* Arbroath,* Barra Island,* Mallaig,* Newhaven,* Dundee,* Sheringham,* Shoreham,* Llandudno* and St. David's,* Cromer,* Wells,* Dover,* and St. Katherine Dock, London;* Cromer, Sheringham, Weston-Super-Mare, Ramsgate, Swansea (Mumbles), Penlee, Aberystwyth and Barmouth, Port Erin, Eyemouth, St. Abbs and Dunbar.

NOTICE

All contributions for the Institution should be sent either to the honorary secretary of the local branch or guild, or to Stirling Whorlow, O.B.E., Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1.

All enquiries about the work of the Institution or about this journal should be addressed to the Secretary.

The next number of THE LIFE-BOAT will be published in March 1968.



Photograph by courtesy of the Evening Argus, Brighton

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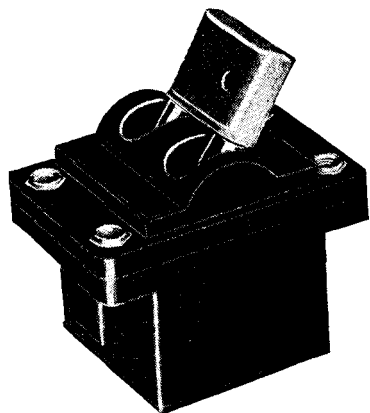
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THE LONG TOW



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[Ministry of Defence.

The new Gorleston 44-foot steel life-boat *Khami* bringing in the *Theodora* after a round trip of nearly 100 miles on 4th September, 1967, when the 38-ton auxiliary yacht carrying 14 people got into difficulties in the North Sea. The photograph was taken from a Coastal Command Shackleton.

WHY PUT OUT MORE FLAGS?

[The following article appeared in slightly abridged form in *The Times* of 12th August, 1967, and is reproduced by courtesy of the Editor.]

DURING the coming holiday months many people will find themselves confronted at seaside resorts and elsewhere with flag sellers for the Royal National Life-boat Institution. When putting a coin into a box they may well ask themselves: 'Is all this really necessary? Is this the best way of running a life-boat service?' It is a fair question which demands a reasonable answer.

There seems to be general agreement that the R.N.L.I. runs an efficient life-boat service. Some years ago for one of those television programmes of which controversy is the essence the B.B.C. tried to find someone ready publicly to question the R.N.L.I.'s efficiency. They had a difficult search, and in the end the case for the prosecution rested on certain local difficulties at Clovelly, which had not yet been satisfactorily solved.

REPUTATION HIGH

The reputation of the R.N.L.I. spreads far beyond these islands. Every four years an international life-boat conference is held, and in the periods between conferences the R.N.L.I. acts as the central secretariat for life-boat services everywhere. This is an honour not lightly accorded.

Since records began to be kept in the middle of the last century nearly 90,000 lives have been saved through the efforts of the R.N.L.I. The number of people rescued by R.N.L.I. rescue craft is today on the increase. Figures of this kind may be misleading, for clearly the number of people saved is related to the number who get themselves into trouble. Nevertheless, a comparison between records of 1956 and 1966 shows that in 1956 R.N.L.I. rescue craft saved 533 people and last year they saved 817.

Behind these figures lies a record of remarkable technical advance. Indeed the last 10 years have almost certainly seen greater progress in design and construction than in any similar period throughout the R.N.L.I.'s history. One of the most important developments has been that of the inshore rescue boats, fast inflatable boats manned by a crew of two and driven by an outboard motor, which supplement the conventional life-boats so successfully in the summer months. Other important innovations have been the largest type of self-righting life-boat, the relatively fast 44-foot steel life-boats, the large 70-foot steel life-boats (the first of which is now operating successfully off Clovelly), much more efficient protective clothing and life-jackets and various improvements in communications.

THE STATE ARGUMENT

In the light of this it may well be felt that if anyone considers the voluntary system ought to be changed the onus is on him to show that such a change would lead to improvement. The argument in favour of a State service rests largely on considerations of what is sometimes called logic but might perhaps be more appropriately described as tidiness. It is true that many less important services are provided by the Government without protest from taxpayers. However, logic

and tidiness are not necessarily the best criteria.

In fact, there are strong arguments in favour of the voluntary system for the running of the life-boat service. Perhaps the most important is that virtually everyone personally associated with the service favours it, and the opinions of men who are prepared to give their lives, and of men and women who are prepared to give up a great deal of time, should not be lightly overlooked. The voluntary system does in practice bring men of outstanding quality into the life-boat service, to whom it is a source of pride to be a member of a voluntary life-boat crew. This is a truth of which nearly everyone who visits a life-boat station soon becomes aware.

TRANSFERS MIGHT RESULT

State control would almost certainly lead before long to a demand for full-time boat crews, and whether the same qualities would be found in such crews is at least questionable. At some life-boat stations a year or more may pass before the life-boat is called out on service; and for this reason alone volunteers, many of whom earn their living at sea, may well be found more suitable than men who have had to endure long periods of frustration and waiting. The introduction of full-time crews would probably lead to transfers from station to station with the consequent loss of the intimate knowledge of local waters which is an important quality of life-boat crews as they are constituted today.

Politically the question of nationalization of the life-boat service is not an issue. None of the parties represented in Parliament advocates it. Historically the evidence in favour of the voluntary system is strong.

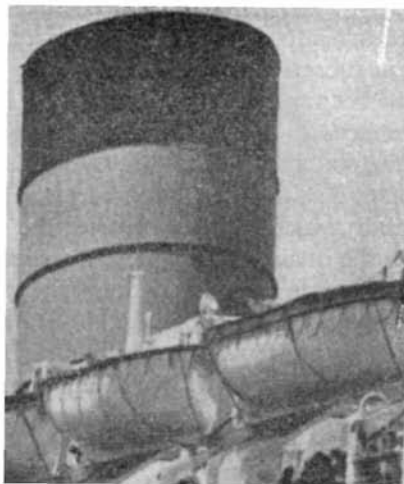
The R.N.L.I. was founded as a voluntary body in 1824. Thirty years later it found itself in serious financial difficulties, and in 1854 a Government subsidy was needed. This was discontinued at the end of 15 years at the request of the R.N.L.I., which had found that the degree of Government control, which always accompanies a Government subsidy, was impairing efficiency. Since the war which ended in 1945 the German life-boat service has undergone a similar experience and some years ago reverted to the voluntary system of its own choice.

PUBLIC MONEY

In two world wars, when the saving of life from sea was not simply a humanitarian exercise but an important part of the nation's struggle for survival, and when Governments had virtually absolute control over lives and property, the decision was deliberately taken to allow the life-boat service in Britain to remain on a voluntary basis.

It is sometimes suggested that a subsidy should be sought from the Government and that at the same time the voluntary nature of the R.N.L.I. should be retained. This is not a realistic policy. It is an essential part of our political system that Ministers are answerable to Parliament for any public money expended and for that reason sooner or later expect and indeed demand some control over the way in which the money is spent.

The maintenance of the voluntary system is, of course, dependent on one



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Penguin (Diesel) 36.5 s.h.p. at 3,000 r.p.m.

Sea Urchin (Petrol) 35.5 s.h.p. at 3,000 r.p.m.

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factor, which is today of increasing importance. This is the amount of money which the public are prepared to subscribe voluntarily.

Before 1966 the R.N.L.I. had been reasonably successful for some years past balancing expenditure and revenue with a small surplus year by year. Last year there was a deficit of about £124,000 and the indications are that the deficit in 1967 will be substantially greater. For nearly a hundred years now the public has regularly provided the funds which the life-boat service has needed. It would be a sad commentary on the quality of our present society if now, when in spite of periodic squeezes and freezes the general level of prosperity is higher than it ever was, this support were not forthcoming.

If this happened something of value would disappear from British life. This would not only be the loss of the voluntary spirit which has been the inspiration of the crews of the R.N.L.I.; it would also be the elimination of voluntary service offered in many other ways, by the old and the young, the rich and the poor.

As I write I have a letter in front of me from Class I of a primary school. It reads:

Our group has made a life-boat station out of cardboard, paper, wire, string, silver paper, cocktail sticks and a few other things. After that we painted it, then varnished it. It took us four weeks, which is eight handwork lessons to make our model. We have collected 22s. towards the Royal National Life-boat Institution. We enjoyed making our model very much.

This letter came from Birmingham. Yes, Birmingham, in the very heart of England and a long way from the sea.

LUNCHEON GUEST

COXSWAIN RICHARD EVANS, of the Moelfre life-boat, who is the only living life-boatman to have been awarded the Institution's gold medal twice, was nominated by the R.N.L.I. for the 'Men of the Year' Luncheon at the Savoy Hotel, London, on 2nd November, 1967.

Patchwork Blanket

With the aid of her fellow members of the Bexleyheath, Kent, Methodist Sisterhood, Mrs. Phyllis M. Dewey, aged 86, has made a patchwork blanket for the crew of Dover's new 44-foot steel life-boat *Faithful Forester*.



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DAGENITE BATTERIES

NAMING CEREMONIES



By courtesy of]

[Kent Photos

Princess Marina, Duchess of Kent, president of the Institution, comes ashore after inspecting the new Dover life-boat *Faithful Forester* after the naming ceremony on 26th July, 1967.

Dover

PRINCESS MARINA, Duchess of Kent, the president of the R.N.L.I., named the new Dover life-boat, *Faithful Forester*, at Dover on 26th July, 1967. The 44-foot steel boat was a gift from the Ancient Order of Foresters – the eighth to be donated by the Order in the past century.

Mr. J. Hyatt, the High Chief Ranger of the Order, presented the boat to the Institution, and Captain the Hon. V. M. Wyndham-Quin, R.N., Chairman of the Committee of Management of the Institution, accepted the boat on behalf of the Institution. Mr. B. D. Ebsworth, the local secretary, then accepted the boat on behalf of the branch.

ENORMOUSLY COSTLY

Princess Marina, in naming the boat, said: 'This is a time when the life-boat service needs funds badly. More and more is being demanded of our life-boat crews, and to provide them with all they need is enormously costly. We are, therefore, particularly grateful to the Ancient Order of Foresters for again coming forward with such a splendid gesture of support'.

Dun Laoghaire

DUN LAOGHAIRE'S new 44-foot steel life-boat, the *John F. Kennedy*, was named at Dun Laoghaire, Co. Dublin, on 12th August, 1967, by Mrs. de Courcy Ireland, wife of the honorary secretary of the local life-boat station. The boat was provided by the legacy from Miss Charlotte M. H. Gibson, of Wellington, Somerset, and by the general funds of the R.N.L.I.

Mr. Stirling Whorlow, O.B.E., secretary of the Institution, handed the life-boat over to Dr. J. E. de Courcy Ireland who accepted it on behalf of the branch. The blessing was performed by the Right Rev. Monsignor P. Boylan.

The life-boat, which was commissioned in May, had been called out shortly before the naming ceremony to a dismasted yacht and arrived back 'barely in time' for the great day.

Harwich

THE naming ceremony for the new Harwich life-boat, *Margaret Graham*, took place at Trinity House Pier, Harwich, on 27th September, 1967. Provided by a gift from an anonymous donor, the 44-foot steel boat was named by Captain G. E. Barnard, the deputy master of Trinity House.

Mr. Stirling Whorlow, O.B.E., Secretary of the Institution, who took the



By courtesy of]

[Alfred H. Smith

At the Harwich naming ceremony (left to right) Captain H. W. T. Owen, Chief Superintendent of Trinity House and chairman of the local branch; Mr. Stirling Whorlow, O.B.E., Secretary of the R.N.L.I.; the Mayoress of Harwich; Capt G. E. Barnard, deputy master of Trinity House; and (ex-officio) a member of the Committee of Management of the R.N.L.I.; the Mayor of Harwich (Councillor E. Hostier), and Mr. T. H. F. Bernard, M.B.E., M.M., president of the local branch.

place of Rear Admiral R. St. V. Sherbrooke, V.C., C.B., D.S.O., delivered the life-boat on behalf of the Institution to the care of the Harwich and Dovercourt branch. Mr. T. H. F. Bernard, M.B.E., M.M., president of the branch, accepted the life-boat.

Wemyss Bay

THE 70-foot steel life-boat *Grace Paterson Ritchie* was named at a ceremony at Wemyss Bay Pier, Scotland, on 6th September, 1967, by Mrs. T. Lyle, a friend of the late Miss Grace Paterson Ritchie, the donor.

Mr. Andrew C. Syme, an agent for the trustees of the late Miss Ritchie, handed over the life-boat to the R.N.L.I. on behalf of the trust. Brigadier J. W. H. Gow, C.B.E., a vice president of the Committee of Management of the Institution and chairman of the Glasgow branch, accepted the life-boat on behalf of the Institution.

The Duke of Atholl, a member of the Committee of Management and Convenor of the Scottish Life-boat Council, proposed a vote of thanks.

The ceremony was watched by more than 500 people.

North Sunderland

LADY VICTORIA PERCY, daughter of the Duke and Duchess of Northumberland, named the new 37-foot Oakley life-boat, *Edward and Mary Lester*, at Seahouses, Northumberland, on 16th September, 1967. The boat was provided by a legacy and a gift made by the late Mrs. Mary Lester, of Carmarthen.

Before the boat was launched, Lady Victoria said that her father's family had been connected with the R.N.L.I. for over 100 years, and it gave her great pleasure to be the first of the younger generation to follow.

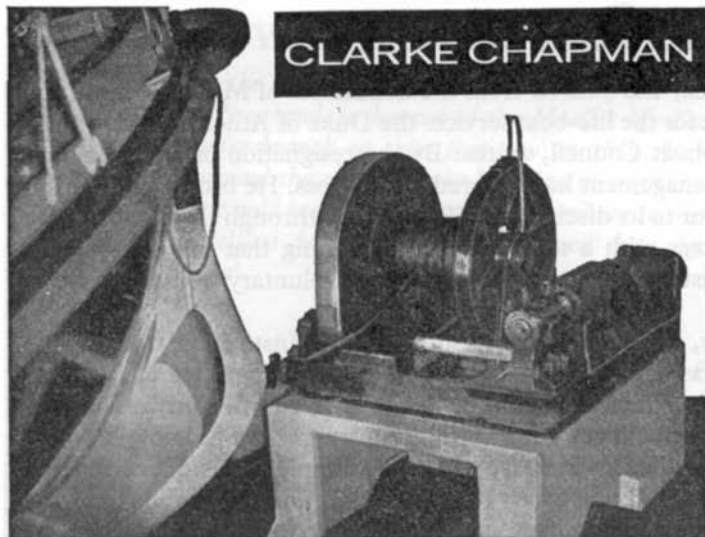
Mr. R. Liversidge presented the North Sunderland life-boat on behalf of the donor, and Mr. P. Denham Christie, a member of the Committee of Management of the Institution and himself a former life-boat coxswain, accepted her.

FILM OPPORTUNITY

The Industrial Life Offices Association have made a film about life insurance and there will be 500 showings during the winter to audiences such as women's institutes, community associations, church and chapel social groups and so on. In order to lengthen the programme to about an hour the Industrial Life Offices Association, who are bearing the cost of the bookings, are showing the film 'Life-boat'. The showings will run to April, 1968, and will continue in subsequent seasons.

Radio Gear Stolen

During the weekend 12th-13th August, 1967, the V.H.F. and U.H.F. radio transmitter and receiving sets were stolen from the Walmer life-boat station. The capital cost of this equipment was well over £300.



**MARINE
AUXILIARIES
FOR LIFE-BOAT
STATIONS**

This illustrates one of our electrically driven winches as supplied to the Tynemouth Life-boat Station for hauling up the life-boat. Many other winches of similar design have been supplied to the Institution, for either electric or petrol engine drive.

Photograph by courtesy of the Royal National Life-boat Institution.

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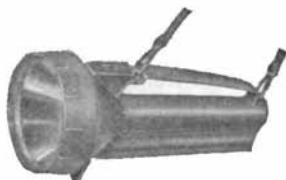
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Lord Saltoun's Retirement

LORD SALTOUN, M.C., has retired from the Committee of Management of the R.N.L.I. Of his work for the life-boat service, the Duke of Atholl, the Convenor of the Scottish Life-boat Council, writes: By the resignation of Lord Saltoun the Committee of Management has suffered a great loss. He brought authority, originality and humour to its discussions. He would go through the agenda of the various sub-committees with a toothcomb, and nothing that was likely to be detrimental to the Institution, any of its employees, voluntary workers or crews escaped his notice.

Probably, however, his greatest contribution to the Institution was his forward thinking. He was one of the first members of the Committee of Management to realize that its function should be not only to run the Institution, but also that its members should get out into the country and get to know life-boat workers at all levels – and he always gave a shining example of this. He considered the formal meetings a small part of his R.N.L.I. work, and most of his time was devoted to criss-crossing the country meeting its supporters, among whom he has a phenomenal number of friends.

He was, of course, most closely connected with Scotland where he was my predecessor as Convenor of the Scottish Life-boat Council, and I am pleased to say he has agreed to remain on that body. We shall miss him greatly in London, but at least we shall still have him in Edinburgh.

Station Tours

THE Esso Petroleum Co. now produce an attractive leaflet which is given away at garages suggesting routes for motorists. One of these, 'Tiger Trail Number Two', is largely devoted to life-boat stations in Cornwall. Another such leaflet will give details of life-boat stations in Pembrokeshire, and in due course life-boat stations in many parts of Britain will be included.

R.N.L.I. and R.A.F. Link

A plaque presented to the Appledore life-boat station by R.A.F. Chivenor, Devon, has led to a reciprocal presentation by the life-boat station. The plaques record the close co-operation between the two establishments on sea survival drill.

Stamps For Life-boat

In London in December, 1967, Lars Amundsen, the sole remaining male relative of the celebrated South Pole explorer, Roald Amundsen, sold his famous classic collection of British Empire stamps in order to raise funds to pay for a second life-boat he is giving to the Norwegian Life Saving Society.

NEW WAYS OF RAISING MONEY

'Just Men' was the title of a long poem written by Mr. Anthony S. Burry, of Wickmead Close, Southend, in honour of the Moelfre life-boat and sold in booklet form by the Moelfre branch on their flag day on 28th August, 1967. The poem, which is woven around the service to the Hindlea in 1959 when Coxswain Richard Evans won his first gold medal, 'attempts to pay tribute to the whole of the life-boat service, and the selfless devotion of a self-imposed duty, by men whose lives are bound up in the sea'.

* * *

The R.N.L.I. recently received a postal order from Mr. Graham J. Tooley, of Paignton, South Devon, for £2 10s. He said: 'In my spare time I made my own life-boat information poster. This comprised a drawing of a 47-foot Watson type life-boat at sea, the R.N.L.I. badge and the flag. There was also a scale map of the British Isles showing all the life-boat stations and sea areas together with a list of life-boat stations and the types and sizes of all the life-boats. The whole thing was then painted in the appropriate colours and pasted on hardboard and finally varnished. It was entered in the handicrafts section at a local show and won first



This photograph, which was sent in by Mrs. Christina Dalwood, of Wareham, Dorset, shows her small daughter Samantha kitted out for heavy weather. Just to the left in the background is the Swanage life-boat station. But if Samantha thinks that she has a chance of joining the Swanage life-boat crew the answer, we are afraid, is no - it's a man's life.

prize. The board was afterwards left on display in our local R.A.O.B. club and realized £2 3s. 2d. To this I added the few shillings prize money.'



When two Hull football badge collectors wrote to the local press offering to buy badges of the now disbanded Hull City Supporters' Club, Miss Irene I. Ransom, of Princes Avenue, Hull, sent her badge with a note to the effect that, whatever they gave for it, the money would go to the R.N.L.I. Instead of the usual 2s. 6d. the collectors sent her 4s. – which Miss Ransom forwarded to the Institution.



In July, 1967, the Wick branch organized in aid of life-boat funds a sponsored long distance walk from John O'Groats to Wick. Small R.N.L.I. souvenirs were given as prizes to those who completed the walk. Of almost 120 entrants over 100 finished the 17 mile walk. The profit amounted to over £500.



Sondes Place County Secondary School for Boys, Dorking, have sent a cheque for £12 3s. 6d. to the Institution. Apparently during an educational cruise to Norway in July, 1967, duplicated copies of the Admiralty chart of the Norwegian coast and fiords for use by school travellers were sold by the boys to passengers on behalf of the R.N.L.I. The boys even sold one to the pilot of the steamer!



When the cargo ship President Garcia grounded in Saints Bay, Guernsey, on 14th July, 1967, it caused a great deal of interest on the island. Mr. P. R. Hocart, of St. Andrew, Guernsey, took advantage of the interest and allowed one of his fields to be used as a car park for people wishing to see the ship. Result? The Institution is now some £270 better off.



French Life-boat Society

THE two French Life-boat societies have now been re-formed under one authority. This will be known as the 'Société Nationale de Sauvetage en Mer'. The President of the new society will be Admiral Amman. His headquarters will be in the offices hitherto occupied by the Société Centrale de Sauvetage des Naufragés, at 1 Rue Aristide Briand, Paris 7e, France.

New Irish Member

Mr. Frank Lemass, whose home is in Dun Laoghaire, Co. Dublin, has joined the Committee of management of the Royal National Life-boat Institution.

Mr. Lemass, who is aged 56, is General Manager of the great Irish transport concern, C.I.E. He is a qualified accountant, is a member of the Council of the Irish Management Institute, and was formerly Commodore of the Irish National Yacht Club and President of the Irish Institute of Transport. His brother, Mr. Sean Lemass, was formerly Prime Minister of the Irish Republic.

Selling The Life-boat

When Rackhams, of Birmingham, held a British week during the period 8th to 26th August, 1967, the eight selling floors of their premises – some 488,821 square feet – were turned into a giant exhibition hall. The R.N.L.I. mounted a display showing an IRB and pictures tracing the development of the life-boat from the old pulling and sailing type to the present day 44-foot steel life-boat.

MARRIAGE BOAT

After Mr. Robert Jefford, a member of the IRB crew at Lyme Regis, and Miss Estelle Butler, the youngest member of the local ladies' life-boat guild, were married at Uplyme Parish Church, Lyme Regis, on 8th October, 1967, the couple left the church aboard the local IRB which was towed on a four-wheel trailer. The Institution's flag was flown from the church tower, and a guard of honour made up of fellow crew members attended. Special steps were taken, however, to arrange for the IRB to have been able to turn out at five minutes' notice in an emergency.

THE LIFE-BOATMAN*

by D. H. HILLESLEY

*Blind eyes turn towards the sea,
And through a mist of age and time
A tiny speck which once a flame
Pleads to answer loud maroons
Which call 'Distress'. Gnarled hands,
Hard as oak, shake, yet once threw
Lines, and pulled an oar to save
A hundred souls; the spirit calls
But ageing limbs sadly hinder,
No more to thunder down the pier,
To wrap about the oilskin coat,
And welcome jacket buoyed to float
In this a life-boat's lonely fight
Against the sea.*

* Inspired by a late member of the Cromer life-boat.

Life-boat services round the Coasts

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st June to 31st August: Launches 1,047, lives saved 502

JUNE

NORTH EAST

Scarborough, Yorkshire – At 12.5 p.m. on 15th June, 1967, a small boat with two men on board was reported in difficulties in South bay. The life-boat *J. G. Graves of Sheffield* was launched at 12.15 in a slight north easterly breeze and a moderate sea. The tide was ebbing. The casualty, a converted ship's life-boat named *Tern*, had engine trouble and was taken in tow. The life-boat returned to her station at 1 o'clock.

Tynemouth, Northumberland – At 9.35 p.m. on 10th June, 1967, a small boat was seen in distress off Whitley Bay. The life-boat *Tynesider* was launched at 9.59 in a slight north easterly breeze and a smooth sea. The tide was ebbing. At 10.20 the life-boat found the small motor boat, *Happy Wanderer*, with her engine broken down, drifting towards St. Mary's Island. There were four people and a dog on board. The life-boat took the boat in tow and returned to her station at 12.30 a.m. on 11th June.

Whitby, Yorkshire – At 7.30 p.m. on 25th June, 1967, the motor cruiser *Mandy* was reported overdue from a fishing trip. After further inquiries to see if the *Mandy* had put into another port, the life-boat *Mary Ann Hepworth* was launched at 9.15 in a calm sea. Visibility was poor. The *Mandy*, with nine people on board was found two miles north west of Whitby and escorted to port. The life-boat returned to her station at 9.38.

At 7.23 p.m. 27th June, 1967, it was learned that a distress message had been received from a vessel in a position three

miles north east of Whitby. The life-boat *Mary Ann Hepworth* was launched at 7.30 in a calm sea. It was one and a half hours after high water. The casualty, the motor fishing vessel *Summer Rose*, was found at 8 o'clock. A burst water pipe had flooded the engine room and she was without power or light. The life-boat took her in tow to Whitby and returned to her station at 9.30.

Sunderland, Co. Durham – At 12.47 p.m. on 4th June, 1967, news was received that a motor fishing vessel two to three miles off Sunderland was flying distress signals. At 1.6 the life-boat *William Myers and Sarah Jane Myers* was launched in a strong westerly breeze and a rough sea. The tide was flooding. There were eight men and a boy on board the fishing vessel named *Ann*. Her engine had been swamped by a heavy sea. The occupants were taken on board the life-boat and the fishing vessel taken in tow. The life-boat returned to her station at 2.40.

Newbiggin, Northumberland – At 3.33 p.m. on 21st June, 1967, it was learned that a dinghy had capsized. Although it had been righted there was no sign of movement from the crew. The life-boat *Mary Joicey* was launched at 3.35 in a moderate breeze and a slight sea. The tide was flooding. The life-boat came up with the dinghy and found two youths clinging to the gunwales. They were taken on board the life-boat and a third person, who was about 200 yards away, was also rescued. A doctor and an ambulance were waiting to meet the life-boat when she returned. The life-boat, which later towed in the dinghy, finally returned to her station at 5 o'clock.



By courtesy of]
[Sussex Photo Agency

A dramatic rescue incident off Shoreham on 25th June, 1967, when 21 sailing boats capsized in a sudden squall.

Redcar, Yorkshire – At 4.5 p.m. on 20th June, 1967, a fishing boat was reported to be in difficulties south east of Saltscar buoy. The life-boat *Aguila Wren* was launched at 4.15 in a west north westerly gale and a moderate sea. The tide was ebbing. The life-boat found the fishing boat *Nellor* with two people on board and escorted her to Saltburn beach. A report was then received of another boat from Staithes in difficulties. A search was made but nothing was found. The life-boat returned to her station 6.15.

Humber, Yorkshire – At 3.45 p.m. on 2nd June, 1967, it was reported that there was a sick man on board the French trawler *Henri Altazin*. The trawler was due to arrive at the Spurn lightvessel at 2 a.m. on 3rd June. The life-boat *City of Bradford III* was launched at 12.3 a.m. in a light south by easterly breeze and a smooth sea. The tide was flooding. There was a dense fog and visibility was down to 50 yards. The life-boat proceeded to the Bull lightvessel and awaited the exact position and time of arrival of the *Henri Altazin*. Contact was made at 1.45 and

THE LIFE-BOAT FLEET

147 station life-boats 94 inshore rescue boats
2 70-foot steel life-boats on operational trials

LIVES RESCUED 88,804

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

the sick man was embarked. The life-boat then proceeded to Grimsby where the man was landed at 3.20. Due to low water and poor visibility it was not possible for the life-boat to be rehoused. The life-boat finally sailed for her station at 11.30 a.m. and was rehoused at 2 p.m.

Teemouth, Yorkshire - At 8.35 p.m. on 23rd June, 1967, it was learned that a trimaran had gone ashore in Coatham bay near the Warrenby outfall. The two men on board intended to put to sea again the following morning. In view of the amount of swell, and as contact could not be made with the trimaran, the life-boat *Sarah Jane and James Season* was launched at 2 a.m. on 24th June in a moderate westerly breeze. The tide was flooding. At 2.30 the life-boat came up with the trimaran *Eve* with her rudder and centre board broken. She was taken in tow to the Tees and moored at the life-boat's deep water mooring. The life-boat was rehoused at 4.30.

Runswick, Yorkshire - At 2.30 p.m. on 28th June, 1967, a rowing boat with a broken oar was seen being swept out to sea off Staithes. The life-boat *The Elliott Gill* was launched at 2.45 in a strong south westerly breeze and a choppy sea. The tide was flooding. The life-boat came up with the rowing boat *Mandy* which had shipped a considerable amount of water two miles off Staithes. The four people on board were embarked and after a member of the life-boat crew had been put on board the rowing boat to bale her out she was taken in tow to Port Mulgrove. The life-boat returned to her station at 4.45.

SOUTH EAST

Walmer, Kent - At 4.15 p.m. on 24th June, 1967, a cabin cruiser was seen in a dangerous position four and a half miles from the South Goodwin lightvessel. This area, where there are many wrecks, is known to dry out at low water. The life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched at 4.25 in a light north north easterly breeze and a slight swell. The tide was ebbing. On reaching the area the life-

boat found the cruiser *Maria Kristna* of Cardiff at anchor and fishing about 50 yards from the wreck of the *Luray Victory*. The coxswain advised the owner of his dangerous position and the life-boat remained near by until the cabin cruiser moved to safety. The life-boat returned to her station at 6.20.

At 2.11 p.m. on 6th June, 1967, it was learned that the cabin cruiser *Lisa Ray* had radioed that she had lost her way in dense fog while crossing the Goodwins. The life-boat *Charles Dibdin* (*Civil Service No. 32*) was launched at 2.38 in a slight south westerly breeze and a slight swell. The tide was ebbing. The life-boat met the *Lisa Ray* with four people on board near the South Goodwins and escorted her clear of the fog bank into the Downs and put her on course for Ramsgate. Two members of the life-boat crew were put on board the *Lisa Ray* to help as three of the crew were seasick. The life-boat returned to station at 7.15.

Walton and Frinton, Essex - At 9.28 p.m. on 27th June, 1967, it was learned that a man was stranded on a rope ladder at Rough Towers Fort. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings at 9.52 in a light west south westerly breeze and a smooth sea. The tide was flooding. The life-boat proceeded to the fort and assisted the man into the life-boat. He was then transferred to the tender which had taken him to the fort, and the life-boat returned to her station at 1.20 a.m. on 28th June.

At 9.9 p.m. on 19th June, 1967, news was received that a speed boat had capsized about 200 yards off the East Terrace breakwater. The life-boat *Cecil and Lilian Philpott*, which was on temporary duty at the station, slipped her moorings at 9.22 in a light south south westerly breeze and a smooth sea. The tide was flooding. At the same time coastguards had launched a dinghy and rescued the crew of two of the speed boat. On reaching the scene the life-boat took the speed boat in tow to the shore where she was handed over to her owners. The life-boat returned to her moorings at 9.45.

Ramsgate, Kent – At 1.53 p.m. on 6th June, 1967, it was learned that a boat was in difficulties off the beach and the crew were firing flares. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, slipped her moorings at 2.1 in a moderate south south westerly breeze and a rough sea. The tide was ebbing. The casualty, an ex-ship's life-boat, with one person on board had drifted close inshore and the life-boat crew realized that if they were to fire a line to her there was a danger that people on the beach might be injured. Two members of the life-boat crew were therefore transferred to a small boat to pass the tow line. After taking the boat in tow to Ramsgate the life-boat returned to her station at 2.30.

At 6.17 p.m. on 20th June, 1967, it was learned that a yacht was firing red flares about one mile south of Ramsgate harbour. The life-boat *Edward and Isabella*

Irwin, on temporary duty at the station, proceeded at 6.32 in a moderate west south westerly wind and a moderate sea. It was one hour after low water. The life-boat came up with the yacht *Snedronning* with a crew of three aground on the Brake sands. As she refloated the yacht was taken in tow into Ramsgate harbour which was reached at 7.24.

Southend-on-Sea, Essex – At 5 p.m. on 21st June, 1967, information was given that a motor boat with five people on board was stranded on the Ridge. The life-boat *Greater London II* (*Civil Service No. 30*) was launched at 5.15 in a slight sea. The tide was ebbing. The life-boat came up with the motor boat *New Venture* aground with her propeller and shaft bent. The life-boat stood by until the vessel refloated and then towed her to Wallersay bay yacht station. The life-boat returned to her station at 3.30 a.m. on 22nd June.



By courtesy of]

[Devon & Dorset Photos

Members of the Lyme Regis branch of the R.N.L.I. demonstrating the 'kiss of life' apparatus. In the photograph are Miss V. Crabb; the 'patient', Miss J. Raffo, and IRB crew members Mr. John Chase and Mr. Albert Hodder.

Clacton-on-Sea, Essex – At 4.10 p.m. on 17th June, 1967, a message was received that the yacht *Snark* had been swept on to Gunfleet sands following engine trouble. The life-boat *Sir Godfrey Baring* was launched at 4.25 in a moderate east north easterly breeze and a choppy sea. The tide was flooding. The *Snark's* crew of two were taken on board the life-boat and the yacht taken in tow to Row-hedge. The life-boat returned to her station at 9.46.

Dover, Kent – At 6.5 p.m. on 4th June, 1967, it was reported that three skindivers who had been taken to the Varne bank, accompanied by three dinghies, had come to the surface and were drifting eastwards. The life-boat *Southern Africa* left her moorings in a south westerly breeze and a smooth sea. It was three and a half hours before high water. The life-boat found that the three divers had been picked up by a passing steamer and had been transferred to the Dungeness life-boat. On the way back to her station with two of the skin divers' dinghies in tow the life-boat was hailed by the yacht *Taurus* which needed assistance as her engines had broken down. The *Taurus*, with five people on board, and the two dinghies were towed into Dover harbour and the life-boat returned to her station at 10.37.

At 3.40 p.m. on 15th June, 1967, news was received that a red flare had been fired from a yacht east north east of Dover harbour. The life-boat *Southern Africa* slipped her moorings at 3.59 in a gale force wind and a rough sea. It was two hours after high water. When the life-boat reached the casualty, the yacht *La Baie Norree*, with three people on board, it was found she had lost her mainsail in a sudden squall and had run out of fuel. The life-boat took her in tow to Dover harbour and returned to her moorings at 6.20.

Margate, Kent – At 3.57 p.m. on 25th June, 1967, it was reported that a yacht had capsized half a mile north of Margate pier. The life-boat *North Foreland (Civil Service No. 11)* was launched shortly after

high water at 4.10 in a light north easterly wind and a slight sea. The weather was deteriorating rapidly and the wind soon reached gale force. The life-boat found the cabin cruiser *Cariady Mor* with a crew of three. Her engine had broken down. She took her in tow to Margate and then returned to the area to assist the motor boat *Heron*, also with engine trouble. The *Heron* had already taken over the tow of a dinghy from the motor boat *Lysander* and had taken her crew member on board. Both boats were taken in tow by the life-boat. Eventually the tow was transferred to the IRB and the life-boat made a final search of the area, returning to her station at 6.30.

Great Yarmouth and Gorleston, and Caister-on-Sea, Norfolk – At 8 p.m. on 22nd June, 1967, it was learned that a R.A.F. helicopter had crashed about half a mile south of the life-boat station. The life-boat *The Royal Thames* was launched at 8.5 in a moderate to fresh south westerly breeze and a moderate sea. The tide was flooding. The coxswain of the Gt. Yarmouth and Gorleston life-boat was informed at 8.6 and the life-boat *Louise Stephens* was launched at 8.50. The Gt. Yarmouth and Gorleston IRB was launched at 8.10. On reaching the area the Caister life-boat crew were informed that a fishing boat had recovered the body of one of the three men on board the helicopter. The body was transferred to the Caister life-boat and she then continued to search for the missing men. Various items of equipment were recovered by the Caister life-boat and Gt. Yarmouth and Gorleston IRB, but no trace was found of the two missing men. The Caister life-boat returned to her station at 9.25. The Gt. Yarmouth and Gorleston life-boat returned to her station at 10.15 and the IRB at 9.30. The tractor at Caister was used on 23rd June to assist with the recovery of the wreckage. A letter of sympathy was sent from the Institution to the R.A.F. base at Coltishall and letters of thanks for the services rendered were received by the Institution from R.A.F. Coltishall and H.Q., No. 18 Group R.A.F. at Pitreavie Castle.



By courtesy of]
[Western Mail & Echo Ltd.
**The New Quay, Cardigan-
shire, life-boat returning
with the body of a man
on 16th August, 1967.**

SOUTHERN

Bembridge, Isle of Wight - At 10.57 p.m. on 18th June, 1967, flares were reported in the vicinity of Horse Sand Fort. The life-boat *Jesse Lumb* was launched at 11.23 in a light south westerly breeze and a smooth sea. The tide was ebbing. The life-boat came alongside the motor cruiser *Vee Dee Bee* anchored one mile off St. Helens Fort. There was no one on board. At 12.5 a.m., after an extensive but unsuccessful search, it was decided to tow in the motor cruiser which had started to drift and had become a danger to navigation. The life-boat returned to her station with the *Vee Dee Bee* at 1.45 a.m. on 19th June.

At 3.39 a.m. on 7th June, 1967 it was learned that red flares had been sighted two or three miles south south east of Bembridge. The life-boat *Jesse Lumb* was

launched at 3.50 in a slight westerly breeze and a smooth sea. The tide was ebbing. The life-boat started a search of the area. At 5.8 the coastguard reported that the *Ann M* had taken in tow the yacht *Mick the Miller* with two men and a girl on board. At 5.20 the life-boat came up with the *Ann M*, and took her crew on board, and took her in tow. As the yacht was leaking badly she was beached near Bembridge harbour. The life-boat then returned to her station which was reached at 7.50.

Selsey, Sussex - At 1.54 p.m. on 25th June, 1967, it was learned that during a sudden storm a boat had capsized and two men were in the water off Selsey Bill and other small boats were in difficulties. The life-boat *Canadian Pacific* was launched in a strong south westerly wind gusting to gale and a rough sea. The tide was flooding. As the life-boat rounded

Selsey Bill, a helicopter rescued two men from the water. The coastguard then fired a rocket to indicate another small boat in difficulties. The life-boat went alongside a small fibre glass dinghy and the three people on board grabbed the scrambling net and were taken aboard. The life-boat then went at full speed to a dinghy further south and took two men off in a similar manner. After searching the area and finding no other people in distress the life-boat returned to her moorings at 3.5 and was rehousing at 7.30.

At 2.12 p.m. on 24th June, 1967, two small boats were reported in difficulties off Selsey Bill. The larger of the two boats was trying to help the smaller one, a 10-foot fibre glass dinghy, with a crew of two. The life-boat *Canadian Pacific* was launched at 2.31 in a strong south easterly breeze and a moderate sea. The tide was flooding. The life-boat rescued the two men from the small dinghy and took her in tow. The life-boat stood by until the larger boat had safely rounded Selsey Bill, and then returned to her station which was reached at 3.50.

Dungeness, Kent - At 6.25 p.m. on 24th June, 1967, the coastguard informed the honorary secretary that three skin divers were missing in the Varne bank area about eight miles east of Dungeness. The life-boat *Mabel E. Holland* was launched at 6.33 in a light west south westerly wind and a smooth sea. It was two hours after low water. On reaching the position indicated it was found that the divers had been picked up by the motor vessel *Uhenfels* of Bremen. The divers were transferred to the life-boat which landed them at Dungeness and returned to her station at 9.25. The Littlestone-on-Sea IRB also took part in this operation.

At 5 a.m. on 10th June, 1967, it was learned that a fishing vessel out of Rye was overdue. After further inquiries the life-boat *Mabel E. Holland* was launched at 5.30 in a gentle northerly breeze and a smooth sea. The tide was ebbing. The fishing vessel *Sea Trader* was found at anchor in Rye Bay with engine trouble. The vessel had been disabled for 15 hours, and after the skipper had been given a hot

drink and some food the life-boat took the vessel in tow to Dungeness. As it was low water the life-boat had to stand off for two hours before the man could be landed. The life-boat was rehousing at 10.15.

Yarmouth, Isle of Wight - At 9.36 p.m. on 10th June, 1967, it was reported that a cabin cruiser had gone aground in Scratchells bay. After further investigation, the life-boat *The Earl and Countess Howe* and the IRB were launched at 10.59 in a gentle easterly breeze and a smooth sea. The tide was flooding. On arrival the IRB went alongside the cabin cruiser *Telima*, which had been holed and was awash, and rescued the five men and a boy who were on board. They were then transferred to the life-boat which had stood off in the Needles Channel. The life-boat took them to Lymington and then returned to her station, arriving at 1. a.m. on 11th June.

Weymouth, Dorset - At 12.50 a.m. on 9th June, 1967, it was felt that two people who had put out in a canoe from Weymouth beach might be in difficulties. The life-boat *Frank Spiller Locke* slipped her moorings at 1.35 in a light north easterly wind and a calm sea. The tide was ebbing. The canoe was found abandoned at Newton's Cove and was recovered by the police while the life-boat crew fired *parachute flares to illuminate the scene*. The police believed that the canoe's crew had got safely ashore and the search was called off at 2.50. The life-boat returned to her moorings at 3.10.

On 19th June, 1967, the life-boat *Frank Spiller Locke* proceeded to the yacht *Bilberry*. A full account of this service, for which a special award was granted, appears on page 231.

Swanage, Dorset - At 1.19 p.m. on 21st June, 1967, information was received that a cabin cruiser had broken down one mile south of Hopelake and that the crew of two were signalling for assistance. The life-boat *R.L.P.* was launched at 1.26 in a fresh south westerly breeze and a slight swell. The tide was ebbing. The life-boat came up with the cabin cruiser *Fiona* with

engine trouble and a damaged rudder drifting close to the Heameridge ledges. The *Fiona* was taken in tow to Poole and the life-boat returned to her station at 7.20.

Hastings, Sussex - At 6.22 p.m. on 18th June, 1967, it was reported that a coaster had engine trouble about four miles south of Hastings. The life-boat *Fairlight* was launched at 6.51 in light south easterly wind and a smooth sea. The tide was flooding. On arrival at the casualty the life-boat crew were told that two batteries were required to start the engines. The police were informed and they brought the batteries from Ose to the life-boat house, where they were taken by the fishing vessel *Conquerer* to the coaster. The life-boat and the *Conquerer* stood by while the batteries were fitted and the coaster got under way. When the life-boat returned to her station she was informed that the coaster had stopped again. The life-boat proceeded to investigate, but on closing with the coaster it was found that the engines had been started again and no further assistance was required. The life-boat returned to her station at 9.55.

At 2.40 p.m. on 25th June, 1967, the coastguard informed the honorary secretary that a small boat was ashore at Rock-a-Nore. The life-boat *Fairlight* was launched at 2.46 in a south westerly gale and a very rough sea. It was high water. The life-boat proceeded to the area, rescued the boat's crew of three, and took the boat in tow. The life-boat was then asked to search the area off Bexhill and found a small boat with two people on board off St. Leonard's. The small boat was taken in tow to Hastings. A message was then received that a yacht was in distress nine mile south of Hastings. While on the way to the scene the life-boat crew were informed by a Dutch tug that the yacht was no longer in difficulties.

Torbay, Devon - At 8.45 p.m. on 15th June, 1967, the coastguard and the honorary secretary conferred with regard to an unidentified 'Mayday' call which had been received. It was decided not to

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launch the life-boat until further information became available. At 1.58 the next day the coastguard reported that a body had been recovered and identified as the son of the bowman of the life-boat who had been afloat in the motor trawler *Casita*. The life-boat *Princess Alexandra of Kent* slipped her moorings at 4 p.m. in a light east north easterly wind and a choppy sea to carry out a search for the second member of the crew. It was three hours after high water. A body supported by a life-jacket was found two miles south east of the Skerries buoy in Start Bay. It was identified as the second member of the crew of the motor trawler *Casita*. It was believed that there had been an explosion on board and that the two crew members had died later from exposure. The body was landed at Brixham and the life-boat returned to her moorings at 7 o'clock. The life-boat crew declined to accept any allowance from the Institution for this service.

Plymouth, Devon – At 2.40 p.m. on 7th June, 1967, two people from a speed-boat were reported in the water about half a mile off Rame Head. The life-boat *Thomas Forehead and Mary Rowse* proceeded at 2.45 in a moderate west north westerly breeze and a smooth sea. The tide was flooding. On arrival at the scene of the casualty the life-boat met up with the tug *Tactfull* which had picked up one of the men and took him on board. The life-boat and the IRB then made an extensive search of the area for the missing man, but without success. The rescued man was landed at Millbay docks at 4.30 where an ambulance was waiting to take him to hospital. The life-boat then made a further search with the IRB until 6.15 when the search was abandoned. The life-boat returned to her station at 7.30.

Newhaven, Sussex – At 2.35 p.m. on 25th June, 1967, the coastguard told the honorary secretary that a flare had been seen half a mile off Portobello sewer outfall. The life-boat *Kathleen Mary* was launched at 2.45 in a south westerly gale and a rough sea. It was high water. The life-boat found the yacht *Speedwell*, with three people on board, one and a half miles south of Peac Haven. The *Speedwell* had capsized and her rudder had been carried away. Her crew were taken on board the life-boat and the yacht was towed to Newhaven harbour. The life-boat returned to her station at 4.20.

Yarmouth, Isle of Wight – At 7.48 p.m. on 25th June, 1967, a yacht was reported in difficulties about one mile west of Hurst Castle. The life-boat *The Earl and Countess Howe* slipped her moorings at 8.1 in a strong south south easterly breeze and a choppy sea. The tide was flooding. The casualty, the yacht *Malanie* of Gosport, was found dragging her anchor on a lee shore. A line was made fast at the second attempt and the yacht with her crew of two was taken in tow to Yarmouth. The life-boat returned to her moorings at 10.52.

Shoreham Harbour, Sussex – At 2 p.m. on 25th June, 1967, news was

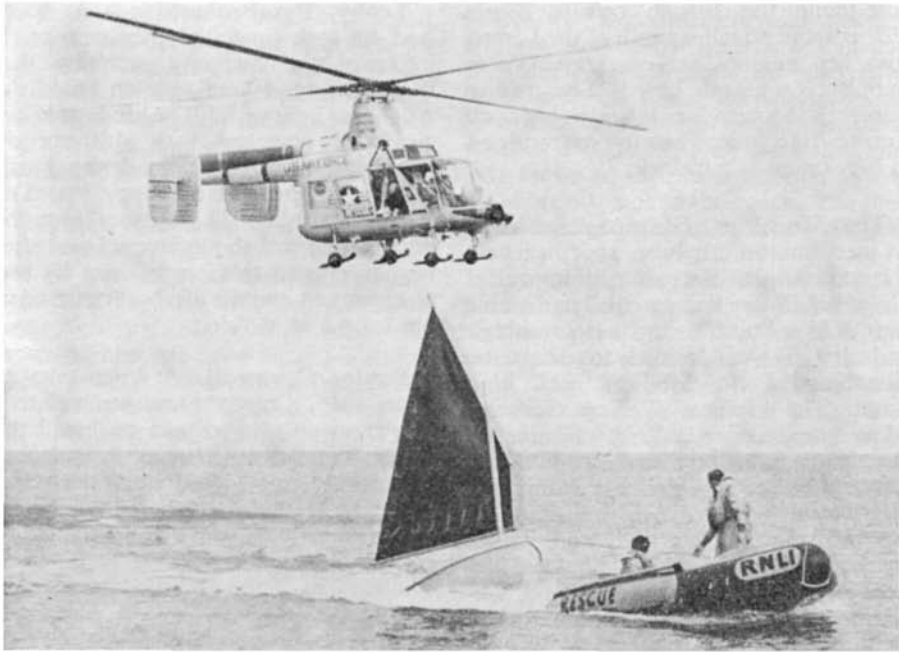
received that the local sailing club's rescue boats might not be able to cope if the sudden squall which had capsized 21 dinghies in the harbour got any worse. The life-boat crew assembled and five minutes later, when the weather deteriorated further, it was decided to launch the life-boat. The life-boat *Dorothy and Philip Constant* was launched at 2.18 in a strong southerly gale and a moderate to rough sea. It was high water. The life-boat rescued eight people and brought them ashore. She then returned to the area and continued the search until all the dinghies' occupants were reported safe. During the search the life-boat recovered a life-buoy bearing the name *Mermaid SM102* and she remained at sea until it was confirmed that this vessel had arrived safely. The life-boat returned to her station at 5.20.

SOUTH WEST

Sennen Cove, Cornwall – At 10.20 a.m. on 11th June, 1967, it was learned that a motor cruiser was in difficulties with engine failure near Cape Cornwall. The life-boat *Susan Ashley* was launched at 10.31 in a light variable breeze and a smooth sea. The tide was ebbing. The life-boat came up with the motor cruiser *Potemkin* with five people on board and took her in tow to Newlyn, which was reached at 1.50 p.m. The life-boat left for her station at 3 o'clock and was rehoused at 5 o'clock.

At 4.23 a.m. on 20th June, 1967, it was reported that flares had been sighted north west of Cape Cornwall. The life-boat *Susan Ashley* was launched at 4.45 in a moderate westerly wind and a choppy sea. It was shortly after high water. The life-boat found the yacht *Tropacara* with two people on board. Her engine had failed. A member of the life-boat crew was put on board the yacht and she was taken in tow to St. Ives. Owing to low water at Sennen the life-boat remained at St. Ives until 11.45, returning to her station at 2.20 p.m.

Ifracombe, Devon – At 8.30 p.m. on 8th June, 1967, it was seen that people



By courtesy of]

[Fast Anglian Daily Times

A U.S.A.F. H-43 Huskie helicopter taking part in July, 1967, in rescue demonstrations off Felixstowe, Suffolk. Also pictured is the Walton and Frinton IRB.

on board a cabin cruiser drifting off Capstone Hill were signalling for assistance. The life-boat *Lloyd's II* was launched at 9.2 in a light north westerly wind and a smooth sea. The tide was ebbing. The life-boat found the motor cruiser *De Guilala* with six people on board west of Lee. The motor cruiser had lost her anchor and the engines would not start. The life-boat took the *De Guilala* in tow after a member of the crew had been put on board to take over the steering. Two of the crew of six on board the casualty were ill. The life-boat returned to her station at 10 o'clock.

At 11.45 p.m. on 26th June, 1967, a message was received that a sick man on board the motor vessel *Mercurius H* of Rotterdam needed medical attention. The life-boat *Lloyd's II* with a doctor on board was launched at 12.12 a.m. in a light easterly breeze and a smooth sea. The tide was ebbing. The life-boat met the vessel two miles north of Ilfracombe and the doctor was put aboard. After examin-

ing the patient the doctor decided that he should be taken ashore for hospital treatment. The sick man and the doctor were embarked and the life-boat returned to the outer harbour where an ambulance was waiting to take the man to hospital. The life-boat arrived at 12.40 a.m. on 27th June and was rehousing at 2.10 a.m.

The Lizard-Cadgwith, Cornwall -

At 10.45 p.m. on 29th June, 1967, it was learned that flares had been sighted 14 miles east south east of the Lizard. This was confirmed by the Norwegian motor vessel *Fossum*. The life-boat, *The Duke of Cornwall* (Civil Service No. 33) was launched at 11.9 in a light variable breeze and a calm sea. The tide was flooding. The life-boat proceeded to the position given. At 12.38 a.m. the motor vessel *Fossum* gave a corrected position of 20 miles south east of the Lizard. The life-boat was joined in the search by the German tug *William Barendsz* and for a time by a naval vessel. At 5.25 the life-

boat found the French trawler *Marie Hélène* about 20 miles south of the Lizard with her engines broken down. There were six people on board. The trawler was taken in tow to Newlyn, arriving at 10 a.m. on 30th June. The life-boat returned to her station at 2 o'clock.

The Mumbles, Glamorganshire -

At 9.40 a.m. on 6th June, 1967, a report was received that the motor fishing vessel *Universal Dipper* was aground half a mile west of Sker Point. As the vessel was high and dry it was decided to delay the launching of the life-boat until high water. The life-boat *William Gammon, Manchester and District XXX* was launched at 2.36 p.m. There was a moderate westerly breeze and a corresponding sea. The vessel was unable to refloat under her own power. Tow lines were passed by the IRB from Porthcawl, and the life-boat attempted to tow the vessel off. The life-boat was unable to free the vessel, despite several attempts, and so she returned to her station which was reached at 8 o'clock.

Appledore, Devon -

At 10.35 a.m. on 25th June, 1967, the coxswain informed the honorary secretary that a dinghy he had been watching for about half an hour had capsized off North Tail. The life-boat *Louisa Anne Hawker* slipped her moorings at 10.46 in a fresh south easterly breeze and a rough sea. The tide was ebbing. The life-boat found the dinghy and occupant ashore. He refused a line, so the life-boat stood by until he had safely negotiated the broken water. She returned to her station at 11.55.

At 4.25 a.m. on 23rd June, 1967, it was learned that a helicopter was flying at first light to bring ashore the Lundy island lighthouse keeper who was suffering from second degree burns. The life-boat *Louisa Anne Hawker* slipped her moorings at 4.45 in a gentle north easterly breeze and a smooth sea. The tide was flooding. The life-boat took up a position between Baggly Point and Lundy to await the helicopter. After the helicopter had passed safely over, the life-boat returned to her moorings, arriving at 7 o'clock.

Tenby, Pembrokeshire - At 10.40 p.m. on 27th June, 1967, the coastguard informed the honorary secretary that there was an injured man on board the *St. Gowan* light vessel. The life-boat *White Star* was launched with a doctor on board at 11.14 in a moderate south easterly breeze and a choppy sea. The tide was ebbing. The life-boat put the doctor on board the light vessel and after he had treated the injured man he was re-embarked and the life-boat returned to her station at 5 o'clock.

Penlee, Cornwall -

At 6 p.m. on 23rd June, 1967, a message was received that there was an injured man on board the motor vessel *King Alexander* and that help would be required when the vessel entered Mount's Bay. The life-boat *Solomon Browne* was launched at 10 o'clock in a light south easterly wind and a slight sea. She proceeded to Newlyn and embarked a doctor and ambulance crew. The motor vessel *King Alexander* of London was met at 11.25 five miles south of Penzance. The injured man was transferred to the life-boat and landed at Newlyn at 12.40 a.m. on 24th June. The life-boat remained at Newlyn overnight and returned to her station at 4 p.m.

NORTH WEST

Portpatrick, Wigtownshire -

At 6.30 p.m. on 2nd June, 1967, news was received that the ketch *Sea Dawn* had engine failure 14 miles north west of the Corsewall lighthouse. The life-boat *The Jeanie* slipped her moorings at 6.59 in a gentle southerly breeze and a slight sea. The life-boat came up with the ketch with three people on board seven miles north of the Corsewall lighthouse. After taking the ketch in tow the life-boat returned to her station which was reached at 4.5 a.m. on 3rd June. The life-boat, which was unable to enter the harbour with the ketch because of low water, waited an hour.

Fleetwood, Lancashire -

At 5 p.m. on 18th June, 1967, it was learned that a yacht was in difficulties in the surf one mile east of the No. 8 buoy. The life-boat *Ann Letitia Russell* was launched at 5.36

in a fresh north west by north breeze and a smooth sea. It was three hours before high water. The life-boat towed the yacht *Le Rondel*, with three people on board, into deeper water and indicated the way back to Glasgow dock. The life-boat returned to her station at 8.30.

Hoylake, Cheshire – At 4 p.m. on 24th June, 1967, while the life-boat *Oldham IV* was returning from an exercise, a small rowing boat with four youths on board was sighted in the vicinity of Prestatyn buoy about a mile off shore. There was a moderate south south easterly breeze and a slight sea. It was one and a half hours before high water. When the life-boat came up with the rowing boat they found four youths on board. The boat was being rowed by two of the

youths who were inexperienced oarsmen and were unable to make headway against the stiff off shore breeze. The four youths were taken on board the life-boat and their boat was towed to within a hundred yards of the shore. They were then put back on board their boat in order to row the short distance to the beach. The life-boat returned to her station at 7 o'clock.

New Quay, Cardiganshire – At 11.15 p.m. on 27th June, 1967, it was learned that the speed boat *Blue Star* with one man on board was overdue from a fishing trip. The life-boat *St. Albans* was launched at 12.07 a.m. on 28th in a gentle north westerly breeze and a slight swell. The tide was flooding. The life-boat proceeded to the Big Target buoy five miles north of Aberporth where the



By Courtesy of] [R. Firth
**The Bridlington life-boat
returning to her station
watched by a holiday
crowd.**

man was known to fish. At 3 o'clock New Quay fishing boats which were going out fishing in the area were asked to keep a look out for the missing boat. At 5.51 a small object was sighted two to three miles north of New Quay Head and at 6.9 the IRB was launched to investigate. At 7.55 the IRB found the speed boat floating vertically, her bow two to three feet above the water. A red flare was fired to summon the life-boat. The life-boat returned to her station at 9.30 with the speed boat on her deck. At 10.30, after refuelling, the life-boat continued the search for the missing man from New Quay to Penbryn beach. A helicopter had also been alerted. The life-boat closed with H.M.S. *Wakeful* and was told that she would abandon the search at 1.30 and hand over two oars she had picked up. Shortly after this one of the life-boat crew saw a yellow object about a hundred yards away. It proved to be the body of the missing man. It was lifted on board the life-boat and taken to the harbour. The body was transferred to a small boat as there was not enough water for the life-boat to go alongside the quay. The life-boat returned to her station at 2.30.

At 11.28 a.m. on 20th June, 1967, a yacht was reported in difficulties off Aberaeron and was drifting ashore. The life-boat *St. Albans* was launched at 11.40 in a strong south westerly breeze and a moderate sea. The tide was ebbing. The coastguard rescue equipment team also proceeded in case the life-boat could not reach the casualty. The life-boat took the yacht *Tik Tak* with a crew of two in tow to New Quay, arriving at 1.45. The life-boat moored in the bay until high water and was rehoused at 6.30.

New Brighton, Cheshire - At 3.45 p.m. on 10th June, 1967, it was learned that a small motor boat was in difficulties off the C25 buoy. The life-boat *Norman B. Corlett* slipped her moorings at 3.58 in a slight west north westerly breeze and a smooth sea. The tide was ebbing. The motor boat *Gym* had a fouled propeller. There were five people and a dog on board. They were taken on board the life-boat and the *Gym* was taken in tow

to New Brighton. The life-boat returned to her moorings at 5.55.

At 9.25 p.m. on 5th June, 1967, it was learned that a sailing dinghy was in difficulties off the R7 buoy. The life-boat *Norman B. Corlett* slipped her moorings at 9.40 in a moderate south westerly breeze and a choppy sea. The tide was flooding. The life-boat took the dinghy's crew of two on board and, with the dinghy in tow, returned to her station at 10.30.

Barrow, Lancashire - At 11.15 p.m. on 21st June, 1967, it was noted that a May-day message had been received from the motor fishing vessel *Eastern Morn*. The life-boat *Herbert Leigh* was launched at 11.38 in a west south westerly gale and a choppy sea. It was high water. The life-boat found the vessel dragging her anchor five miles north west of Hilpsford buoy. Her engines had broken down. She carried a crew of three. The life-boat took her in tow to Barrow and returned to her station at 4.50 a.m. on 22nd June.

Beaumaris, Anglesey - At 4.20 p.m. on 28th June, 1967, news was received that a small sloop was in difficulties two miles north west of Penmon Point. The life-boat *Field Marshal and Mrs. Smuts* was launched at 4.45 in a south south westerly gale and a rough sea. The tide was ebbing. The life-boat found the yacht *Martini* at 5.20 and took the crew of two on board. With the yacht in tow she returned to Beaumaris, arriving at 6.45. After mooring the yacht alongside the pier, the life-boat was left on moorings until the weather was suitable for her to be rehoused at 5 p.m. on 29th June.

IRELAND

Ballycotton, Co. Cork - At 4.40 p.m. on 10th June, 1967, information was received that a boat was flying distress signals five miles from Ballycotton. The life-boat *Mary Stanford*, on temporary duty at the station, slipped her moorings at 4.45 in a slight north westerly breeze and a smooth sea. The tide was flooding. The motor boat *Naom Cait* of Schull, with three people on board, had run out



By courtesy of]

[Norman Cavell

Mrs. Elizabeth Jessop and her 12-year-old daughter Penelope being landed by the Walmer IRB on 3rd September, 1967, after getting into difficulties while sailing.

of fuel and was anchored. The life-boat took her in tow to Ballycotton, arriving at 7.30. The life-boat returned to her moorings at 7.45.

Valentia, Co. Kerry – At 8.50 p.m. on 22nd June, 1967, the Mizen Head lighthouse keeper informed the honorary secretary that a motor boat was broken down close to the Skelligs Rock. The life-boat *Rowland Watts* slipped her moorings at 9.10 in a light northerly wind and a moderate sea. The tide was ebbing. The seven people aboard the casualty had landed on the Skelligs Rock. They were taken on board the life-boat and the motor boat was taken in tow to Valentia. The life-boat returned to her moorings at 1.15 a.m. on 23rd June.

At 1.30 p.m. on 7th June, 1967, Valentia Radio informed the honorary secretary that there was an injured man on board the motor vessel *Iron Ore*, then seven miles north west of Bray Head, who needed medical attention. The life-boat *Rowland Watts* with a doctor on board left her moorings at 2.30 in a moderate north westerly breeze and a smooth sea. The tide was flooding. The life-boat came alongside the vessel at four o'clock and the doctor was put on board. Later it was decided to take the

injured man ashore for treatment at Tralee. Both the injured man and the doctor were embarked and the life-boat landed them at Reenards Quay at 7.30. The life-boat returned to her moorings at 8 o'clock.

Donaghadee, Co. Down – At 6.35 p.m. on 4th June, 1967, it was reported that a small fishing boat appeared to be in difficulties off Ballywalter. The life-boat *Sir Samuel Kelly* slipped her moorings at 6.45 in a moderate north westerly breeze and a slight sea. The tide was ebbing. The life-boat came up with the launch *Sarna* from Bangor with 11 people on board. The life-boat took her in tow and returned to her station which was reached at 8.30.

Galway Bay – At 9.30 p.m. on 1st June, 1967, the local doctor asked the honorary secretary if the life-boat would take a 12 year old boy, who had been seriously injured in a fall from his bicycle to hospital on the mainland. The life-boat *Mabel Marion Thompson* left her station at 10 o'clock in a moderate north westerly wind and a smooth sea. The tide was flooding. The boy was landed at Rossaveal and the life-boat returned to her station at 1.45 a.m. on 2nd June.

Kilmore, Co. Wexford - At 7.10 p.m. on 15th June, 1967, it was learned that the mother of one of the crew members of the Coningbeg lightvessel was dangerously ill. The life-boat *Cecil Paine* was launched at 7.30 in a light variable breeze and a smooth sea. It was low water. The crew member was embarked and the life-boat returned to her station at 10.30.

Courtmacsherry, Co. Cork - At 8.40 p.m. on 21st June, 1967, it was learned that the motor launch *Rapparee* had developed engine trouble and could not be contacted. The life-boat *Sir Arthur Rose* slipped her moorings at 8.50 in a fresh breeze and a choppy sea. The tide was ebbing. After an extensive search the life-boat came up with the *Rapparee* with four people on board being towed by another vessel. The two boats were escorted to the mouth of Kinsale harbour and the life-boat returned to her station at 2 a.m. on 22nd June.

Howth, Co. Dublin - At 12.20 p.m. on 6th June, 1967, while the life-boat *A.M.T.* was on passage from Malahide to Howth, the coxswain saw two punts about half a mile away. There was a fresh wind and a choppy sea. It was one hour after high water. On investigation it was found that two youths had gone in pursuit of a drifting punt from Portmarnock strand. Their outboard engine had failed and they were unable to make progress. They were wet through and exhausted. They were taken on board the life-boat and the two punts were taken in tow to Howth. The life-boat reached her station at 1.10.

Dun Laoghaire, Co. Dublin - At 12.20 a.m. on 15th June, 1967, a report was received that shouts for help were coming from the sea off Sandycrover Point. The life-boat *John F. Kennedy* slipped her moorings at 12.35 in a calm sea. The tide was flooding. On reaching the position indicated the life-boat made an extensive search using radar, searchlight and flares. Two members of the crew of three of a small motor boat which had capsized had already been rescued by another boat. The life-boat recovered some wreckage but could find no trace of

the missing person. The search was called off at 3.25 when the station honorary medical adviser confirmed that a further search for the missing man, who was a non-swimmer and had no life-jacket, would be fruitless. In the meantime the Naval Rescue Co-ordinating Centre had requested the assistance of the life-boat to investigate flares sighted east of Bray Head. Contact was made with the Wicklow life-boat which had also been launched. It was arranged that the Wicklow life-boat should search east of Codling lightvessel while the Dun Laoghaire life-boat searched to shoreward. At 4.50 information was received that the R.A.F. had been dropping flares near the lightvessel and the life-boat was recalled. She returned to her moorings at 7.15.

At 7.15 a.m. on 24th June, 1967, a report was received that a small dinghy had capsized with three people on board. The life-boat *John F. Kennedy* slipped her moorings at 7.33 in a fresh south westerly wind and a choppy sea. The dinghy was found with the crew of three clinging to it. They were taken aboard the life-boat and given first aid treatment. The life-boat returned to her moorings at 7.55.

SCOTLAND

Mallaig, Inverness-shire - At 4.5 p.m. on 25th June, 1967, news was received that a dinghy with two people on board was overdue. The life-boat *E.M.M. Gordon Cubbin* slipped her moorings at 4.15 in a moderate north north westerly wind and a choppy sea. It was one hour after low water. The dinghy was found ashore on the beach on the lee side of Loch Nevis. The dinghy was recovered and the crew taken on board the life-boat which returned to her moorings at 5.15.

Dunbar, East Lothian - At 7.30 a.m. on 15th June, 1967, it was learned that the motor fishing vessel *Snowdrop* which had grounded on Tynningham sands could not be refloated despite attempts by local fishing boats. It was imperative that she be refloated quickly before bumping aggravated the damage to her hull. The life-boat *Margaret* slipped her moorings at 8.20 in a light north westerly wind and

a calm sea. The tide was flooding. The casualty was refloated at the first attempt and towed to Dunbar. The life-boat returned to her moorings at 10.20.

Campbeltown, Argyllshire - At 12.30 p.m. on 19th June, 1967, a message was received that the motor fishing vessel *Chalon*, which had left Campbeltown on the 18th to attend to her lobster pots at Arran, had broken down on the return journey and had drifted ashore on Arran. At 2.30 a further message was received that efforts would be made to refloat her at high tide and the life-boat was asked to assist. The life-boat *The Rankin*, on temporary duty at the station, slipped her moorings at 8 o'clock in a light westerly wind and a smooth sea. The tide was flooding. A line was passed to the *Chalon* and she was taken in tow to Campbeltown.

At 2.52 p.m. on 23rd June, 1967, a message was received that a naval vessel was on fire off the Cock of Arran. An amended position of the casualty was given as between Skipness Point and Lochranza. The life-boat *City of Glasgow II* slipped her moorings at 3.7 in a light south westerly breeze and a smooth sea. The tide was ebbing. It was arranged that the life-boat should call at Lochranza to embark firemen and their equipment and proceed to the casualty, H.M.S. *Birdham*. In the meantime a helicopter had been sent with breathing apparatus and foam. The life-boat put the fire chief on board H.M.S. *Birdham* and after inspection he confirmed that it could be safely towed to the Clyde by the tug *Labrador*. The life-boat took the firemen and equipment back to Lochranza and returned to her station at 9.30.

Stronsay, Orkneys - At 1.40 a.m. on 22nd June, 1967, the fishing vessel *Bluebell* of Wick was reported ashore on Seal Skerry, South of Gairsay. The life-boat *The John Gellanty Hyndman* slipped her moorings at 2.10 in a moderate south westerly breeze and a moderate sea. The tide was ebbing. On arrival at the casualty the life-boat crew were informed that four of the *Bluebell's* crew had taken to the life-raft and only the skipper remained on board. The four men were

taken on board the small boat *Enterprise* and were later transferred to the life-boat. At 6.38 the crew were put back on board and she refloated under her own power at 9.10. The life-boat escorted her to Kirkwall and returned to her station at 2.28 p.m.

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

Arranmore, Co. Donegal - 20th
Barmouth, Merionethshire - 25th
Beaumaris, Anglesey - 11th
Blackpool, Lancashire - 28th
Campbeltown, Argyllshire - 24th
Cullercoats, Northumberland - 30th
Donaghadee, Co. Down - 22nd
Dunbar, East Lothian - 23rd
Dungeness, Kent - 25th
Dun Laoghaire, Co. Dublin - 16th, 29th
Flamborough, Yorkshire - 4th
Gt. Yarmouth & Gorleston, Norfolk - 22nd
Hastings, Sussex - 29th
Hoylake, Cheshire - 26th
The Lizard - Cadgwith, Cornwall - 21st
Margate, Kent - 5th
Peterhead, Aberdeenshire - 21st
Plymouth, Devon - 16th, 17th
Portrush, Co. Antrim - 24th (twice)
Redcar, Yorkshire - 4th
Runswick, Yorkshire - 20th
St. Abbs, Berwickshire - 23rd
Selsey, Sussex - 21st, 25th
Southend-on-Sea, Essex - 21st
Stornoway, Outer Hebrides - 1st
Tenby, Pembrokeshire - 3rd, 20th
Troon, Ayrshire - 28th
Tynemouth, Northumberland - 30th
Walton and Frinton Essex - 12th, 29th
Wells, Norfolk - 11th
Wicklow, Co. Wicklow - 15th
Yarmouth, Isle of Wight - 6th

IRB LAUNCHES

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

SCOTLAND

Broughty Ferry, Angus - At 8.45 p.m. on 5th June, 1967, a small yacht was

seen to capsize near the Craig buoy. At this time another three yachts were also capsized by a sudden squall. The yacht club rescue boat while attempting to right the first yacht fouled her propeller and the rescue boat's coxswain fired a flare for assistance. The IRB was launched at 8.48 in a fresh south westerly breeze and a moderate sea. The tide was flooding. The IRB righted the yacht and took her in tow to the beach. The yacht had a crew of two. The IRB then towed the rescue boat, also with a crew of two, ashore. She returned to her station at 9.30.

NORTH EAST

Crimdon Dene, Co. Durham - At 11.51 on 18th June, 1967, it was learned that a rubber dinghy was in difficulties one mile south of the station. The IRB was launched at 11.52 in a light east north easterly breeze and slight swell. The tide was flooding. The IRB found one bather unconscious and four others exhausted and in danger of drowning. The unconscious bather was taken on board. The other four were instructed to hang on to the IRB's life lines. She then proceeded immediately ashore where artificial respiration was successfully applied to the unconscious bather. The IRB returned to Crimdon Dene at 12.10 p.m. where the bather had further medical attention.

Tynemouth, Northumberland - At 3.45 p.m. on 29th June, 1967, it was learned that a sailing dinghy had capsized several times and was now drifting out to sea towards South pier. The IRB was launched at 3.45 in a strong westerly breeze and a slight swell. The tide was ebbing. They proceeded to the casualty and got a line aboard with difficulty. After towing her clear of the pier, one of the crew, a girl, was taken on board the IRB and a young man was left with the dinghy. The dinghy was then towed to Tynemouth and beached. The IRB returned to her station at 4.50.

SOUTH EAST

Clacton-on-Sea, Essex - At 3.33 p.m. on 12th June, 1967, it was reported

that a sailing dinghy had capsized off Holland Haven. The IRB was launched at 3.35 in a fresh easterly breeze and a moderate sea. The tide was ebbing. The dinghy's crew of two were embarked and the dinghy taken in tow. The IRB returned to her station at 6 o'clock.

Harwich, Essex - At 7.9 p.m. on 14th June, 1967, a message was received that a dinghy with two people on board was being swept out to sea. The IRB was launched at 7.12 in a moderate northerly breeze and a slight sea. The tide was ebbing. The IRB took the two people on board and then took the dinghy in tow. She returned to her station at 7.18.

Walmer, Kent - At 2.35 p.m. on 14th June, 1967, a member of the IRB crew saw a small sailing dinghy overturn three quarters of a mile offshore. While trying to right the dinghy one of the two crew members drifted away with the tide. The IRB was quickly launched in a moderate north westerly breeze and a calm sea. The tide was ebbing. The IRB embarked the drifting crew member and then proceeded to right the dinghy and take her in tow. The IRB returned to her station at 3.15.

At 7.50 p.m. on 15th June, 1967, a dinghy was seen to capsize near Deal Bank buoy. The sailing club rescue boat proceeded but on nearing the casualty the engine broke down and she started to drift away. The IRB was launched in a fresh north easterly breeze and a choppy sea. The tide was flooding. The IRB found two members of the sailing dinghy's crew trapped in the rigging. After releasing them the IRB brought them and two members of the club rescue boat crew ashore. The IRB then returned to the sailing dinghy and embarked the third crew member who had stayed behind to unship some of the gear. The dinghy was taken in tow but was difficult to manage and so a shore boat was sent to assist. The IRB returned to her station at 9.30.

Wells, Norfolk - At 2.40 p.m. on 18th June, 1967, the lifeguards saw a canoe capsize in the lower channel. The IRB was launched in a gentle northerly breeze

and a slight swell. The tide was ebbing. The single occupant was taken on board the IRB which returned to her station at 2.50.

Southend-on-Sea, Essex - At 4.15 p.m. on 25th June, 1967, the coastguard informed the honorary secretary that 50 yachts were reported to have capsized off Whitstable. At 4.39, in view of deteriorating weather conditions, the life-boat *Greater London II* (Civil Service No. 30) was launched. There was a strong south westerly breeze and a rough sea. The tide was ebbing. The life-boat secured one yacht to the fishing vessel *Crusader* which took her to Leigh-on-Sea. The life-boat then proceeded to Whitstable but was recalled. The IRB was on service west of the pier and the life-boat proceeded to the area to stand by. Another boat appeared to be in difficulties west of the boom and after investigation the IRB reported she was alright but she herself had run out of petrol. The life-boat embarked the IRB crew and with the IRB in tow returned to her station, arriving at 6.30.

At 4.8 p.m. on 25th June, 1967, the coastguard informed the honorary secretary that two yachts were drifting under the pier. The IRB was launched immediately to help one of the yachts and another boat went to the assistance of the second yacht. The IRB found the occupant of the yacht hanging on to the upright of the pier. The man was taken on board and landed. The IRB returned to see if the yacht was still afloat but it had sunk. She returned to her station at 4.14.

At 4.12 p.m. 25th June, 1967, the coastguard informed the honorary secretary that the yacht *Edelweiss* was drifting towards the pier with two men on board. The IRB was launched at 4.14 in a south westerly gale and very rough sea. The tide was ebbing. When the IRB arrived the yacht was under the pier and half full of water. The two men were taken on board the IRB and landed on shore. The yacht was towed clear of the pier and anchored. The IRB returned to her station at 4.25.

SOUTHERN

Lyme Regis, Dorset - At 11.42 a.m. on 7th June, 1967, it was learned that the yacht *Wren* had capsized. Although the station was not officially opened it was decided to launch the IRB at 11.47 in a gentle west northerly breeze and a calm sea. The tide was low ebb. The IRB came up to the upturned craft four miles south west of Lyme Regis with a non-swimmer who was in very poor shape clinging to it. The IRB rescued him and returned to the beach. She put out to sea again and found the second man three miles south south west of Lyme Regis floating unconscious but held up by a buoyancy bag. The IRB returned him to harbour at full speed. The man being treated by a doctor who was on board the IRB.

On 25th June, 1967, the IRB was launched and rescued five people from the cabin cruiser *Lilian*. A full account of this service, for which special awards were granted, will appear in the March issue of THE LIFE-BOAT.

Eastbourne, Sussex - At 4 p.m. on 21st June, 1967, a catamaran was seen to overturn three quarters of a mile from the station. The IRB was launched at 4.5 in a moderate to fresh west south westerly breeze and a moderate sea. The tide was ebbing. She rescued a man who was exhausted as he had been trapped under the boat when she capsized. The catamaran was taken in tow and the IRB returned to her station at 4.45.

At 11 a.m. on 19th June, 1967, it was reported that a canoe had capsized one hundred yards from the station and a man was in the water. The IRB was launched in a light westerly breeze and a smooth sea. The tide was ebbing. The man was taken on board and the IRB returned to her station at 11.15.

Hastings, Sussex - At 6.59 p.m. on 27th June, 1967, a message was received that a sailing dinghy had been seen to capsize half a mile east of the life-boat station. One person was seen to drift away from the dinghy. The IRB was launched at 7.2 in a gentle westerly breeze and a slight sea. The tide was ebbing. When the

IRB came up to the casualty two boys were taken from the water and quickly brought back to the life-boat station which was reached at 7.15. The sailing dinghy was later recovered by a fishing boat.

On 25th June 1967 the IRB was launched and rescued four people from two yachts. A full account of this service, for which special awards were granted, appears on page 232.

Mudford, Hampshire – At 4.31 p.m. on 26th June, 1967, the honorary secretary saw that a man who was rowing a small dinghy one mile south east of the harbour entrance would soon be in difficulties in the prevailing conditions. While contacting the IRB crew the honorary secretary was told that the man was by then in the water. The IRB was launched at 4.33 in a strong south westerly breeze and a rough sea. It was high water. The IRB rescued the man who had dived into the sea to retrieve a lost oar. The dinghy had been swept away and he was exhausted. The IRB returned to her station at 4.45.

Brighton, Sussex – The IRB was launched on 25th June, 1967, and rescued five people from a rubber dinghy. A full account of this service, for which special awards were granted, appears on page 232.

Rye Harbour, Sussex – On 25th June, 1967, the IRB was launched to a dinghy in distress two miles east of the station. There was a strong south westerly breeze and steep swell. The tide was full. The IRB came up with a cap-sized dinghy and rescued her two occupants who were in the water. In view of the weather conditions the IRB searched the area in case any other dinghies were in distress. Finding no other casualties, the IRB returned to her station at 5 o'clock.

SOUTH WEST

The Mumbles, Glamorganshire – At 7.35 p.m. on 10th June, 1967, a young boy was reported adrift on a small catamaran off Trafalgar Arch, Swansea. The IRB was launched at 7.44 in a moderate northerly breeze and a moderate sea. The

tide was flooding. On arrival at the scene of the casualty the IRB crew saw four people who had swum out to assist the boy also in difficulties. They were clinging to the catamaran. All five were landed and the catamaran was beached at Swansea. The IRB returned to her station at 8.13.

Newquay, Cornwall – At 6.8 p.m. on 8th June, 1967, it was learned that a young girl was cut off by the tide between Zachary's Island and Watergate beach. The IRB was launched at 6.10 in a gentle north north westerly breeze and moderate sea. The tide was flooding. As the IRB could not approach the cliff face a member of the crew swam ashore to guide the girl to a nearby cove. The boat went into the cove and took the girl aboard. After several seas had broken over the IRB, she made her way through broken water, returning to her station at 6.40.

Bude, Cornwall – At 3.50 p.m. on 13th June, 1967, the coastguard informed the honorary secretary that a man had fallen from the cliffs near 'Pool' Castle Cove, Tintagel. The IRB was launched at 3.57 in a moderate west north westerly breeze and a smooth sea. The tide was ebbing. The unconscious man was embarked and landed at Castle Cove where two members of the IRB crew helped to carry him up the cliff path to a waiting ambulance. The IRB returned to her station at 6 o'clock.

NORTH WEST

Conway, Caernarvonshire – At 4.23 p.m. on 22nd June, 1967, it was learned that flares had been sighted about half way between the Great Orme and Penmaenmawr. The IRB carrying a crew of three was launched at 4.26 in a strong south by south westerly breeze and a heavy swell. It was low water. The casualty, a 20-foot cabin cruiser which had run out of fuel, was found about five miles from the station. She was drifting rapidly towards the bar reef. Owing to the heavy swell the crew of the IRB decided not to attempt to take the people off the cruiser at this point. They put a line on board and commenced to tow her towards calmer water. On reaching the fairway the

cruiser was made fast to one of the fairway buoys and the nine people were transferred to the IRB. They were supplied with hot drinks and dry clothing on arrival at Conway. The IRB returned to her station at 6.35. A helicopter also co-operated in this operation.

At 2 p.m. on 6th June, 1967, news was received that a yacht was on fire at Penmaenmawr. The IRB was launched at 2.5 in a strong south westerly breeze and a heavy swell. The tide was ebbing. A launch with firemen and fire fighting equipment also proceeded. Contact was made with the casualty - she had five people on board - which proved to be the yacht *Ebb Tide* with engine trouble floundering in heavy seas. There was no fire. The helicopter which was in attendance took four people off, while the IRB took off the remaining crew member. The IRB returned to her station at 3 o'clock.

Llandudno, Caernarvonshire - At 11.2 a.m. on 29th June, 1967, a message was received that a small boat was firing flares two miles offshore. The IRB was launched at 11.5 in a strong south westerly breeze and a moderate sea. It was low water. The IRB took the dinghy's crew of three on board and with the boat in tow returned to her station at 12 noon.

At 5.35 p.m. on 3rd June, 1967, it was learned that two boys were stranded at the foot of Little Orme. The IRB was launched at 5.40 in a moderate southerly breeze and a slight swell. The tide was flooding. The two boys were embarked and the IRB returned to her station which was reached at 6.20.

At 3.55 p.m. on 22nd June, 1967, a report was received that a yacht had capsized in the bay. The yacht apparently had been righted but was still in difficulties. The IRB was launched at 4.5 in a strong southerly breeze and a choppy sea gusting to gale force. The tide was ebbing. The yacht was found waterlogged and her crew of two were trying to paddle ashore. The two men were embarked, and after putting a member of her crew on board the yacht the IRB took her in tow. She returned to her station at 5 o'clock.

Abersoch, Caernarvonshire - At 3.22 p.m. on 5th June, 1967, the coastguard informed the acting honorary secretary that a dinghy was drifting to the south east of Benon Head. The IRB was launched at 3.26 in a fresh to strong south westerly wind and a choppy sea. It was low water. She proceeded to the position indicated and found the dinghy; the occupant was exhausted from trying to row a half filled boat against the wind and sea. He was taken aboard the IRB, which, with the dinghy in tow, returned the man to Porth beach. The IRB arrived back on station at 3.55 p.m.

IRELAND

Bangor, Co. Down - At 11.22 a.m. on 29th June, 1967, news was received that a yacht had capsized at Groomsport Bay, two and a half miles from the IRB station. The IRB was launched at 11.35 in a fresh south south westerly breeze and a choppy sea. The tide was flooding. A man who had seen the incident from the shore rowed out in a small dinghy but was soon in difficulties. The IRB picked up the crew of three from the yacht *Sunray*, and after having ascertained that the man in the dinghy was safely ashore, the IRB returned to her station. On arrival a message was received that the man's wife was concerned about her husband's safety. The IRB went back to Groomsport and confirmed that he was in no danger. The IRB returned to her station at 1 p.m.

See page 311 for other IRB Services

JULY SOUTH EAST

Walton and Frinton, Essex - at 10.48 a.m. on 30th July, 1967, it was learnt that a motor cruiser with engine trouble had made fast to the Kentish Knock lightvessel and that the master of the lightvessel had requested that the lifeboat tow the casualty ashore. The lifeboat *Cecil and Lilian Philpott*, on temporary duty at the station, proceeded at 11

o'clock in a moderate west south westerly wind and a choppy sea. It was one hour before low water. The life-boat took the motor cruiser *Qui Vive* in tow to Walton backwaters. The life-boat reached her moorings at 7.45 p.m.

At 3.52 p.m. on 13th July, 1967, a message was received indicating that the motor yacht *J.G.4.* had broken down about half a mile off Frinton and was taking in water fast. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings at 4.12 in a moderate north easterly breeze and a choppy sea. It was shortly before high water. On reaching the casualty two members of her crew of three were taken aboard the life-boat, and replaced by two members of the life-boat crew who assisted the owner in bailing the yacht. A line was made fast and the casualty was taken in tow to Walton and handed over to a local boat for berthing. The life-boat returned to her moorings at 7 o'clock.

At 5.14 p.m. on 20th July, 1967, a message was received that a dinghy which appeared to have broken down was under observation about three miles off shore. On the receipt of further information at 5.33 it was decided to launch. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings in a fresh westerly breeze and a choppy sea. It was shortly after low water. The dinghy was found at 6.18. Her crew of two were transferred to the life-boat and she was taken in tow to harbour. The life-boat returned to her moorings at 7.4.

Walmer, Kent - At 3.15 a.m. on 30th July, 1967, it was learnt that a yacht dragging her anchor about half a mile off shore was bearing down on another yacht. She was drifting northwards towards Brake Sands. The life-boat *Charles Dibden (Civil Service No. 32)* was launched at 3.30 in a moderate to strong south westerly breeze and a choppy sea. The tide was flooding. The life-boat came up with the yacht *Ceti* and roused the crew of two, who had difficulty in raising the anchor. Once under way they made little headway towards Dover and so the yacht headed for Ramsgate. The life-boat escorted her

into Ramsgate harbour and returned to her station 4.42.

Clacton-on-Sea, Essex - At 12.15 p.m. on 2nd July, 1967, news was received that a fishing vessel had stranded on the West Barrow sands one and a half miles north west of the Mid-Barrow lightvessel. The life-boat *Sir Godfrey Baring* was launched at 2.10. The tide was ebbing. The life-boat stood by while the fishing vessel *Tina Louise* refloated and then returned to her station, arriving at 7.42.

At 6.37 p.m. on 26th July, 1967, it was learnt that a yacht was in difficulties off Holland-on-Sea beach. The life-boat *Sir Godfrey Baring* was launched at 7 o'clock in a gentle south westerly breeze and a choppy sea. The IRB was also launched. The tide was flooding. The life-boat found the yacht *Jorjika* had drifted on to the beach with damaged steering and was holed on the starboard side. The owner was advised the best way to refloat her, and the life-boat and IRB returned to their station pending the flood tide. At 12.30 a.m. the life-boat and IRB returned to the casualty and stood by while the yacht refloated. In view of the damage to the *Jorjika* the life-boat escorted her to Brightlingsea.

Ramsgate, Kent - At 7.53 p.m. on 15th July, 1967, a message was received that a motor yacht had broken down and was drifting towards Broadstairs. The life-boat *Michael and Lily Davis* slipped her moorings at 8 o'clock in a gentle south westerly breeze and a smooth sea. The tide was ebbing. The life-boat found that the motor boat *Pamela* had taken the yacht *Tuatanga* in tow and she escorted them to Ramsgate harbour. The life-boat returned to her station at 8.29.

At 10.30 p.m. on 15th July, 1967, information was received that the ship *Sapphire* had rescued a man who had fallen overboard from the yacht *Sturdy Maria*. He required medical aid. As a helicopter could not go the life-boat *Michael and Lily Davis* slipped her moorings at 11.20 with the honorary medical adviser on board. There was a light westerly breeze and a smooth sea. The tide was ebbing. The life-boat came

alongside the *Sapphire* and the doctor was put on board. The man, who was found to be dead, was taken on board the life-boat together with the remaining five members of the yacht's crew. With the yacht in tow the life-boat returned to her station at 6.58 a.m. on 16th July.

Lowestoft, Suffolk – At 6 a.m. on 5th July, 1967, it was learned that the cargo boat *Erctonia* of Goole had the Lowestoft trawler *Renovate* in tow with engine trouble. The cargo boat had requested for the tow to be taken over. The life-boat *Frederick Edward Crick* slipped her moorings at 6.30 in a light south westerly breeze and a smooth sea. The tide was flooding. The life-boat proceeded to West Holm buoy, where she met the *Erctonia*. She took over the tow and brought the *Renovate* into Lowestoft harbour. The life-boat returned to her moorings at 7.15.

Wells, Norfolk – At 1.40 p.m. on 30th July, 1967, the coastguard informed the honorary secretary that flares had been seen off Old Hunstanton and that a small boat was within 50 yards of the shore. The life-boat *Ernest Tom Nethercoat* was launched at 2 o'clock in a gentle south westerly breeze and a smooth sea. The life-boat searched inshore between Thornham and Old Hunstanton but found nothing. The boat was eventually located about three miles off Brancaster. When the life-boat came up to the boat the crew said they were lost and wished to be escorted to harbour. The life-boat escorted the boat as far as the entrance to Wells harbour, and then put the second coxswain on board to take her in. The life-boat returned to her station at 6.30.

SOUTHERN

Ramsgate, Kent – At 1.24 p.m. on 24th July, 1967, it was learned that a motor boat with nine people on board had broken down and was in difficulties off Ramsgate sands. The life-boat *Michael and Lily Davis* slipped her moorings at 1.31 in a fresh south westerly breeze and a slight sea. It was high water. When the life-boat arrived she found the motor

boat *Lady Jane* had been taken in tow by another boat. The life-boat escorted the two boats to Broadstairs and returned to her station at 2.55.

St. Helier, Jersey – At 10.45 p.m. on 13th July, 1967, the duty harbour official was informed that a yacht was adrift off St. Brelades Bay. The life-boat *Elizabeth Rippon* was launched at 11.18 in a light breeze and a calm sea. It was half an hour before high water. The Fire Service IRB was also sent to the scene. On reaching the casualty, the yacht *Yann Paol* carrying a crew of three, the rescue boat put a member of her crew on board. The life-boat came up at 12.5 a.m. on 14th July and took the yacht in tow to St. Helier. She returned to her station at 12.55.

Swanage, Dorset – At 6 p.m. on 16th July, 1967, news was received that the yacht *Pace* was broken down and becalmed and in danger of being swept on to the rocks at Anvil Point. The life-boat *R.L.P.* was launched at 6.10. It was one hour after high water. The casualty was found about a mile west of the Anvil with the assistance of direction finding equipment. Visibility was down to about 100 yards. She was taken in tow to Swanage Bay and the life-boat returned to her station at 7.37.

Weymouth, Dorset – At 8.14 p.m. on 23rd July, 1967, news was received that the yacht *Tonga* was in difficulties with engine trouble and was drifting 17½ miles south south west of Portland Bill. After ascertaining that a tow could not be arranged the life-boat *Frank Spiller Locke* slipped her moorings at 9.55. The tide was ebbing. The life-boat came up with the *Tonga* with three people on board and took her in tow. She returned to her moorings at 5.30 a.m.

Hastings, Sussex – At 7.20 a.m. on 13th July, 1967, it was learnt that the Bexhill police had reported a trawler in difficulties half a mile off the De La Warr pavilion. The life-boat *Fairlight* was launched at 7.40 in a light northerly breeze and a slight sea. It was three hours after high water. The life-boat found the

casualty at 8.20 and took her in tow to Hastings, returning to her station at 9.55.

Yarmouth, Isle of Wight – At 12.26 a.m. on 12th July, 1967, a red flare was reported near Barton-on-Sea. At 1.43 the life-boat, *The Earl and Countess Howe*, slipped her moorings. The tide was flooding. The life-boat found a small fishing boat with engine trouble. This was fishing boat *Swallow* with two people on board. She was taken in tow to Mudeford and the life-boat returned to her moorings at 4.45.

Dungeness, Kent – At 11.30 a.m. on 12th July, 1967, news was received that the cabin cruiser *Highland Laddie* was aground off Lade. The life-boat *Charles Cooper Henderson*, on temporary duty at the station, was launched at 11.50 in a fresh north easterly breeze and a moderate sea. The tide was flooding. The life-boat proceeded to the position given, but as she could not close the casualty a line was fired and the tow rope passed to her. The cruiser was pulled clear and towed towards Rye. When off Jury's Gap a message was received that the cruiser could not be brought in. After consultation it was decided to hand over the tow to the life-boat *Mabel E. Holland* which was on passage from Dungeness to Newhaven. This was done after one member of the crew of the *Charles Cooper Henderson* had been transferred to the *Mabel E. Holland*. The life-boat *Charles Cooper Henderson* returned to station at 5 o'clock, while the life-boat *Mabel E. Holland* towed the cabin cruiser to Newhaven.

Eastbourne, Sussex – At 9.42 p.m. on 31st July, 1967 it was learnt that the Beachy Head lighthouse keeper had reported flares half a mile south east of the station. The life-boat *Beryl Tollemache* was launched at 10 o'clock in a smooth sea. The tide was ebbing. The life-boat found the cabin cruiser *Poseidon* with two people on board with engine trouble. The cruiser was taken in tow to Newhaven harbour and the life-boat returned to her station at 3.35 a.m. on 1st August.

Walmer, Kent – At 3.55 p.m. on 23rd July, 1967, the coastguard informed the

honorary secretary that fire had broken out on board the cabin cruiser *Ideaal* which was one mile south east of the South Goodwin lightship. The life-boat *Charles Dibden* (Civil Service No. 32) was launched at 4.6 in a moderate northerly breeze and a slight sea. The tide was ebbing. Three members of the life-boat crew boarded the *Ideaal* and tackled the fire. The life-boat men found the owner had collapsed in the engine room. They brought him up on deck, and the life-boat's emergency mechanic went below to tackle the blaze until driven out by fumes. The three men then damped down the smouldering engine room and sealed off both engine rooms. The *Ideaal* with five people on board was taken in tow and berthed at Ramsgate. The life-boat returned to her station at 10 o'clock.

At 7.45 p.m. on 16th July, 1967, the honorary secretary was informed that a fishing boat was overdue, having left Walmer Beach at 10.30 a.m. for South Goodwin. In view of the weather conditions in the area the life-boat *Charles Dibdin*, (Civil Service No. 32) was launched at 8.50 in a light breeze and a slight sea. The tide was ebbing. When the life-boat was about three miles south east of the boathouse information was received that a boat resembling the missing one had been seen near the South Brake buoy. When the life-boat arrived she found it was the missing motor boat *June Rose* which had broken down. Her crew had tried to row her ashore. She was taken in tow and safely beached near the boathouse. The life-boat returned to her station at 10 o'clock.

Dover, Kent – At 3.18 a.m. on 30th July, 1967, the coxswain was informed that a yacht with a broken mast was almost ashore in Fan bay, about three miles east of Dover. The life-boat *Faithful Forester* slipped her moorings at 3.29 in a strong south westerly breeze and a rough sea. The tide was flooding. The life-boat found the yacht *Rami* with three people on board on the rocks. A line was passed and she was pulled clear of the rocks and towed into Dover harbour. The life-boat returned to her station at 5.45.

SOUTH WEST

Life-boat 70-001, Bristol Channel –

At 6.35 p.m. on the 27th July, 1967, the coxswain intercepted a message from Ilfracombe radio to the yacht *Vincente* which had requested assistance. The life-boat *Charles H. Barrett* (Civil Service No. 35) slipped her moorings at 6.40 in a fresh south westerly breeze and a slight sea. The tide was flooding. The coastguard informed the life-boat that the yacht was in a position five miles north east of Lundy island. The life-boat found the casualty at 8.35 and took her in tow to a safe anchorage. A sick man was transferred to the life-boat and taken to Ilfracombe. The life-boat returned to her moorings at 12.5 a.m. on 28th July.

At 11.5 a.m. on 19th July, 1967, a call was received by the coxswain of the life-boat *Charles H. Barrett* (Civil Service No. 35) from the fishing vessel *Apt* of Ilfracombe that her propeller was fouled by a trawl. The life-boat proceeded at 11.15 in a moderate westerly wind and a choppy sea. It was low water. The *Apt* was found in position three and a half miles west of Bideford fairway buoy and taken in tow to Clovelly bay which was reached at 12.13 p.m. The IRB was used to inspect the fouled propeller and it was found that the net could not be cleared while the *Apt* was afloat. The skipper then requested a tow to Ilfracombe which was reached at 2.25. The life-boat returned to Clovelly at 5.5 p.m.

Padstow, Cornwall – At 5.51 p.m. on 22nd July, 1967, a small yacht was reported in difficulties on the north side of Harlyn bay. The life-boat *Joseph Hiram Chadwick* slipped her moorings at 6.14 in a moderate north easterly breeze and a choppy sea. The tide was flooding. When the life-boat arrived at the position given she found the yacht *Santos* and escorted her to Padstow harbour. The life-boat then went to search for a missing sailing dinghy, but was recalled when the dinghy was reported to be safe. The life-boat returned to her moorings at 8 o'clock.

St. Mary's, Isles of Scilly – At 7.20 p.m. on 22nd July, 1967, it was learnt that a ketch was in difficulties trying to round

the Garrison from St. Mary's sound. The life-boat *Thomas McCunn*, on temporary duty at the station, was launched at 7.32 in a strong northerly breeze and a moderate sea. It was high water. The life-boat took the ketch *Nova Espero*, with two people on board, in tow and brought her alongside St. Mary's quay. The life-boat returned to her station at 8.39.

Barry Dock, Glamorganshire – At 4.46 p.m. on 6th July, 1967, while the life-boat *Rachel and Mary Evans* was on exercise after engine overhaul, it was reported that a boy was stranded on Porthkerry beach at the Bull Nose. The tide was flooding. The life-boat stood by while the boy was rescued from the cliff top and then resumed her trials, returning to her station at 6.30.

Tenby, Pembrokeshire – At 11.36 p.m. on 24th July, 1967, news was received that six children were missing in the Freshwater area. They were last seen playing on the beach at 6.30. The life-boat *Henry Comber Brown* was launched at 11.43. The tide was ebbing. The life-boat fired flares and also used her searchlight to assist people searching on the cliffs. The children were found and rescued by people on the shore and the life-boat returned to her station at 3 a.m. on 25th July.

The Lizard-Cadgwith, Cornwall – At 4.35 on 22nd July, 1967, information was given that distress flares had been seen two miles from the life-boat station. The life-boat *The Duke of Cornwall* (Civil Service No. 33) was launched at 4.58 in a north easterly wind of gale force and a rough sea. The tide was flooding. Flares were again seen south east from the boat-house. The sloop *Gipsy Mariner* was found off Black Head rock with a crew of two. Her rudder pintles had snapped. The yacht was taken in tow to Falmouth and as conditions were bad on the slipway at the station the life-boat remained at Falmouth. She returned to her station at 12 noon on 23rd.

St. David's, Pembrokeshire – At 8.40 p.m. on 10th July, 1967, a message was received that a sailing dinghy from

Porth isle appeared to be in difficulties. The life-boat *Joseph Soar* (Civil Service No. 34) was launched at 9.43 in a light south westerly breeze and a smooth sea. The tide was flooding. The life-boat embarked the sailing dinghy crew of two and took her in tow. The life-boat returned to her station at 11.3.

Penlee, Cornwall – At 6 p.m. on 22nd July, 1967, a report was received that a dinghy had capsized between Newlyn and Penzance. A man was seen clinging to her. The life-boat *Solomon Browne* was launched at 6.14 in a strong north easterly breeze and a choppy sea. The tide was flooding. The life-boat found the capsized dinghy and took the man on board. He informed the crew that his friend had attempted to swim ashore. The life-boat returned to the area and resumed the search assisted by a helicopter. At 7.11 a message was received that the second man had reached the shore safely and had been taken to hospital. The life-boat remained at Newlyn overnight and returned to her moorings at 9 a.m. on 23rd.

St. Ives, Cornwall – At 9.12 p.m. on 22nd July, 1967, it was learnt that the Newquay fishing vessel *Talisman* was without fuel one mile off St. Agnes Head. The life-boat *Edgar, George Orlando and Eva Child* was launched in a fresh north easterly breeze and a choppy sea. The tide was ebbing. The life-boat came up with the *Talisman* half a mile north east of St. Agnes Head. The life-boat took her in tow and proceeded to St. Ives Bay where she had to wait for the tide before entering the harbour. The fishing vessel was refuelled and she proceeded back to Newquay. The life-boat returned to her station at 4.10 a.m. on 23rd July.

Angle, Pembrokeshire – At 2.53 p.m. on 9th July, 1967, it was reported that a soldier had been reported washed out to sea between Linney Head and Trains Lake sands. The life-boat *Richard Vernon and Mary Garforth of Leeds* was launched at 3.15 in a gentle breeze and a heavy ground swell. The tide was ebbing. The life-boat proceeded to the area and

searched but nothing was found. A helicopter which had been called indicated that a diver who had been dropped was in difficulties on the rocks. He was unable to help himself and he was clinging to a rock. The coxswain manoeuvred the life-boat in shore as close as possible to the rocks. A member of the life-boat crew swam in with a line and breeches buoy. They were both hauled on board the life-boat and the diver was then winched up to the helicopter. The life-boat returned to her station at 9.30.

Ifracombe, Devon – At 9.15 p.m. on 17th July, 1967, it was reported that a small boat appeared to be in difficulties off Rillage Point. The life-boat *Lloyd's II* was launched at 9.30 in a light breeze and a smooth sea. It was low water. When the life-boat reached the position she found a small cabin cruiser, the *Jenne*, with her engines broken down. She was drifting on to the Rillage rocks. The cabin cruiser, with two people on board, was taken in tow to Ifracombe harbour. The life-boat returned to her station at 10.30.

The Mumbles, Glamorganshire – At 2.42 a.m. on 31st July, 1967, it was learnt that a vessel had fired red flares two and a half miles south east of the Scarweather lightvessel. At 3 o'clock the life-boat *William Gammon - Manchester and District XXX* was launched in a south westerly gale and rough sea. It was two hours after high water. On arriving at the position, the German motor vessel *Jens S* of Bremen was found on her beam ends with no power. Her crew had jettisoned some of her deck cargo of timber and her master requested the assistance of a tug. As no tug was available until 10 o'clock it was imperative that the vessel be towed clear of the lightvessel. A line was therefore connected to her stern and the life-boat towed the *Jens S* clear, but because of the increasing wind she was settling on the sands. For five hours the life-boat managed to keep the vessel clear of the sands until she was taken over by tugs which had arrived from Swansea. The life-boat stood by until the *Jens S* was safely docked and then returned to her station, arriving at 3 p.m.

Falmouth, Cornwall – At 5.3 p.m. on 7th July, 1967, it was learnt that the sailing dinghy *Dolphin* was missing on passage from Port Navas to Restronquet. The life-boat *Constance and Crawford Conybeare*, which had launched earlier on exercise, was diverted to the Port Navas area immediately. There was a strong south south westerly wind and a moderate sea. It was two hours before high water. At 5.17 the dinghy with a crew of two was found off Helford entrance. The crew had experienced difficulty in locating the harbour entrance. While leading the *Dolphin* into the harbour the life-boat was hailed by the German yacht *Alex S. Sorbas* in similar difficulty. Having escorted both vessels to safety the life-boat returned to her moorings at 6.12.

At 7.43 p.m. on 26th July, 1967, information was received that the motor yacht *Philante*, some five miles off St. Anthony lighthouse, was taking water in her engine room. The life-boat *Crawford and Constance Conybeare* slipped her moorings at 8.5. The tide was flooding. The life-boat came up with the yacht off St. Anthony Head. The situation on board the *Philante* was now under control and after escorting her to St. Mawes the life-boat returned to her station, arriving at 8.40.

Ilfracombe, Devon – At 5.50 p.m. on 22nd July, 1967, information was received that a message had come in from H.M. cable ship *Iris* requesting medical advice for a sick man on board. Arrangements were made for a doctor to be taken on board the life-boat *Lloyd's II* which had been launched earlier in the day in connection with the annual flag day. She left with the doctor on board at 10.15 in a light easterly breeze and a smooth sea. The tide was ebbing. When the life-boat came up to the ship, the doctor was put on board. After examination the life-boat brought the man and doctor back to Ilfracombe. The life-boat returned to her station at 11 o'clock.

NORTH WEST

Kirkcudbright – At 5 p.m. on 29th July, 1967, it was reported that a boat had

gone ashore and broken up on the north side of Ross Bay. It was thought that the casualty might be the local motor fishing vessel *Girl Ann* which was out fishing at the time. The life-boat *Mary Pullman* was launched at 5.22 in a fresh south easterly breeze and a moderate sea. It was shortly after high water. On reaching the position indicated it was found that the boat which had gone ashore and broken up was the *Terra Nova*. Her crew of two had succeeded in scrambling safely to land. The search was then continued for the *Girl Ann*, which was found half a mile off Gipsy Point at 5.55 with her engine broken down. She was taken in tow to Kirkcudbright, and the life-boat returned to her station at 7.30.

Llandudno, Caernarvonshire – At 1.45 p.m. on 29th July, 1967, while the life-boat *Lilly Wainwright* was on passage to Conway, the crew were informed that a dinghy had capsized off Orme's Head. There was a fresh south easterly breeze and a moderate sea. The tide was flooding. The life-boat found three men fishing in a rowing boat but they were not in any danger. The life-boat continued her passage to Conway. At 3.50 p.m. the IRB was launched to investigate a report that flares had been fired off Westshore. The IRB came up with the motor cruiser *Anita Mar* with engine trouble. There were three people on board. The IRB tried to tow the cruiser but without success. The crew of the *Anita Mar* were advised to anchor while the IRB proceeded to meet the life-boat to advise them of the position. The life-boat met the IRB at North Deep and then took the *Anita Mar* in tow to Conway, arriving at 4.40. The life-boat returned to her station after the Conway regatta at 6.45. The IRB returned to her station at 8.20.

Moelfre, Anglesey – At 9.50 p.m. on 26th July, 1967, news was given that the yacht *Elvina*, in a position four miles north north west of the life-boat house, was making no headway against the wind and tide and was drifting out to sea. Her crew of two were unable to use her engine as they were short of lubricating oil. The life-boat *Rosa Woodd and Phyllis Lunn*, on

temporary duty at the station, was launched at 10.3 in a south westerly gale and a rough sea. The yacht was towed safely into Moelfre bay and the life-boat reached her station at 1.5 a.m. on 27th July.

At 8.20 p.m. on 20th July, 1967, a message was received that distress signals had been observed at a position four miles north of Moelfre. The IRB was launched to investigate a report of a cabin cruiser in difficulties. On reaching the casualty, the cabin cruiser *Jojephil*, it was found that she had a broken propeller shaft. A tow was requested. The life-boat *Rosa Woodd and Phyllis Lunn*, on temporary duty at the station, was launched at 9.10 in a gentle breeze and a slight sea. The tide was flooding. The life-boat reached the casualty at 9.30 and took her in tow to Moelfre Bay. She returned to her station at 10 o'clock. At 9.45 a.m. on 21st July, the life-boat towed the *Jojephil* to Camaes Bay for repairs and returned to her station at 2 o'clock. The owner of the cabin cruiser made a monetary gift to the life-boat crew and helpers.

Beaumaris, Anglesey – At 7.30 p.m. on 2nd July, 1967, it was learnt that a sloop was in difficulties about one mile east of Puffin Island. In the same area a cabin cruiser was also apparently in trouble. The life-boat *Field Marshal and Mrs. Smuts* was launched at 7.55 in a moderate west south westerly breeze and a choppy sea. The tide was flooding. The life-boat found the cabin cruiser *Typhoon* with three people on board and took her in tow. She had run out of fuel. An ex-naval pinnace from Conway had reached the sloop and taken her in tow. The life-boat took the cabin cruiser in tow to Menai Bridge and after a member of the life-boat crew had cleared an air lock in the cabin cruiser's fuel system, the life-boat returned to her station and was rehoused at 10.45.

Girvan, Ayrshire – At 10.45 p.m. on 5th July, 1967, a message was received that a small motor boat was in difficulties one mile west of the harbour. The life-boat *St. Andrew* (Civil Service No. 10)

slipped her moorings at 11 o'clock in a gentle southerly breeze and a moderate sea. The tide was flooding. The life-boat found the motor boat *Black Jake* of Girvan with seven men on board. Her engine had failed. The life-boat took her in tow to Girvan harbour and returned to her moorings at 11.35.

Lytham-St. Anne's, Lancashire – At 1.20 p.m. on 24th July, 1967, information was received that a small vessel anchored half a mile north of St. Anne's pier appeared to be in difficulties. The IRB was launched first but as she appeared to be making heavy weather the life-boat *Sarah Townsend Porritt* proceeded at 2 o'clock. There was a strong west south westerly wind and a rough sea. It was half an hour to high water. She stood by as the IRB went alongside the anchored boat and, seeing she was in no danger, the life-boat returned to her station at 4.15.

Holyhead, Anglesey – At 10.41 p.m. on 15th July, 1967, a message was received that the motor fishing vessel *Coquetside* of Conway had broken down with engine trouble eight miles west of the Skerries. At 10.53 the life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, was launched in a light south south westerly wind and a choppy sea. It was half an hour before low water. When the life-boat was about five miles from Holyhead, the motor vessel *Holospira* advised the coxswain on a course to take to intercept the casualty as she and the life-boat were visible on the vessel's radar screen. On nearing the position of the fishing vessel a number of flares were fired by the life-boat and the *Coquetside* was eventually sighted at 12.34 a.m. on 16th July about six to eight miles north east of the Skerries. A tow line was secured and the life-boat and casualty reached the south quay at 3.30. The life-boat returned to her station at 3.58 p.m.

Rhyl, Flintshire – At 1.1 p.m. on 24th July, 1967, information was received that two flares had been seen north west of the life-boat station. The life-boat *Anthony Robert Marshall* was launched at 1.10 in a

strong west south westerly breeze and a choppy sea. The tide was flooding. The life-boat came up with a converted ex-ship's life-boat rigged as a scale model of the old H.M.S. Conway. The engine had failed and there were three people on board. A member of the life-boat crew was put aboard and a tow line was passed. With the vessel in tow the life-boat returned to the harbour which was reached at 4 o'clock.

At 2.3 p.m. on 16th July, 1967, a visitor informed the honorary secretary that a small boy was adrift in a rubber dinghy. The life-boat *Anthony Robert Marshall* was launched at 2.25 in a gentle breeze and a slight sea. The tide was flooding. The life-boat found the dinghy at 2.40. A helicopter circled overhead while the dinghy and the boy were picked up and returned to Rhyl. The life-boat returned to her station at 4.30.

Barrow, Lancashire - At 3 p.m. on 30th July, 1967, it was learnt that the converted life-boat *Gamecock* was overdue. The life-boat *Herbert Leigh* was launched at 3.25 in a fresh south westerly breeze and a choppy sea. The tide was flooding. She proceeded to a position 10 miles west north west of Lightning Knoll to investigate a vessel reported there, but this was not the missing boat. The life-boat then proceeded towards Douglas where the casualty had last been seen. At 6.50 the life-boat altered course for Silecroft after a vessel answering the description of the *Gamecock* had been seen there. At 9 o'clock the *Gamecock* was found one and a half miles north of Silecroft. The crew of four were without food, water, life-jackets or any means of signalling. They were taken aboard the life-boat and the boat taken in tow. At 11.35 the *Gamecock* sank. The life-boat returned to her station at 12.40 a.m. on 31st July. The Douglas, Workington, and Ramsey life-boats also took part in the search.

IRELAND

Howth, Co. Dublin - At 10.30 p.m. on 25th July, 1967, a message was received that a 17-foot cabin cruiser which had been taken from her moorings during the

previous night had been sighted with a youth on board three miles east of the Kish lighthouse. The life-boat *A.M.T.* slipped her moorings at 11 p.m. in a gentle south westerly breeze and a slight sea. The tide was flooding. The life-boat carried out an extensive search throughout the night without sighting the boat. At first light it was decided to ask for helicopter assistance. At 7.20 a.m. the helicopter sighted the cabin cruiser *Cygnus* six miles north east of the Kish lighthouse. A crew member was lowered and the youth taken on board the helicopter. The life-boat took the cabin cruiser in tow and returned to her station at 9.30 a.m. on 26th July. The youth's father reimbursed the Institution's expenses in respect of this service.

At 3.30 p.m. on 28th July, 1967, while the second coxswain was returning from Ireland's Eye in his own launch, he saw two flares fired behind the island. He returned to the life-boat and summoned five members of the life-boat crew. The life-boat *A.M.T.* slipped her moorings at 3.45 in a fresh south westerly breeze and a choppy sea. The tide was flooding. The life-boat came up with the sailing boat *Freya*, which had capsized, and embarked one member of her crew who had been rescued by a small motor cruiser. The owner was rescued by the life-boat and the *Freya* righted and taken in tow to Howth. The life-boat returned to her station at 4.50.

Dun Laoghaire, Co. Dublin - At 6.8 p.m. on 21st July, 1967, the coxswain was informed that a fishing vessel was in danger of going on to the rocks at Poolbeg. The life-boat *John F. Kennedy* slipped her moorings at 6.20 in a gentle southerly breeze and smooth sea. The tide was flooding. The life-boat found the motor fishing vessel *San Marino* with two people on board off Poolbeg lighthouse, her engine having failed. A line was passed and the vessel was towed to Dun Laoghaire. The life-boat returned to her moorings at 8 o'clock.

At 6.55 p.m. on 15th July, 1967, it was reported that a boat was in difficulties off Bray. The life-boat *John F. Kennedy*

slipped her moorings at 7.6 in a fresh south easterly wind and a choppy sea. The tide was ebbing. The life-boat found the motor boat *Black Maria* with three people on board at 7.35. Her engine had broken down. One member of her crew who was unwell was taken on board the life-boat, and the casualty was taken in tow to Dun Laoghaire. The life-boat returned to her moorings at 9 o'clock.

Wicklow - At 8.25 a.m. on 29th July, 1967, it was learnt that a yacht was in distress 15 miles south east of Wicklow. A rope had fouled her propeller. The life-boat *J. W. Archer* was launched at 8.40 in a strong south easterly wind and a rough sea. The tide was ebbing. The life-boat found the motor yacht *Tania* of Rochester being towed by a trawler and escorted them to Wicklow. During the passage the yacht's small boat parted and the life-boat recovered it and handed it over to the owner of the yacht. He made a donation to the Institution's funds and a gift to the life-boat crew.

Port St. Mary, Isle of Man - At 10.45 p.m. on 2nd July, 1967, a message was received that medical assistance was required for a sick man working on the building of a new lighthouse on Claf Island. The life-boat *R. A. Colby Cubbin No. 2*, with the honorary medical adviser on board, slipped her moorings at 11 o'clock in a fresh west south westerly breeze and a smooth sea. The tide was ebbing. The IRB was also taken as it was nearly low water and this would be the only means of landing the doctor. After examining the sick man, the doctor decided he should be taken to hospital. The life-boat brought the sick man to the harbour where he was transferred to a waiting ambulance. The life-boat returned to her moorings at 1.30 a.m. on 3rd July. The man's employers made a donation to the Institution's funds.

Donaghadee, Co. Down - At 11.16 p.m. on 27th July, 1967, a report was received that shouts had been heard from Perch rock. The life-boat *Sir Samuel Kelly* slipped her moorings at 11.25 in a light north westerly breeze and a slight

sea. The tide was flooding. The life-boat rescued two men and a woman found clinging to the rock. Their power boat had filled with water. The life-boat made a search for the boat but found nothing. The life-boat landed the three people and returned to her moorings at 12.30 a.m. on 28th July. The rescued people made a donation to the Institution's funds.

Valentia, Co. Kerry - At 9.30 a.m. on 30th July, 1967, a message was received from Valentia radio that there was a sick man on board the motor vessel *Praunheim* of Bremen, and a request had been made for the life-boat to meet the vessel at 5 o'clock off Bray Head. The life-boat *Rowland Watts* with a doctor on board slipped her moorings at 3 o'clock in a light westerly breeze and a smooth sea. The tide was ebbing. The life-boat met the *Praunheim* six miles west of Bray Head. The patient was taken on board the life-boat and brought to Reenard quay, where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 6 o'clock.

Cloughy-Portavogie, Co. Down - At 7.15 p.m. on 30th July, 1967, the coastguard informed the honorary secretary that a cabin cruiser was in distress off Kearney Point. The life-boat *Glencoe, Glasgow* slipped her moorings at 7.30. She reached the casualty, the cabin cruiser *Sea Gypsy*, with two people aboard at 8.15. Her engine had broken down. She was taken in tow to Portavogie and the life-boat returned to her station at 9 o'clock.

SCOTLAND

Mallaig, Inverness-shire - At 5.25 p.m. on 16th July, 1967, a message was received that a dinghy was in difficulties in the Sound of Arisaig, off Glenuig. The life-boat *E.M.M. Gordon Cubbin* slipped her moorings at 5.35 in a fresh south south easterly breeze and a choppy sea. The tide was ebbing. On reaching the area the life-boat went to Glenuig slipway and took on board two local men who had seen the dinghy. It was later found ashore on the opposite side of the loch with one

of the two men who had been on board beside it. The other man had gone to get help. The dinghy was taken in tow and brought back to Glenuig. The life-boat returned to her moorings at 11.45.

Barra Island, Outer Hebrides – At 10.45 a.m. on 19th July, 1967, the life-boat *R. A. Colby Cubbins No. 3* was launched in a gentle south westerly breeze and a moderate sea to stand by the trawler *Picton Seaton*, which had gone ashore when leaving the harbour. The tide was ebbing. The life-boat stood by until high tide when the trawler was able to refloat under her own power. The life-boat returned to her station at 3.30 p.m.

Wick, Caithness-shire – At 9.50 p.m. on 24th July, 1967, it was learnt that an explosion and flares had been seen eight miles east of Brora. The life-boat *City of Edinburgh* was launched at 10.10 in a moderate south westerly breeze and a choppy sea. It was two hours after low water. The life-boat searched for three hours but found nothing. At 6 a.m., on 25th July, while the life-boat was returning to Wick, the coastguard reported that a small dinghy was adrift half a mile east of Helman head. The life-boat found the dinghy with no one on board and took her in tow to Wick. She returned to her station at 7.20 a.m.

Dunbar, East Lothian – At 11.54 a.m. on 30th July, 1967, it was learnt that two children in a yellow rubber dinghy were being swept out to sea from Whitesands. The life-boat *Margaret* slipped her moorings at 12 o'clock in a light south westerly breeze and a slight sea. The tide was ebbing. The life-boat rescued two girls and brought them and their rubber dinghy to Dunbar harbour. The life-boat returned to her station at 12.40 p.m.

NORTH EAST

Humber, Yorkshire – At 9.25 p.m. on 8th July, 1967, the coastguard informed the coxswain superintendent that a yacht was in difficulties near the Chequer shoal. The life-boat *City of Bradford III* was launched in a strong west north westerly breeze. The tide was ebbing. The yacht *Venture* with two persons on

board could not make headway with the strong ebb tide and was drifting out to sea. The life-boat took the yacht in tow to Grimsby, arriving at 12.40 a.m. the next day. As the tide was unsuitable for rehousing, the life-boat remained at Grimsby until 4.50, returning to her station at 5.45.

Amble, Northumberland – At 1.14 a.m. on 15th July, 1967, it was learnt that a sick man aboard the motor vessel *Ashdene* of Sunderland required urgent medical assistance. The life-boat *Millie Walton*, with a doctor on board, slipped her moorings at 1.56 in a moderate east by north breeze and a rough sea. It was four hours after high water. After examination of the sick man the doctor decided that oxygen was required and the life-boat returned to Amble for a supply. After treatment the patient was transferred to the life-boat and she returned to harbour where an ambulance was waiting. The life-boat returned to her station at 4.42.

Cromer, Norfolk – At 11.21 p.m. on 4th July, 1967, red flares were reported two miles east of Haisbro' coastguard lookout. The life-boat *Ruby and Arthur Reed* was launched at 11.33 in a light south westerly breeze and a slight sea. The tide was ebbing. On arrival at the position the motor fishing vessel *Renovate* was found anchored with engine failure, with two engineers from the fishery cruiser H.M.S. *Belton* on board. The life-boat was asked to stand by while attempts were made to effect repairs. At 3.55 a.m. the repairs were completed and the *Renovate* proceeded on passage. The life-boat returned to her station at 5.40 a.m. on 5th July.

At 2.10 a.m. on 20th July, 1967, news was received that there was a sick man on board the Dutch motor vessel *Alme*. The life-boat *Ruby and Arthur Reed*, with a doctor on board, was launched at 2.43 in a moderate south westerly breeze and a slight sea. The tide was flooding. The life-boat met the *Alme* three and a half miles east north east of Trimmingham High Mast. The doctor was put aboard. After attending to the sick man the doctor was

re-embarked and the life-boat returned to her station at 6 o'clock.

Walton & Frinton, Essex - At 3.25 p.m. on 3rd July, 1967, it was learnt that a dinghy had capsized a quarter of a mile off Walton pier and that another dinghy was trying to right her. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings at 3.56 p.m. in a light westerly breeze and choppy sea. It was one hour after low water. The life-boat proceeded to the casualty and emptied her. She was then taken in tow to the shore and handed over to her owner who had been landed by the second dinghy. The life-boat returned to her moorings at 4.35.

Newbiggin, Northumberland - At 12.34 p.m. on 14th July, 1967, it was noted that eight cobsles were at sea and that weather conditions were deteriorating. The life-boat *Mary Joicey* was launched at 12.42 in a fresh north easterly breeze and a rough sea. The tide was ebbing. The life-boat escorted the cobsles back to harbour and returned to her station at 6.20.

Boulmer, Northumberland - At 6.55 p.m. on 17th July, 1967, a message was received that the weather was deteriorating and three fishing cobsles were still at sea. The life-boat *Robert and Dorothy Hardcastle* was launched at 7.25 in a strong southerly breeze. The tide was flooding. The life-boat proceeded to and stood by the fishing cobsles while the nets were recovered. They were advised not to attempt to enter Boulmer. The *Golden Gleam* and *Moonbeam* went to Amble, but the *Sea Flower* insisted on going to Boulmer. The life-boat escorted her there, but the harbour entrance proved impossible and she went to Amble. The life-boat returned to her station at 12.35 a.m. on 18th July.

Runswick, Yorkshire - At 4.25 p.m. on 29th July, 1967, it was learnt that a yacht had capsized one mile off Port Mulgrave. The life-boat *The Elliot Gill*, which had just returned from a harbour fete at Staithes and was being rehoused, proceeded in a fresh south westerly breeze

and a choppy sea. The tide was flooding. The yacht was found one mile from Port Mulgrave. Her crew of two were embarked and the life-boat took the yacht in tow to Runswick Bay. The life-boat returned to her station at 6.30.

Bridlington, Yorkshire - At 4.20 p.m. on 15th July, 1967, information was received that a member of the crew of the motor vessel *Ocean 7* (Wireless transmitting Station Radio 270) had collapsed and needed medical attention. The life-boat *Tillie Morrison Sheffield II*, with a doctor and nurse on board, was launched at 5.4. The tide was ebbing. On arrival at the wireless station half a mile east of the South Smithic buoy the doctor, nurse and a member of the life-boat crew qualified in first aid were put aboard. However, the sick man was already being treated by a doctor who had been taken out in the IRB, which had launched at 4.44. The sick man was transferred to the life-boat and, with the doctor and nurse, was brought to the South pier where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 6.50 and the IRB at 6.5

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

Barry Dock, Glamorganshire - 8th.
Bembridge, Isle of Wight - 8th and 30th.

Bridlington, Yorkshire - 23rd.

Buckie, Banffshire - 19th and 24th.

Campbeltown, Argyllshire - 17th and 29th.

Clacton-on-Sea, Essex - 5th and 15th.

Clogher Head, Louth - 17th.

Courtmacsherry Harbour, Co. Cork - 14th.

Cromarty, Ross and Cromarty - 21st.

Douglas, Isle of Man - 30th.

Dover, Kent - 9th and 14th.

Dungeness, Kent - 28th.

Eastbourne, Sussex - 16th.

Hastings, Sussex - 23rd.

Holyhead, Anglesey - 1st.

Howth, Co. Dublin - 13th and 16th.

Humber, Yorkshire - 4th and 29th.

Islay, Inverness-shire - 21st.

Lowestoft, Suffolk - 13th.

Margate, Kent - 30th.

Minehead, Somerset – 7th.
The Mumbles, Glamorganshire – 24th.
New Brighton, Cheshire – 12th and 26th.
Newhaven, Sussex – 2nd.
Padstow, Cornwall – 21 st.
Plymouth, South Devon – 13th and 24th.
Porthdinllaen, Caernarvonshire – 29th.
Port St. Mary, Isle of Man – 26th.
Ramsey, Isle of Man – 30th.
Ramsgate, Kent – 2nd (Twice), 14th, 20th and 29th.
St. Helier, Jersey – 5th and 7th.
St. Ives, Cornwall – 3rd.
St. Mary's, Scilly Islands – 26th.
St. Peter Port, Guernsey – 14th.
Salcombe, South Devon – 1st.
Sennen Cove, Cornwall – 25th and 27th.
Southend-on-Sea, Essex – 8th.
Stromness, Orkneys – 17th.
Swanage, Dorset – 1st, 12th and 17th.
Tenby, Pembrokeshire – 13th.
Torbay, Devon – 9th and 13th.
Troon, Ayrshire – 23rd.
Walmer, Kent – 13th and 22nd.
Wells, Norfolk – 29th and 31st.
Weston-Super-Mare, Somerset – 9th
Weymouth, Dorset – 17th and 20th.
Workington, Cumberland – 30th.
Yarmouth, Isle of Wight – 29th.
Life-boat 70-001 – 17th and 24th.

IRB LAUNCHES

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

SOUTH WEST

St. Ives, Cornwall – At 6.25 p.m. on 3rd July, 1967, news was received that a skin diver was missing near the Stones reef. The IRB was launched at 6.30 in a moderate westerly breeze and a choppy sea. The tide was ebbing. The life-boat *Edgar, George, Orlando and Eva Child* was launched at 6.38. The life-boat and IRB searched an area a quarter of a mile north east of St. Ives Head to the Stones buoy. The skin diver was seen clinging to the Stones buoy and was taken on board

the IRB. After transferring him to the fishing boat *Prima Donna* of Hayle, the IRB returned to her station, arriving at 7.15. The life-boat returned at 7.25 p.m.

At 3.44 p.m. on 19th July, 1967, it was learnt that two women were cut off by the tide at Strap rocks on the East side of St. Ives Bay. The IRB was launched at 3.48 in a gentle south westerly breeze and a slight sea. It was one hour to high water. The IRB rescued the two women and landed them on Gwithian beach. The IRB returned to her station at 4.25.

Bude, Cornwall – At 9.12 a.m. on 15th July, 1967, it was learnt that two people were cut off by the tide two and a half miles south of the station. The IRB was launched at 9.19 in a light variable breeze and a calm sea. The IRB proceeded to Phillips Point and found two boys on a rock already awash from the swell. Owing to the swell the IRB could not go alongside the rock. A member of the crew therefore swam towards them with a line. As this was too short, a length of the anchor rope was bent to the hand line and the first boy was hauled aboard the IRB. The second boy who could swim a little was also rescued and the IRB returned to her station at 9.45. The two boys, who were Dutch, were given hot drinks at the boathouse and the honorary secretary drove them to Stratton where they were staying. The boys' father made a donation to the Institution's funds.

The Mumbles, Glamorganshire – At 8.20 p.m. on 23rd July, 1967, a message was received that two boys were marooned on rocks in Caswell bay. The IRB was launched at 8.35 in a fresh south westerly breeze and a moderate sea. It was one hour before high water. The boys were taken on board the IRB and landed on the beach. She returned to her station at 9 o'clock.

Aberdovey, Merionethshire – At 1.30 p.m. on 15th July, 1967, information was given that swimmers were in difficulties off Ynyslas. The IRB was launched at 1.35 in a gentle west south westerly breeze and a calm sea. The tide was ebbing. Other craft were already at

the scene. Two bodies had been recovered and taken ashore. The IRB found another boy, who was taken on board. Resuscitation was applied on the way back to the shore, where he was handed over to the medical authorities. The IRB returned to her station at 3 o'clock.

Aberystwyth, Cardiganshire - At 11.20 a.m. on 29th July, 1967, after returning ashore from a previous service, the IRB crew were told that a yacht had capsized half a mile off shore two miles north of Aberystwyth. The IRB proceeded in a fresh south easterly breeze and a rough sea. The tide was flooding. The yacht with a crew of two was found one mile off shore, four miles north of Aberystwyth, and was taken in tow. A shore boat took over the tow in order that the IRB could return to her station in case of further calls. The IRB returned to her station at 12.40 p.m.

Porthcawl and Atlantic College, Glamorganshire - At 3.30 p.m. on 30th July, 1967, the coastguard informed the Porthcawl and Atlantic College honorary secretaries that a dinghy had overturned at the mouth of the river Ogmore. The Porthcawl IRB which was already afloat proceeded immediately and was quickly followed by the Atlantic IRB, which was launched at 3.38. There was a gentle south westerly breeze and a slight sea. It was three hours after high water. The dinghy had contained two adults and three children aged two, three and 10 years. The Porthcawl IRB picked up the two adults and landed them safely on shore. The two year old child was brought ashore by a member of the public. The Porthcawl IRB then went to the three year old child who was stranded on a small island, but when leaving the island her propeller fouled the bottom and the IRB was temporarily put out of action. The child was transferred to the Atlantic College IRB which had now arrived on the scene. The four survivors were then conveyed to hospital where the two year old child later died. Both IRBs then carried out an intensive search for the 10 year old girl, aided by an R.A.F. helicopter, but without success. When the

search was called off the IRBs returned to their respective stations, the Atlantic College IRB arriving at 5.45 and the Porthcawl IRB at 6.40.

Moelfre, Anglesey - At 9.23 p.m. on 25th July, 1967, it was learnt that two people who had rowed to Dulas Island in a rubber dinghy were unable to return due to the freshening wind. They were only wearing bathing costumes and could not remain overnight on the island. The IRB was launched at 9.28 in a strong southerly breeze and a rough sea. It was low water. The IRB proceeded to Dulas Island, embarked the two swimmers and returned to her station at 10.9.

Rhyl, Flintshire - At 2.55 p.m. on 23rd July, 1967, news was received that a canoe had capsized off the Ffrith, Prestatyn, throwing the two occupants into the water. The IRB was launched at 3.10 in a strong offshore wind. The two men were exhausted and suffering from exposure. The IRB took them to Rhyl beach where they were transferred to a waiting ambulance. She returned to her station at 3.20.

Baumaris, Anglesey - At 3.40 p.m. on 28th July, 1967, the warden of the outdoor activities centre informed the honorary secretary that a dinghy with two of his pupils on board had capsized and they were exhausted following their efforts to right her. The centre's outboard motor boat went to help but was unable to tow the waterlogged dinghy back to the shore. The IRB was launched at 3.45 in a fresh south westerly breeze and a moderate sea. The tide was flooding. The two boats were assisted to the shore. Shortly after the IRB had returned to her station a youth bathing from a rubber dinghy found that it was being blown away in the fresh breeze. The IRB was again launched and took the bather back to his dinghy. The IRB returned to her station at 4.15.

At 6.15 p.m. on 29th July, 1967, a message was received that a converted ship's life-boat had grounded on the sandbank opposite the life-boat station. The IRB was launched at 6.30 in a fresh

south westerly breeze and a rough sea. The tide was flooding. She found the vessel *Iris* with a broken rudder and leaking badly. The crew of two were taken on board the IRB and the boat returned to her station at 7.15.

Barrow, Lancashire – At 2.20 p.m. on 26th July, 1967, it was learnt that three boys were cut off by the tide in Walney channel near North Scale. The IRB was launched at 2.30 in a moderate south westerly wind and a choppy sea. It was one hour before high water. The boys were found in the middle of the channel with the water up to their knees and still rising. They were taken aboard the IRB which took them ashore and waited until a police car picked them up. The IRB then returned to her station, arriving at 3.20.

Barmouth, Merionethshire – At 1.20 p.m. on 13th July, 1967, it was learnt that an ex-R.A.F. rubber dinghy was drifting out to sea and was in difficulties. The IRB was launched at 1.30 in a strong east south easterly breeze and a choppy sea. The tide was ebbing. When the IRB reached the rubber dinghy they found four people in an exhausted condition. They were taken on board the IRB and landed at Dyffayn Beach. The IRB returned to her station at 3.30.

Fleetwood, Lancashire – At 3.53 p.m. on 31st July, 1967, information was received that two boys were marooned on a sandbank on North Wharf. The IRB proceeded at 4.3 in a light northerly breeze and a calm sea. The tide was flooding. The boys were rescued and the IRB returned at 4.22.

IRELAND

Tramore, Co. Waterford – At 5.10 p.m. on 9th July, 1967, the crew of the IRB were standing by when two people were seen trapped under the cliff by the incoming tide. The IRB was launched at 5.15 in a moderate to fresh south westerly wind and a rough sea with a heavy swell. It was two hours before high water. On arrival at the scene the crew saw that the

swell over the rocks made it dangerous to go in under power and so the engine was stopped and raised. The three crewmen went overboard and lifted the boat over the rocks. The trapped couple were embarked, and when the helmsman was aboard the two other crewmen waded out waist deep in the water until the boat was safely over the rocks. They were then taken aboard and the IRB returned to her station at 5.40.

Howth, Dublin – At 1.25 p.m. on 7th July, 1967, information was given that a small boat was in difficulties one mile north west of the harbour. The IRB was launched at 1.32 in a fresh southerly breeze and a choppy sea. The tide was ebbing. On reaching the position given the IRB found a speed boat with engine trouble. The crew of two had been skin-diving and when the speed boat's engine failed they tried to tow the boat themselves. The IRB took the speed boat in tow to the harbour which was reached at 1.45. The skindivers, who were exhausted, were given first aid treatment by the IRB crew and they were later taken by ambulance to hospital. The IRB returned to her station at 2.30.

SCOTLAND

Stonehaven, Kincardineshire – At 12.35 p.m. on 21st July, 1967, it was reported that a man had collapsed at the foot of the cliff four and a half miles north of the station. The doctor in attendance advised that the man should not be hauled up the cliff face. The IRB embarked the man with the assistance of a policeman who came with them to Skaterow harbour, Newtonhill, where the man was transferred to a waiting ambulance. The IRB returned to her station at 1.40.

South Queensferry, West Lothian – While the IRB was on exercise on 26th July, 1967, a sailing dinghy capsized off Limekilns. There was a fresh south westerly breeze and a moderate sea. The tide was ebbing. The IRB proceeded to the dinghy *Hirondelle*, rescued her crew of two and then, after righting the dinghy, towed her ashore. The IRB returned to her station at 9 o'clock.

Helensburgh, Dunbartonshire – At 6.40 p.m. on 7th July, 1967, it was learnt that a yacht with two people on board required assistance. The IRB was launched at 6.44 p.m. in a strong breeze and a rough sea. The tide was ebbing. The yacht was found with her sails down and in a water-logged condition. One of her crew appeared to be dazed while the other had lost consciousness. They were taken on board and landed at the nearest point on shore. An ambulance took them to hospital where one died the next day. The IRB returned to her station at 7.55.

Broughty Ferry, Angus – At 5.29 p.m. on 26th July, 1967, a message was received that a canoe had overturned about 150 yards south of Pilot pier. The IRB was launched immediately in a moderate south south westerly wind and a corresponding sea. It was one and a half hours before high water. She found the canoe in the position indicated and took both the canoe and its occupant aboard. The IRB then returned to the beach where they were landed. She arrived back on station at 5.40.

Kinghorn, Fife – At 5.40 p.m. on 9th July, 1967, a report was received that a catamaran with a crew of two had capsized off the Island of Inchkeith. The IRB was launched at 5.50 in a fresh westerly breeze and a moderate sea. It was high water. The pilot cutter from Leith also proceeded to their assistance. The IRB and pilot cutter were able to right the catamaran, but the centre board and paddle were lost. The IRB therefore took the damaged boat and her crew to Kinghorn and returned to her station at 7.10.

NORTH EAST

Cullercoats, Northumberland – At 3.57 p.m. on 26th July, 1967, it was learnt that a rowing boat was in difficulties about three quarters of a mile east of Tynemouth Plaza. The IRB was launched at 3.59 in a strong south westerly breeze and a choppy sea. It was half tide. The IRB took the rowing boat with two people on board in

tow and returned to her station at 4.20. The rescued rowers made a donation to the crew.

At 3.30 p.m. on 18th July, 1967, information was given that a rowing boat with four youths on board had capsized just outside the north pier of Cullercoats harbour. The IRB was launched at 3.31 in a light southerly breeze and a heavy swell. It was two and a half hours after high water. With the assistance of the lifeguard the youths were taken aboard the IRB and returned to the shore. First aid was rendered to one of the youths, and they were all taken to hospital by ambulance. The IRB returned to her station at 3.50.

Bridlington, Yorkshire – At 2.12 p.m. on 28th July, 1967, news was received that a small outboard motor launch was in difficulties and was drifting out to sea. There was also a rowing boat alongside. The IRB was launched at 2.21 in a moderate west south westerly breeze and a choppy sea. The tide was ebbing. The IRB took the launch, which had engine trouble, in tow to the Corporation slipway. There were four people on board. The IRB returned to the rowing boat at their request and towed the boat to the harbour entrance. The crew of the rowing boat were very tired and their hands were badly blistered. The IRB returned to her station at 3.30.

The IRB was launched on 15th July, 1967, and took out a doctor to the wireless transmitting station "Radio 270". The life-boat *Tillie Morrison Sheffield II* was also launched and a full account of the service appears on page 282.

Sunderland, Co. Durham – At 5.30 p.m. on 9th July, 1967, it was learnt that a bather was in difficulties. The IRB was launched in a light breeze and a slight swell. The tide was flooding. The IRB took the bather on board and landed him at Seaburn. The IRB returned to her station at 6 o'clock.

Filey, Yorkshire – At 2.9 p.m. on 26th July, 1967, it was learnt that a child was drifting rapidly out to sea on an air bed. The IRB was launched at 2.16 in a

light westerly breeze and a slight swell. It was low water. The IRB rescued the child and returned to her station at 2.45.

SOUTH EAST

Great Yarmouth & Gorleston, Norfolk – At 11.35 p.m. on 31st July, 1967, it was learnt that there had been an accident at Berney Arms Inn on the river Yare and a woman was bleeding badly. The ambulance could not reach the inn as the only access is by water. The IRB was launched at 11.55 with two ambulance men on board. There was a gentle south south westerly breeze and the tide was flooding. The woman was embarked and the IRB brought her to hospital. The IRB returned to her station at 1.2 a.m. on 1st August.

Harwich, Essex – At 5.28 p.m. on 22nd July, 1967, a message was received that a boat had capsized off Felixstowe. The IRB was launched at 5.31 in a moderate sea. The tide was ebbing. The IRB proceeded and searched the area but found no trace of the casualty. On extending the search the IRB came up with the submerged sailing dinghy *Emma Peel* with her crew of two clinging to her. The dinghy had struck an unknown object and had been holed. The two men were embarked. After landing the men at Cobbold Point the IRB contacted a Felixstowe yacht club rescue boat and told her crew of the submerged dinghy's position. The IRB returned to her station at 6.30. It transpired that the casualty originally reported was a canoe which had been brought ashore before the IRB's arrival. No one was reported missing.

Mablethorpe, Lincolnshire – At 5.15 p.m. on 26th July, 1967, a visitor informed the honorary secretary that an air bed was drifting out to sea with a child on it. The IRB was launched at 5.17 in a light south westerly breeze and a calm sea. It was one hour after low water. The air bed was found about 400 yards off shore and the child was rescued. The IRB then returned to the shore, arriving back at her station at 5.40.

Southend-on-Sea, Essex – At 4.10 p.m. on 29th July, 1967, it was learnt that a yacht had capsized off Barge pier. The IRB was launched at 4.13 p.m. in a fresh south westerly breeze and a moderate sea. The tide was flooding. The IRB rescued the yacht's crew of two who were in the water. The dinghy was righted and handed over to the yacht club's rescue boat. The IRB returned to her station at 4.40.

Southwold, Suffolk – At 3.55 p.m. on 3rd July, 1967, information was received that a small rubber dinghy with two girls on board was drifting out to sea off Benacre Ness. The IRB was launched at 4.3 in a moderate west south westerly breeze and a smooth sea. The tide was ebbing. The IRB proceeded to the position five miles north of Southwold and was directed to the dinghy by a helicopter which had also been called. The IRB picked the two girls up and landed them on the beach. The IRB returned to her station at 4.50.

SOUTHERN

Eastbourne, Sussex – At about 4 p.m. on 14th July, 1967, a message was received that a sailing dinghy with a crew of two had capsized one mile south of the lifeboat slipway. Although a fishing boat was nearby she was unable to cope. The IRB was launched in a strong westerly breeze and a moderate swell. It was high water. The IRB took the dinghy's crew on board and then towed the dinghy to the sailing club where the rescued people were landed. She returned to her station at 5 o'clock.

Plymouth, Devon – At 11.50 a.m. on 16th July, 1967, it was learnt that three swimmers were in difficulties at the Mallard buoy. The IRB was launched at 11.53. It was one hour before high water. The swimmers – two girls and a boy – were taken aboard the IRB and landed at Tinside beach. The IRB returned to her station at 12.10 p.m.

Eastney, Hampshire – At 3.53 p.m. on 9th July, 1967, it was reported that a sailing dinghy with a crew of two had

capsized. The IRB was launched at 3.55 in a fresh south westerly breeze and a heavy ebb swell. It was three hours after high water. The dinghy had just capsized for a second time when the IRB reached the scene. She took the dinghy's crew on board and beached her safely at Gunner Point, Hayling Island, returning to her station at 4.20.

Plymouth, Devon – At 11.45 a.m. on 29th July, 1967, a member of the IRB crew observed that a small boy had fallen from the pier and was being swept out to sea. The IRB was launched immediately in a moderate sea. It was one and a half hours after high water. The boy was taken ashore by the IRB and artificial respiration was applied at the station before the arrival of an ambulance. The IRB returned to her station at noon.

Lyme Regis, Dorset – At 1.48 p.m. on 8th July, 1967, it was learnt that a swimmer was in difficulties a mile and a half east of Charmouth, off the Golden Cap. The IRB was launched at 1.50 in a strong west north westerly breeze and a moderate sea. It was low water. A 13 year old boy was found lying face downwards in a distressed condition in a semi-waterlogged canoe. The canoe had capsized and had been righted by the boy who had become exhausted by the effort. He was given first aid. The IRB returned to her station at 2.5.

Whitstable, Kent – At 3.5 p.m. on 27th July, 1967, a message was received that a sailing dinghy with two girls on board was in difficulties off Tankerton Bay. The IRB was launched at 3.8 in a moderate to fresh south westerly wind and a corresponding sea. It was one hour before high water. The sailing dinghy was found with her sails and part of her gear carried overboard. She was being swept out to sea by the offshore wind. The two girls were taken aboard the IRB and, with the dinghy in tow, she returned to the shore. After beaching the sailing dinghy the IRB returned to her station, arriving at 4 o'clock.

Brighton, Sussex – At 4 p.m. on 2nd July, 1967, information was received that

a small boat was in difficulties about two miles west of the station. The IRB was launched at 4.3 in a fresh south westerly breeze a slight sea. The tide was flooding. The boat was sighted three quarters of a mile off shore drifting east. When the IRB came up with the casualty, a sailing dinghy, it was found that her steering had been broken and the boat was being swamped. The crew of two were taken on board the IRB and the boat was taken in tow. Owing to her water-logged condition, however, she soon capsized and two members of the IRB crew dived overboard to right her. The tow then proceeded slowly downwind to the shore near Norfolk Square goyene. The IRB returned to her station at 5.3.

Littlehampton, Sussex – At 3.30 p.m. on 9th July, 1967, a member of the IRB crew was informed that four skin divers were missing near the Winter Knoll buoy. The IRB was launched at 3.32 in a moderate south westerly breeze and a considerable swell. The tide was ebbing. The fishing vessel *Teresa* fired a smoke flare to attract the IRB. The *Teresa* had two skin divers on board and reported that two were still missing and that the motor boat *Jack of Diamonds*, from which they had been working, was also missing. The IRB continued searching and soon found the two missing divers who were embarked. After landing them the IRB returned to the fishing vessel *Teresa* to take off the two other divers. The *Jack of Diamonds* was found at Plympton where she had put in to refuel. A helicopter also took part in the search. The IRB returned to her station at 5 o'clock.

SOUTH WEST

Borth, Cardiganshire – At 1.15 p.m. on 13th July, 1967, the honorary secretary, while on a routine visit to the boathouse, saw a pram dinghy in difficulties one and a half miles offshore. The sails had been lowered and the crew were trying to row ashore but they were making little headway. The IRB was launched at 1.16 in a fresh easterly breeze and a choppy sea. The tide was ebbing. The IRB took the dinghy, with two people on board, in tow



By courtesy of]

[A. G. Ingram Ltd.

A 37-foot Oakley life-boat was displayed at the Royal Show in Edinburgh from 20th-24th June, 1967.

and after beaching the dinghy returned to her station at 1.30.

Mumbles, Glamorganshire - At 11.5 a.m. on 11th July, 1967, it was learnt that a swimmer was in difficulties in the vicinity of Bracelet bay. The IRB was launched at 11.9 in a light south south westerly breeze and a calm sea. The tide was ebbing. The IRB took the swimmer on board and brought him ashore. The IRB returned to her station at 11.30.

See page 311 for other IRB launches.

AUGUST SOUTHERN

Swanage, Dorset - At 7.24 a.m. on 7th August, 1967, the coastguard informed the honorary secretary that a boat was in difficulties 150 yards offshore opposite the Grand Hotel. The life-boat *R.L.P.* was launched at 7.45 in a fresh south easterly breeze and a moderate sea. It was three hours before high water. As the casualty was drifting in the off-shore surf the life-boat's rubber dinghy was used to make a towline fast and she was taken in tow to a safe mooring. She carried a crew of two. The life-boat returned to her station at 8.52.

Plymouth, Devon - At 8.2 p.m. on 6th August, 1967, the coastguard told

the honorary secretary that two people were cut off by the tide at Freathy. The IRB was launched at 8.15. The life-boat *Lloyd's*, on temporary duty at the station, slipped her moorings at 8.24. It was one hour after high water. The IRB on arrival at Freathy found that the two people had been rescued. She returned to her station at 9.15. At 9.2 the life-boat was asked to investigate a report of a yacht which appeared to be in trouble three miles south of Portwrinkle. At 9.30 the life-boat came up with the yacht *Happy Aggie* with a crew of four. Her engine had broken down. She was taken in tow to Sutton harbour and the life-boat returned to her station at 12.20 a.m. on 7th August.

At 11.10 a.m. on 9th August, 1967, the coastguard reported that a dinghy had capsized one mile off Tregantle Fort. The IRB was launched at 11.22 and also the harbour master's launch. However, conditions outside the harbour forced the IRB to return. The life-boat *Lloyd's*, on temporary duty at the station, slipped her moorings at 12.42 p.m. in a strong south south easterly breeze and a rough sea. It was two hours after high water. On reaching the search area the life-boat made contact with a yacht on passage from Looe to Plymouth and inquired if the upturned dinghy had been sighted. Nothing had been seen. The life-boat

then carried out an extensive search of the area. The search was called off at 1.45 On the return passage the life-boat came up to the yacht *Islander* with an adult and three children on board. She was unable to round Rame Head. The life-boat took the children on board and towed the yacht inside the breakwater. The children were then returned to the yacht and the life-boat returned to her moorings at 4.20.

At 12.35 a.m. on 11th August, 1967, the honorary secretary was informed that a small boat which had been towing a boat with engine trouble had slipped the tow five miles south of the breakwater. There were three men on board. The life-boat *Lloyd's*, which was on temporary duty at the station, slipped her moorings at 12.57 in a gentle north westerly breeze and a calm sea. The tide was ebbing. The life-boat was unable to find the boat at the position given and a search was made of the area. The life-boat found the boat *Kestrel* inside the breakwater. The three men were taken on board and given a hot drink and soup. The boat was taken in tow to Sutton harbour. While towing the *Kestrel*, a report was received that a boat with three men on board was overdue at Newton Ferrers. The life-boat came up with the boat off Stoke Point. The three men were embarked and given a hot drink. The boat was taken in tow to Newton Ferrers. The life-boat returned to her station at 9.0 o'clock.

Yarmouth, Isle of Wight - at 9.5 p.m. on 7th August, 1967, the coastguard reported that a yacht was firing flares seven miles south of the Needles. The Dutch vessel *Advent* was standing by. The owner of the yacht had been lost overboard and the two other people on board were unable to start the engine or sail the boat. The life-boat *The Earl and Countess Howe* slipped her moorings at 9.28 in a fresh south easterly breeze and a rough sea. The tide was flooding. The yacht *Stella Maria*, with the two people on board, was taken in tow to Yarmouth where they were treated by the honorary medical adviser. The missing man, who could not swim, was wearing

oil skins and sea boots but had no life-jacket. The life-boat returned at 1.50 a.m. on 8th August.

At 4.46 p.m. on 5th August, 1967, the coastguard told the honorary secretary that a yacht had been reported firing red flares five miles south of the Needles. The life-boat *The Earl and Countess Howe* slipped her moorings at 4.57 in a fresh south westerly wind and a choppy sea. The tide was flooding. The casualty, the yacht *Seagull* of Cowes, with four persons on board was found at 6.12 with a broken rudder. She was taken in tow to Yarmouth and the life-boat returned to her moorings at 7.20.

Torbay, Devon - At 9.59 p.m. on 7th August, 1967, the coastguard informed the honorary secretary that a flare had been seen about eight miles off Teignmouth. The life-boat *Princess Alexandra of Kent* slipped her moorings at 10.10 in a moderate south south easterly breeze and a slight sea. The tide was ebbing. Soon afterwards the life-boat was able to communicate with the casualty and it transpired that the yacht *Efbee* with three people on board was on passage to Yarmouth from France and had lost her bearings. The yacht was requested to fire a flare but this was not seen by the life-boat which was then searching off Teignmouth. The life-boat was informed that the yacht could see lights ashore and by the bearing given she was judged to be near Babbacombe. The life-boat closed the yacht, and as she was running out of fuel it was decided to escort her to Brixham. The life-boat returned to her station at 11 o'clock.

Hastings, Sussex - At 4.32 p.m. on 1st August, 1967, the police informed the honorary secretary that three bathers were in difficulties off Fairlight Cove. The IRB was launched at 4.35 and proceeded to the position indicated where she found two girls, one unconscious, the other dead. After landing them at Hastings life-boat station the IRB carried on searching for the third girl. At 6.17 the coastguard informed the honorary secretary that a dinghy had capsized off St.

Leonards and the occupant was clinging to the bottom of the boat. A dinghy was putting off from the shore to render assistance. The life-boat *Fairlight* was launched at 6.40 in a gentle south westerly breeze and a slight sea. As the crew of a boat, which had picked up the occupant of the capsized dinghy, reported that another man was still missing she proceeded to St. Leonards. At 6.44 the police told the honorary secretary that the man had been picked up and landed safely. The life-boat was recalled, and when she reached the harbour arm she put out again to assist the IRB in her search for the missing girl. After continuing the search for another hour without finding the girl, the search was abandoned. The IRB arrived back on station at 8.4 and the life-boat at 8.10.

Newhaven, Sussex - At 4.10 p.m. on 13th August, 1967, the coastguard told the honorary secretary that a small sailing cruiser was in difficulties trying to make harbour. The life-boat *Kathleen Mary* was launched at 4.18 in a moderate south westerly breeze and a smooth sea. The tide was flooding. The life-boat escorted the yacht to the harbour and then proceeded to Seaford head to check on a cabin cruiser which appeared to be in difficulties. No assistance was required and the life-boat returned to her station at 5.20

At 11.5 p.m. on 23rd August, 1967, the coastguard stated that the police had reported that four flares had been seen south of Black Rock, Brighton. The life-boat *Kathleen Mary* was launched at 11.15 in a light variable wind and a smooth sea. The tide was flooding. The life-boat found the yacht *Wimbrell* with two people on board. They stated that they had not fired flares, but in view of bad weather conditions accepted a tow to Newhaven. After confirming with the police that there were no other boats in the area in difficulties, the life-boat returned to her station, arriving at 2 o'clock on 24th August.

At 10.50 p.m. on 5th August, 1967, it was learned that two people were cut

off by the tide half a mile east of Splash point, Seaford. The life-boat *Kathleen Mary* was launched at 11.10 in a moderate westerly breeze and a smooth sea. It was high water. Arrangements were made for a smaller boat to follow when she was free from pilotage duties. The whole area was searched with the smaller boat operating close inshore of the life-boat. Six parachute flares and the searchlight were used during the search but nothing was found. On the return journey the life-boat took the small boat in tow as her propeller had been fouled. The life-boat returned to her station at 1.20 a.m. on 6th August.

At 3.45 a.m. on 19th June, 1967, the coastguard told the honorary secretary that the yacht *Breakaway* had reported that she had been rammed by a coaster off Beachy head. The life-boat *Kathleen Mary* was launched at 4 o'clock in a light north easterly breeze and a smooth sea. The tide was flooding. The life-boat came up with the yacht with eight people on board in tow of the tanker *Belinda*. The life-boat took over the tow and brought her into Newhaven harbour. The life-boat returned to her station at 5.55.

St. Helier, Jersey - at 10.20 p.m. on 11th August, 1967, the honorary secretary was informed that a fishing boat, with one man on board, was overdue. The life-boat *Elizabeth Rippon* slipped her moorings at 10.45 in a strong west south westerly breeze and a choppy sea. It was high water. The motor vessels *Duchess of Normandy* and the *Duke of Normandy* also took part in the search. At 5.30 a.m. on 12th August air control diverted the aircraft carrying newspapers to take part in the search. The aircraft spotted the fishing boat and directed the life-boat to her position about one and a half miles south of the Ecrehous reef. At 6 o'clock the fishing boat *Cheryl II* was found by the life-boat with her engine broken down. No anchor was carried by the boat. She was taken in tow to Bonne Nuit bay and the life-boat returned to her station at 9.15.

Shoreham Harbour, Sussex - At 4.30 p.m. on 13th August, 1967, the

coastguard informed the honorary secretary that the German ship *Teneriffe* wished to land a sick passenger at Shoreham, but she was too large to enter the harbour. The life-boat *Dorothy and Philip Constant* with the honorary medical adviser on board was launched at 4.45 in a moderate west south westerly breeze and a slight sea. The tide was flooding. The life-boat met the vessel three miles south east of the harbour and the doctor was put on board. The doctor decided that the sick man should be removed to hospital as soon as possible and asked for a helicopter to carry out this operation. Owing to the difficulty of winching the patient from the vessel, both patient and doctor were transferred to the life-boat and then winched up to the helicopter. The life-boat returned to her station at 7.45 with the wife of the sick man on board.

Bembridge, Isle of Wight - At 8.35 p.m. on 11th August, 1967, the coastguard told the honorary secretary that the motor launch *Kaseen* had steering trouble and required assistance in a position four miles east of St. Catherine's. The life-boat *Jesse Lumb* was launched at 8.45 in a moderate south westerly wind and a choppy sea. It was low water. The m.v. *Robert Dundas* assisted in the search for the *Kaseen*. The life-boat found the casualty with three people on board at 9.30 and took her in tow to Bembridge. She returned to her station at midnight.

Weymouth, Dorset - At 12.02 a.m. on 9th August, 1967, the coastguard informed the honorary secretary that a yacht was anchored one hundred yards offshore of Chesil Cove. Two men on board had come ashore to obtain fuel leaving two women on the yacht. Owing to the heavy swell the two men could not reboard her and the life-boat *Frank Spiller Locke* slipped her moorings at 12.20 in a moderate southerly breeze and a moderate sea. The tide was ebbing. The life-boat came up with the yacht *Apeloiter* 20 yards off shore in a very heavy swell and the two women were embarked. After the bowman and a crew member were put aboard a tow line was

passed. The anchor was slipped and the life-boat took the yacht in tow to Weymouth harbour. The tow was successfully accomplished despite the strong ebb tide and southerly wind. The life-boat returned to her station at 5.15.

Selsey, Sussex - At 7.30 p.m. on 14th August, 1967, the coastguard reported that a yacht, which had been under observation in Love Channel, had turned north instead of continuing on course for Portsmouth or Chichester harbour, and was now 300 yards off Bracklesham. She was kept under observation for another 40 minutes when it was seen that she was in difficulties. The life-boat *Canadian Pacific* was launched at 8.18 in a strong west south westerly breeze and a rough sea. The tide was ebbing. The life-boat took the yacht *Torrocks II*, which had engine trouble, in tow to Portsmouth. There were four people on board. The life-boat returned to her station at 3.20 a.m. on 15th August.

At 11.30 a.m. on 27th August, 1967, the coastguard informed the honorary secretary that there was an injured man on board the Owers lightvessel. The life-boat *Canadian Pacific* was launched at 11.44 in a smooth sea. The tide was flooding. The life-boat embarked the injured man and returned to her station at 2.15 p.m. where he was transferred to a waiting ambulance.

Torbay, Devon - At 3.33 p.m. on 28th August, 1967, the coastguard informed the motor mechanic that a motor cruiser had gone aground on the rocks south of Mansands. The life-boat *Princess Alexandra of Kent* slipped her moorings at 6.45 to stand by the motor cruiser when she refloated. There was a gentle south westerly breeze and a slight sea. The tide was flooding. The life-boat took her boarding boat with her as it would not have been possible for her to close the casualty. The motor cruiser *La Voyageuse* with three people on board had run aground on the rocks off Seacombe beach. The owner asked the life-boat to stand by until she was able to refloat. While waiting the boarding boat took a line

from the motor cruiser to the life-boat which had stationed herself up tide. The motor boat refloated safely, and the owner, who feared the propeller and shaft might have been damaged, asked the life-boat to tow her to Brixham Harbour. This being done the life-boat returned to her station at 9.19. The owner of the motor cruiser made a gift to the life-boat crew.

SOUTH WEST

New Quay, Cardiganshire—At 2 p.m. on 16th August, 1967, the coastguard reported that a man had fallen over the cliffs at Llangranog. As it was considered that a small boat might be of assistance the IRB was launched at 2.6 in a fresh west north westerly breeze and a moderate sea. It was two hours after low water. The life-boat *St Albans* was also launched at 2.14. The local cliff rescue team proceeded to the scene by road. On the outward journey the IRB developed engine trouble and returned to station under reduced speed. On reaching Llangranog the life-boat passed her grappling irons to two members of the rescue team who had descended to the rocks, accompanied by a doctor. The body of the man who had fallen was recovered and embarked on the life-boat together with the rescue party. They were landed at New Quay and the life-boat returned to her station at 4.15. The life-boat was being rehoused when information was received that a cabin cruiser was in difficulty off Aberaeron. She was again launched and proceeded to the assistance of the cabin cruiser. On reaching the casualty it was found that the fishing vessel *Aeron Belle* had taken her in tow. The life-boat escorted both boats to harbour.

Coverack, Cornwall—At 3.30 p.m. on 10th August, 1967, the honorary medical adviser told the honorary secretary that his services were required at the scene of an accident on Landkidden beach. The life-boat *William Taylor of Oldham*, with a small boat in tow, was launched at 3.45 p.m. It was shortly after low water. On reaching the beach two members of the life-boat's crew took the small boat inshore, waded waist-high

through the surf, and transferred the injured woman by stretcher to the life-boat. The doctor attended to her aboard the life-boat and she was transferred to a waiting ambulance on return to Coverack. The life-boat returned to her station at 6.25.

At 8.15 p.m. on 12th August, 1967, the coastguard informed the honorary secretary that a 12-foot open boat *Karen* of Porthallow was overdue. The life-boat *William Taylor of Oldham* was launched at 8.40 in a moderate north north westerly breeze and a choppy sea. The tide was flooding. The life-boat searched the area from the Manacles to the Dodman, a radius of 20 miles. The German motor vessel *Oberg* of Hamburg radioed she had picked up the missing boat with two youths on board seven miles east of Lizard. The life-boat contacted the *Oberg* seven miles off Blackhead and took the two youths and their dinghy on board.

Penlee, Cornwall—At 6 p.m. on 1st August, 1967, the coxswain was informed by the honorary secretary that two seriously injured men aboard the tanker *Tahchee* of Panama required hospital treatment. A rendezvous was arranged for 8 o'clock. The life-boat *Solomon Browne* was launched at 7.30. It was three hours after high water. She proceeded to Newlyn to pick up a doctor and ambulance crew. She met the tanker six miles south of Penzance and the two men were transferred to the life-boat, which took them to Newlyn where an ambulance was waiting to take them to hospital. Owing to the state of the tide the life-boat remained at Newlyn overnight and returned to her station at noon on 2nd August.

Life-boat 70-001 The Mumbles—At 5.7 on 14th August, 1967, the coastguard informed the coxswain that a rubber dinghy was reported drifting seawards. The IRB carried aboard the life-boat *Charles H. Barrett (Civil Service No. 35)* was launched at 5.15 in a strong west by north breeze and a choppy sea. It was

two and a half hours before low water. The IRB came alongside the casualty, the dinghy *Craig-Y-B* with one person on board, at 5.23 and took her in tow. After reporting back to the life-boat, the tow was continued to Mumbles Head. The IRB finally came alongside the life-boat and was re-stowed at 5.50.

Ilfracombe, Devon - At 2 p.m. on 31st August, 1967, the coastguard informed the honorary secretary that a cabin cruiser was in difficulties off Rillage point. The life-boat *Lloyd's II* was launched at 2.10. The tide was flooding. The life-boat came up with the cabin cruiser *Jenny* with five people on board. The *Jenny's* propeller shaft had broken. The crew of five were embarked and the cabin cruiser taken in tow. The life-boat returned to her station at 3 o'clock.

St. David's Pembrokeshire - At 5.35 p.m. on 24th August, 1967, the coastguard informed the honorary secretary that a man who was standing on a rock near South Bishop lighthouse was signalling for assistance. There was a sailing dinghy in the vicinity. The life-boat *Joseph Soar (Civil Service No. 34)* was launched at 5.49. The tide was ebbing. The life-boat found that one of the crew of two had jumped on to the rock to signal for assistance when the dinghy had been caught between two tidal streams. The people were rescued and their boat taken in tow. After being taken on board the life-boat they were given hot drinks and wrapped in blankets. The sailing dinghy was taken in tow to Whitesands bay where her crew were put back on board to sail her ashore. The life-boat stood by until they had safely reached the shore and returned to her station at 7 o'clock.

Barry Dock, Glamorganshire - At 1 p.m. on 23rd August, 1967, the coastguard informed the honorary secretary that an 18-foot yacht had capsized off Fontagary and three people were clinging to her. The life-boat *Rachel and Mary Evans* was launched at 1.5 in a moderate westerly breeze and a choppy sea. The

tide was ebbing. The local club launch, which had already reached the yacht, righted her and took aboard two of her crew. The life-boat escorted the launch with the yacht in tow to Barry and returned to her station at 3.5.

Sennen Cove, Cornwall - At 3.43 p.m. on 28th August, 1967, the coastguard informed the honorary secretary that a French trawler with engine trouble was taking in water and drifting one mile north of Wolf Rock lighthouse. The life-boat *Susan Ashley* was launched at 3.56 in light variable winds and a slight sea. The tide was ebbing. On approaching the disabled vessel the coxswain saw another French trawler manoeuvring close by. The trawler took the disabled trawler in tow and proceeded towards Newlyn. The life-boat escorted both vessels until she was sure that no assistance was required, and returned to her station at 6 o'clock.

St. Ives, Cornwall - At 9.29 p.m. on 23rd August, 1967, the coastguard informed the coxswain that a flare had been seen off Clodgy point. The IRB was launched at 9.35. The life-boat *Edgar, George, Orlando and Eva Child* was launched 10 minutes later. It was one hour after high water. Both boats combined to make an extensive search of the area. At 11.12 p.m., as nothing had been found and the original informant had expressed doubt about the colour of the flare sighted, it was decided to recall both boats. On the return journey the IRB's engine failed and she was taken in tow by the life-boat. Both boats returned to station at 12.15 a.m. on 24th August.

The life-boat *Edgar, George, Orlando and Eva Child* was launched on 8th August, 1967, and landed an injured man. A full account of this service appears on page 308.

IRELAND

Dun Laoghaire, Co. Dublin - At 4.0 p.m. on 12th August, 1967, preparations were almost complete for the new life-boat's naming ceremony when several

calls were received of a boat in distress in Scotsmans bay. At 4.20 p.m. the life-boat *John F. Kennedy* proceeded in a strong north westerly breeze and a choppy sea. The tide was flooding. The life-boat found a dismasted yacht in the tow of a launch and escorted both boats to the harbour. The life-boat returned to her station at 4.40.

At 1.50 p.m. on 5th August, 1967, the coxswain was informed that a dinghy had capsized off Seapoint. The life-boat *John F. Kennedy* slipped her moorings 10 minutes later in a fresh southerly wind and a choppy sea. The tide was ebbing. The casualty was found 100 yards off the Seapoint martello tower. Her crew of two were clinging to her keel. They said they would prefer to swim ashore and the life-boat stood by while they did so. The dinghy was then taken in tow to Dun Laoghaire and the life-boat returned to her moorings at 3.5.

Clogher Head, Co. Louth - At 1.0 p.m. on 12th August, 1967, the coastguard told the honorary secretary that a yacht with white sails and a red hull appeared to be in difficulties off Carlingford bar. The life-boat *George and Caroline Ermen* was launched at 2 o'clock in a strong north westerly breeze and a rough sea. It was high water. The life-boat came up with the yacht with one man on board who told them that he was bound for Carlingford. In view of the heavy sea the life-boat escorted the yacht until she safely reached Clogher Head harbour. The life-boat then returned to her station at 4.30.

Life-boat O.N. 729 - While on passage from Baltimore to Crosshaven on the 10th August, 1967, the life-boat *John R. Webb* came up with a small rowing boat with four people on board. They had lost an oar and were drifting dangerously near a rocky shore. The life-boat took the four on board and towed their dinghy to Glandore harbour. The life-boat then continued on her passage.

Rosslare Harbour, Co. Wexford - At 8 p.m. on 13th August, 1967, the

second coxswain was informed that a flare had been seen inside Tusker rock. The motor vessel *Duke of Rothsay* and St. David's coastguard also reported seeing the flare. The life-boat *Douglas Hyde* slipped her moorings at 8.30 in a gentle south westerly breeze and a calm sea. The tide was flooding. The life-boat found the motor yacht *Ebenezer* with two people on board half a mile south of Splaugh Rock. The *Ebenezer* was proceeding slowly under her own power. The life-boat escorted her until she was about half a mile from Rosslare when the engine failed. The life-boat took the *Ebenezer* in tow and returned to her station at 9.50.

At 7.30 p.m. on 19th August, 1967, the coxswain was informed that the fishing boat *Splaugh Queen* was flying distress signals half a mile south of Splaugh buoy. The motor vessel *Duke of Rothsay* also reported seeing the distress signals and was standing by the *Splaugh Queen*. The life-boat *Douglas Hyde* slipped her moorings at 7.45 in a gentle north easterly breeze and a moderate sea. The tide was flooding. The life-boat took the *Splaugh Queen*, which had engine trouble, in tow to Rosslare harbour. There were thirteen people on board. The life-boat returned to her station at 9.30.

Galway Bay - At 11.0 a.m. on 22nd August, 1967, the honorary secretary was informed that a 17-year-old boy visiting Inishere island had received a head injury and the doctor from Kilroann was needed to treat him. The life-boat *Mabel Marion Thompson*, with the doctor on board, slipped her moorings at 11.45 in a gentle easterly breeze and a smooth sea. The tide was ebbing. The life-boat proceeded to Inishere and the doctor was put ashore. The life-boat returned to her station at 3.45 p.m.

At noon on 23rd August, 1967, a doctor informed the honorary secretary that a 17-year-old boy with acute appendicitis on Irishmaan island had to be brought to the mainland. As no other boat

was available, the life-boat *Mabel Marion Thompson* slipped her moorings at 12.45. There was a gentle south westerly breeze and a smooth sea. The tide was ebbing. The life-boat proceeded to Irishman and embarked the sick boy. He was landed at Rossaveel where an ambulance was waiting to take him to hospital. The life-boat returned to her station at 5.30.

Howth, Co. Dublin - The life-boat *A.M.T.* was launched on 24th August, 1967, and landed the crew of two of a dinghy who had been rescued by the IRB. A full account of this service appears on page 304.

Ballycotton, Co. Cork - At 11.10 p.m. on 15th August, 1967, the Haul-bowline Naval Centre informed the honorary secretary that a boat which had been shark fishing off Daunt Rock light-vessel was overdue. At 11.25 p.m. the life-boat *Ethel Mary* slipped her moorings in a strong west south westerly breeze and a choppy sea. The tide was flooding. After an unsuccessful search of the area the life-boat fired a flare which was seen and answered by the boat in distress. The life-boat drew alongside the motor launch whose engine had broken down and found seven people on board. They were taken on board the life-boat. The launch was then taken in tow to Cobh. The life-boat returned to her station at 7 a.m. on 16th August.

NORTH WEST

Beaumaris, Anglesey - At 2.37 p.m. on 11th August, 1967, the coastguard informed the honorary secretary that as a result of a freak storm a number of craft participating in the Conway yacht club regatta required assistance. The life-boat *Field Marshal and Mrs. Smuts* was launched together with the IRB at 2.45. They reached the area after the storm had passed and most of the 18 capsized dinghies had righted themselves. The IRB gave assistance to the dinghy *Wineglass 287* and one member of her crew was taken ashore in an exhausted condition. The IRB made a final sweep of the area before returning

to her station at 3.30 p.m. Preparations were being made to rehouse the life-boat when the yacht *St. George*, which had been dismasted in the storm, was sighted between Flagstaff quarry and Penmon point. She was taken in tow to Beaumaris pier. The life-boat returned to her moorings at 6.30, but owing to weather conditions rehousing was postponed until 12 August.

Holyhead, Anglesey - At 6.21 a.m. on 26th August, 1967, the coastguard informed the honorary secretary that a yacht had been sighted in difficulties eight miles west by south of the Skerries lighthouse. The life-boat *Lady Jane and Martha Ryland*, on temporary duty at the station, was launched at 6.34 in a moderate south westerly breeze and a moderate sea. The tide was ebbing. On the way to the scene the life-boat was informed that a German ship was standing by and that a helicopter was airborne. At 7.19 the helicopter took off the man on board the catamaran *Purr Purr* which had been holed. At 7.35 a member of the life-boat crew was put aboard her to check for damage. A tow rope was connected and she was towed to North Stack. In the shelter of the North Stack the catamaran was secured alongside the life-boat and the crew started to bale her out. By the time the life-boat had reached South quay the catamaran was buoyant. The life-boat returned to her station at 11 o'clock after leaving the *Purr Purr* with the coastguard to await the receiver of wrecks.

At 9.51 a.m. on 12th August, 1967, the coastguard informed the honorary secretary that the yacht *Scamper*, which was moored in breakers off Camaes bay, had asked for assistance. The life-boat *Lady Jane and Martha Ryland*, which was on temporary duty at the station, was launched at 10.5 in a strong north easterly breeze and a rough sea. The tide was flooding. The life-boat found that a helicopter which had also been alerted had rescued the four people on board the yacht. The yacht was taken in tow by the life-boat to the old boat-house in the lee of Wylfa head near Camaes head. The life-boat returned

to her station at 1.30 p.m. but due to weather conditions could not be rehoused until 11.25 a.m. on 13th August.

Porthdinlliaen, Caernarvonshire – At 8.45 p.m. on 5th August, 1967, the honorary secretary was informed that a man had swum ashore from a boat which was in difficulties one mile from Trevor point. There were four others on board. The life-boat *Charles Henry Ashley* was launched at 9.10 in a gentle south westerly breeze and a slight sea. The tide was flooding. The life-boat found the boat with engine trouble and embarked the four skin divers who were on board. The boat and dinghy were taken in tow and the life-boat returned to her station at midnight.

At 11.22 a.m. on 9th August, 1967, the coastguard informed the honorary secretary that there had been an explosion on board a fishing vessel. The life-boat *Charles Henry Ashley* was launched at 11.38 in a smooth sea. The tide was flooding. The life-boat set course for Llanddwyn island. After about an hour on this course a message was received that the position of the fishing vessel was now three miles south of Aberffrew beach. On reaching the casualty, with five people on board, the life-boat crew was informed that the explosion had been in the engine room and everything was out of order. The life-boat took the vessel in tow to Caernarvon and returned to her station at 7 o'clock.

SCOTLAND

Cromarty, Ross and Cromarty – At 10.52 a.m. on 8th August, 1967, the coastguard informed the honorary secretary that a dinghy and a boy were missing from Portmahamack. The life-boat *Lilla Marras, Douglas and Will* slipped her moorings at 11.24 in a slight east south easterly breeze and a slight sea. The tide was flooding. The life-boat searched the area and at noon the crew were informed that the dinghy had been seen empty four and a half miles from Tarbetness. The life-boat took the dinghy in tow and returned to her station at 6.28 p.m. It transpired that

the report of the missing boy and the dinghy were unconnected.

Stronsay, Orkneys – At 7.55 p.m. on 6th August, 1967, the coastguard informed the honorary secretary that a motor fishing boat was ashore on Lashy Skerry, Calf of Eday. The life-boat *The John Gellatly Hyndman* slipped her moorings at 8.15 in a slight variable wind and a slight sea. The tide was flooding. On arrival the life-boat found that the crew of two of the lobster boat *Pansy* of Sanday had been rescued by the Eday CRE team. The life-boat towed the *Pansy* off the Skerry and beached her in Carrick bay. The crew of the *Pansy* were conveyed by the life-boat to Kettletoft pier, Sanday, and she returned to her station at 11.35.

Thurso, Caithness-shire – At 2.45 p.m. on 28th August, 1967, the honorary secretary was informed that there was a sick man on board the motor vessel *Gullfoss* of Reykjavik which would be off Scrabster at 4 o'clock. The life-boat *Pentland (Civil Service No. 31)* was launched at 3 o'clock in light south westerly airs and a slight sea. The tide was flooding. The life-boat went alongside the motor vessel and embarked the sick man. The life-boat returned to her station at 4.30.

At 6.30 p.m. on 1st August, 1967, the honorary secretary was informed that the motor vessel *Batory* of Gydnia had embarked a sick man from the weather ship *Weather Adviser*. The life-boat *Pentland (Civil Service No. 31)* was launched at 8 o'clock in a light north westerly wind and a moderate sea. The tide was ebbing. The life-boat went alongside the *Batory* in the Pentland Firth at 9.5 and took off the sick man. The life-boat returned to her station at 9.30. A donation was made to the Institution's funds by the Meteorological Office.

Barra Island, Outer Hebrides – At 12.10 p.m. on 15th August, 1967, the honorary secretary was informed that a fishing vessel was in difficulties on the east side of Muldoanich Island. The

life-boat *R. A. Colby Cubbin No. 3* slipped her moorings at 12.25 in a light south westerly breeze and a slight sea. The tide was flooding. The life-boat found the four crew members of the fishing vessel *Star of Freedom* in a dinghy. They were taken on board the life-boat and brought to Castlebay harbour. The life-boat returned to her station at 4.30.

Anstruther, Fife - At 7.50 p.m. on 6th August, 1967, the coastguard informed the honorary secretary that a small motor boat was in difficulties off the north side of May island and was drifting westwards. The life-boat *The Doctors* was launched at 8.12 in a light breeze and a smooth sea. The tide was ebbing. When the life-boat went alongside the motor boat *Conquest* they found seven people on board - three men, three children and one woman. The woman and children were taken on board the life-boat and the boat was taken in tow to East pier where they were landed. Owing to low water the life-boat was unable to berth until 1.30 p.m. on 7th August.

Arbroath, Angus - At 10.40 a.m. on 13th August, 1967, the motor mechanic was informed that a cabin cruiser was in difficulties near Fairway buoy at the mouth of the Tay. A yacht in the vicinity had been unable to tow the cruiser. The life-boat *Duke of Montrose* was launched at 10.55. The tide was ebbing. The life-boat took the cabin cruiser in tow and returned to her station at 12.25 p.m. The life-boat was rehoused at 5 o'clock.

Wick, Caithness-shire - At 3.10 p.m. on 24th August, 1967, the coastguard informed the honorary secretary that the fishing vessel *Boy Peter* was ashore on the south side of Proudfoot. The fishing vessel *Bluebell* was also reported ashore. The life-boat *City of Edinburgh* was launched at 3.20 in a light south westerly breeze and a slight sea. The tide was ebbing. On arrival at Proudfoot the direction finding equipment indicated that *Boy Peter* was north of Wick buoy. Proceeding northwards

the fishing vessel *Bluebell* was seen in tow of the lobster boat *Westering*. The life-boat carried on until she found *Boy Peter* ashore at Seal Skerry rocks. Her tow rope was taken and in the attempt to tow her off the tow rope broke. Meanwhile the seine net boat *Boy Andrew* had arrived. *Boy Peter's* rope was passed to her but she could not pull the *Boy Peter* off as the tide had ebbed. At high water the life-boat returned to the casualty and stood by while she was refloated by the *Boy Andrew*. The life-boat then returned to her station at 4.15 a.m. on 25th August.

Islay, Inner Hebrides - At 11.10 a.m. on 30th August, 1967, the honorary secretary was informed that there was a sick boy on the isle of Colonsay. The life-boat *Francis W. Wotherspoon of Paisley* slipped her moorings at 11.35 in a fresh westerly breeze and a rough sea. The tide was flooding. The life-boat proceeded to Colonsay and embarked the sick boy who was brought to Islay where he was transferred to the air ambulance. The life-boat returned to her station at 3.45 p.m.

NORTH EAST

Boulmer, Northumberland - At 1.25 p.m. on 8th August, 1967, concern was felt for three cobles salmon fishing off Alnmouth in deteriorating weather conditions. The life-boat *Robert and Dorothy Hardcastle* was launched at 2.10 in a moderate east by north breeze and a smooth sea. The tide was flooding. The life-boat stood by while the fishing cobles hauled in their nets. As they were engaged in doing so the weather improved and so the coble *Violet Stephenson* decided to stay where she was in a sheltered position. The two other cobles, *Seaflower* and *Golden Gleam*, were escorted to Boulmer and the life-boat returned to her station at 4 o'clock.

Teesmouth, Yorkshire - At 10.40 p.m. on 7th August, 1967, the coastguard informed the honorary secretary that the motor launch *Vim*, which had left the Tees at 3 p.m. to take stores to the tanker

Primbro anchored in Tees bay, had neither arrived at the ship nor returned ashore. The life-boat *Sarah Jane and James Season* was launched at 11.42 in a gentle east south easterly breeze and a smooth sea. The tide was ebbing. The life-boat searched Seaton bay and then towards the ship anchored in the bay. A message was then received from the tug *Fiery Cross* reporting that the *Vim* had just gone alongside the tanker *Primbro*. The life-boat stood by until she unloaded her stores, anticipating her return to the Tees. Instead she made for the tanker *Kopianella*. The *Kopianella* reported that the *Vim* would remain alongside overnight and so the life-boat returned to her station, arriving at 2.45 a.m. on 8th August.

Tynemouth, Northumberland - At 5.14 p.m. on 29th August, 1967, the coastguard informed the honorary secretary that a small cabin cruiser was in difficulties one and a half miles from the Tyne and half a mile off Marsden. The life-boat *Tynesider* was launched at 5.26 in a moderate westerly breeze and a smooth sea. The tide was flooding. The life-boat found the cabin cruiser in the tow of a pilot cutter. The life-boat escorted both boats to the harbour and returned to her station at 6.40.

At 11.20 p.m. on 7th August, 1967, the coastguard informed the honorary secretary that there was a very sick man on board the trawler *St. Lucia* of Lowestoft 105 miles north-east of the Tyne and that a helicopter would lift him off at 5 a.m. when the vessel was 45 miles away. However, the weather forecast was very poor and as it was possible that the helicopter would be unable to fly it was decided to launch the life-boat and take out a doctor. The life-boat *Tynesider* left at 12.42 a.m. on 8th August with a doctor on board. There was a moderate south easterly wind and a corresponding sea. It was one hour before low water. During the passage out the wind freshened to strong. The life-boat eventually came up with the trawler 45 miles north east of the Tyne. With some difficulty, the doctor was put aboard and after examining the sick man it was

decided to keep him aboard the trawler and a message was sent that the helicopter would not be required. The life-boat reached her station at 11 o'clock.

Humber, Yorkshire - At 10.45 a.m. on 23rd August, 1967, the coastguard informed the coxswain superintendent that a small motor boat with three people on board appeared to be broken down at the river entrance. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, was launched at 11 o'clock. It was three hours after high water. The casualty was found drifting over the Binks and the life-boat stood by until she reached the shore and those aboard were seen to have landed safely. The life-boat returned to her station at 12.10 p.m.

At 11.19 a.m. on 27th August, 1967, the ship's agent at Hull informed the coxswain superintendent that there was a sick man on board the s.s. *Knossos* of Greece. The life-boat *Edward and Isabella Irwin*, on temporary duty at the station, launched at 12.4 with a doctor on board. The tide was ebbing. Visibility was down to 200 yards owing to fog. On arrival at Spurn lightvessel the pilot vessel informed the coxswain that the *Knossos* was anchored a mile east of the lightvessel. The life-boat came alongside at 1 o'clock and the doctor was put aboard. After examination the sick man was embarked and the life-boat proceeded to Spurn. On arrival at Spurn it was found that there was insufficient water for the life-boat to land the man. A yacht anchored near the life-boat house was asked if she would land the doctor and sick man. Her owner readily agreed and they were taken ashore in the yacht's motor boat. The life-boat anchored to await sufficient water to rehouse, which was done at 7.50 p.m.

At 3 p.m. on 5th August, 1967, the coastguard informed the coxswain superintendent that there was a sick man on board the motor vessel *Tynewood*. The life-boat *City of Bradford III* was launched with a doctor on board at 4.20 in a light south westerly breeze and a slight sea. The tide was flooding. The

life-boat met the motor vessel off the Bull lightvessel and the doctor was put on board. The sick man was found to have died and the body was transferred to the life-boat. The life-boat returned to her station at 5.50 where the body was transferred to a waiting ambulance.

Bridlington, Yorkshire - At 2.35 p.m. on 14th August, 1967, the coastguard informed the honorary secretary that four cobsles, one of which had 25 passengers on board, were still at sea in rapidly deteriorating weather conditions. The life-boat *Tillie Morrison (Sheffield II)* was launched at 2.42 in a strong south south easterly breeze and a rough sea. The tide was flooding. The life-boat proceeded to the harbour mouth and found the coble *Emmanuel* and escorted her into the harbour. The life-boat then proceeded towards the North Smithic buoy, the last reported position of the remaining cobsles. The keel-boat *Liberty* advised the life-boat crew that the two cobsles were off South landing. Near Danks Dyke the life-boat came up with the cobsles *Margaret Anne* and *Kate and Videt*. The cobsles were escorted into harbour and the life-boat returned to her station at 5.20.

At 10.38 p.m. on 17th August, 1967, the coastguard informed the honorary secretary that a 999 call had been received from Skipsea reporting that two dinghies were unable to beach due to a heavy swell. After further enquiries had been made the life-boat *Tillie Morrison (Sheffield II)* was launched at 11.30 in a light west south westerly breeze and a smooth sea. The tide was ebbing. On approaching the area the coxswain asked for the police car investigating the call to flash its headlights. A flare was fired but nothing was seen. The coxswain was then informed by R/T that the southern set of car headlights indicated the position and the life-boat proceeded one mile south and fired another flare. At 12.32 a.m. the life-boat found the two boats out of fuel anchored alongside each other. The five people on board the boats were embarked. One boat was taken in tow while the other, a small dinghy, was hauled aboard the life-boat. The life-

boat returned to her station at 2.45 a.m. on 18th August.

Amble, Northumberland - At 2.35 p.m. on 14th August, 1967, the coastguard informed the honorary secretary that three fishing cobsles were in difficulties in South bay. The life-boat *Millie Walton* slipped her moorings at 2.57 in a strong east by southerly breeze and a moderate sea. The tide was ebbing. The life-boat proceeded to Druridge bay where the fishing vessel *Honour* was found partially swamped. She was escorted towards the harbour. Two other cobsles were found and they were escorted to safety. The life-boat returned to her station at 4 o'clock.

North Sunderland, Northumberland - At 11.25 p.m. on 22nd August, 1967, the coastguard informed the honorary secretary that five students who had gone to the inner Farnes island had not returned to Durham University. The life-boat *Edward and Mary Lester* was launched at 12.6 a.m. on 23rd August. It was low water. The boatman had not returned to the island to take the students back and they were taken by the life-boat to North Sunderland which was reached at 1.40. A donation was made to the Institution's funds following this service.

Flamborough, Yorkshire - At 4.50 p.m. on 15th August, 1967, the police informed the coxswain that a man was stranded in a cove about one mile north of the life-boat station. The coxswain and a police officer went to the scene where a youth at the foot of the cliffs told them he had fallen and hurt his leg. He could not swim and was cut off by the tide. The life-boat *Friendly Forester* was launched at 5.15 in a fresh westerly breeze and a rough sea. The tide was ebbing. The life-boat proceeded to the position where the coxswain realized that the heavy ground swell under the cliff would make the rescue difficult. He decided to drop anchor and veer stern first into the cove as near as possible to the cliff. A rope was thrown to the youth who tied it around himself

and jumped into the sea. He was then hauled on board the life-boat and she returned to her station at 5.45. A letter of appreciation was sent from the Institution's headquarters to the coxswain and crew for this service.

Filey, Yorkshire - At 1.36 p.m. on 14th August, 1967, the coxswain informed the honorary secretary that the cable *Angela May* was overdue. In view of the deteriorating weather conditions the life-boat *The Isa & Penryn Milsted* was launched at 1.52 in a strong south south easterly breeze and a moderate sea. The tide was ebbing. The life-boat found the cable with three people on board one and a half miles north east of Filey Brig and escorted her to Filey. The life-boat returned to her station at 2.50.

SOUTH EAST

Margate, Kent - At 9.10 a.m. on 9th August, 1967, the coastguard informed the motor mechanic that a yacht was aground on Margate Sands. The IRB was launched at 9.20 in a light south westerly breeze and a smooth sea. It was low water. When she reached the casualty, the yacht *Depaky II* of Santiago, the owner requested assistance. The IRB stood by and summoned the life-boat. The life-boat *North Foreland (Civil Service No. 11)* was launched at 9.55. A member of the life-boat's crew was put aboard to assist the yacht's crew and she was taken in tow to Ramsgate. The IRB returned to her station at 10.55 and the life-boat at 3.30.

At 5.18 p.m. on 16th August, 1967, the coastguard informed the coxswain that a motor boat with three people on board was in need of assistance one and a half miles east north east of Foreness point. The IRB was launched at 5.22 in a fresh south westerly breeze and a moderate sea. It was one and a half hours after low water. She reached the casualty, the motor-boat *Susan*, and a tow-line was made fast. However, owing to the freshening wind, no appreciable progress was made. The IRB crew decided to slip the tow in order to contact the coastguard.

The coastguard at Foreness informed the life-boat coxswain of the position and the life-boat *North Foreland (Civil Service No. 11)* was launched at 6.10. The casualty was reached at 6.35 and the tow to Margate commenced. The IRB on her return passage to the station noticed that the yacht *Olivia Mary* had also broken down. On arrival at the station the honorary secretary was informed, and the information was passed on to the life-boat. The life-boat coxswain informed, the owner of the *Olivia Mary* that he would return to assist him. The life-boat reached harbour with the *Susan* in tow at 6.58 and returned immediately to help the second casualty. A member of the life-boat crew was placed on board to assist the owner to retrieve his anchor and the *Olivia Mary* was taken in tow. Margate harbour was reached at 7.45. Owing to the state of the tide it was not possible to rehouse the life-boat until 9.45.

At 4.30 p.m. on 6th August, 1967, the coastguard informed the coxswain that a Thames spritsail barge was aground on Margate Hook sands and asked if the IRB could investigate. She had not fired any distress signals but appeared to be in difficulties. The coxswain informed the honorary secretary and the IRB was launched at 4.35 in a gentle south westerly breeze and a smooth sea. It was three hours after high water. She found the vessel, which was listing to port, stuck fast on the sand between Hook beacon and South Margate buoy. The officer commanding the cadet training barge *Kenya Jacaranda*, a converted trawler, asked the IRB crew to arrange for the cadets to be taken off as the vessel was in danger of going over when the tide receded further. Flares were fired by the IRB to summon the life-boat *North Foreland (Civil Service No. 11)* which was launched at 6.8. She reached the sailing barge at 6.50 but could not go alongside. Supports had been put out to keep the barge upright. Fourteen cadets climbed down a ladder which was put down over the bow, five at a time, to avoid making any unnecessary movement of the vessel. They were taken by the IRB to the life-boat. The last cadets had to wade through

the water for about 20 yards in order to reach the IRB. When all the cadets were aboard the life-boat, the IRB informed the officer in charge that the life-boat would return at about 10.30 to stand by while she refloated. Both the life-boat and the IRB then returned to Margate. The IRB arrived back on station at 8.30. Upon arrival at Margate jetty the life-boat landed the cadets and remained there as it was low water. At 10 o'clock she put out again and arrived at the casualty 15 minutes later. A towing rope was secured and the barge was eventually refloated and taken in tow to a position east of Margate pier. The commanding officer was taken ashore so that he could make necessary arrangements for conveying the boys back to the vessel. The life-boat returned to her station at 1.45 a.m. on 7th August. A letter of appreciation was received from the Sea Cadet Corps headquarters in London.

Walmer, Kent - At 5.55 p.m. on 3rd August, 1967, the coastguard informed the honorary secretary that a yacht was drifting about outside the South Brake buoy. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 6.36 in a fresh south westerly wind and a choppy sea. The tide was ebbing. On reaching the casualty, the sloop *Selkie* of Poole, with a man, a woman and two children on board, it was found that she had no steering and was drifting helplessly in the shipping fairway. She was taken in tow to Ramsgate and the life-boat returned to her station at 10.15.

At 3.30 p.m. on 28th August, 1967, the coastguard told the honorary secretary that two teenagers who had set out soon after breakfast in a rubber dinghy had not returned. In view of the dense fog and the number of boats which had gone out fishing the life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 3.35. The tide was flooding. The life-boat advised the boats to return ashore and she escorted four of them to safety. The missing boys got ashore at Kingsdown without assistance. The life-boat returned to her station at 7.15.

Southend-on-Sea, Essex - At 4.32

p.m. on 19th August, 1967, the coastguard informed the honorary secretary that a small sailing boat had asked for assistance. The life-boat *Greater London II* (Civil Service No. 30) was launched at 5 o'clock. The tide was ebbing. The life-boat came up with the catamaran *Phell* becalmed in the main shipping lane one and a half miles north east of Redsand tower. The *Phell* was taken in tow by the life-boat to Sheerness and the life-boat returned to her station at 7.40.

At 8 a.m. on 14th August, 1967, the coastguard informed the honorary secretary that a cabin cruiser, the *Cera*, was making heavy weather on passage from Calais to Ramsgate. Later the South Goodwin lightvessel reported that the cruiser had made fast alongside and was being buffeted by big seas. The skipper requested life-boat assistance as the crew and some of the passengers were suffering badly from sea sickness. The life-boat *Charles Dibden* (Civil Service No. 32) was launched at 11 o'clock in a strong southerly breeze and a moderate sea. The tide was ebbing. The life-boat escorted the cruiser into Ramsgate harbour and returned to her station at 3.30 p.m.

Walton and Frinton, Essex - At 1.9 a.m. on 12th August, 1967, the coastguard informed the honorary secretary that the Sunk pilot cutter had observed two red flares south of the Sunk lightvessel and was proceeding to investigate. At 1.18 a further message reported a small cabin cruiser with her engines broken down. The life-boat *Cecil and Lilian Philpott*, on temporary duty at the station, slipped her moorings at 1.45 in a moderate westerly breeze and a moderate sea. The tide was flooding. The life-boat found the motor cruiser *Antigua* with five people on board and took her in tow. After mooring her in the river, the life-boat returned to her station, arriving at 8.32.

At 3.8 p.m. on 3rd August, 1967, the coastguard informed the honorary secretary that a small cabin cruiser was drifting about a quarter of a mile off Frinton beach and that her crew were waving for assistance. The life-boat

Cecil and Lilian Philpott, on temporary duty at the station, slipped her moorings at 3.24 in a moderate west by south wind and a choppy sea. It was one hour before low water. The cabin cruiser with a crew of two and a dog on board was found at anchor with her engine broken down. She was taken in tow and beached at Walton. The life-boat returned to her moorings at 5.6.

Dover, Kent - At 6.46 a.m. on 11th August, 1967, the coastguard informed the honorary secretary that the motor cruiser *Radiant* was in difficulties with engine trouble between Folkestone and Dover. The life-boat *Faithful Forester* slipped her moorings at 6.58. The tide was ebbing. The life-boat found the cruiser with her stern almost awash. The life-boat crew were told that the propeller had struck a large piece of driftwood and broken off and a bracket had pierced the hull through which water was pouring. The cruiser was taken in tow to Dover and the life-boat returned to her station at 10 o'clock.

At 5.30 p.m. on 11th August, 1967, the coastguard informed the honorary secretary that the Belgian yacht *Nan Shan* had been taken in tow by the coaster *Windsor Queen*. The yacht's crew of three were on board the coaster and she requested the help of the life-boat as she was on passage to Germany. The life-boat *Faithful Forester* slipped her moorings at 5.40 in a strong south westerly breeze and a rough sea. The tide was flooding. The life-boat came up with the coaster near the South Falls buoy and embarked the yacht's crew. With the yacht in tow the life-boat proceeded towards Dover. During the course of the passage the yacht capsized and the tow rope had to be cut. The yacht then sank. The life-boat landed the yacht's crew and returned to her station at midnight.

Clacton-on-Sea, Essex - At 11.29 a.m. on 29th August, 1967, the coastguard informed the honorary secretary that a yacht was aground on the West Barrow sands. The life-boat *Sir Godfrey Baring* was launched at 11.45 in a gentle

westerly breeze and a choppy sea. The tide was ebbing. The life-boat stood by until the yacht refloated. After confirming that she had suffered no damage the life-boat returned to her station at 4.1 p.m.

Lowestoft, Suffolk - At 5.33 p.m. on 19th August, 1967, the coastguard informed the honorary secretary that a small yacht half a mile east of the harbour entrance had run aground and had fired distress signals. The life-boat *Frederick Edward Crick* slipped her moorings at 5.42 in a moderate north easterly breeze and a choppy sea. The tide was flooding. The life-boat found the yacht *Sea Mist* with five people on board a quarter of a mile south of the harbour entrance. She had refloated and the life-boat escorted her to Lowestoft harbour. The life-boat returned to her station at 6.6.

Ramsgate, Kent - At 5.33 p.m. on 12th August, 1967, the coastguard informed the coxswain that a yacht half a mile east of the North Goodwin buoy was firing flares. The Swedish ship *Buenas Aires* was standing by until the life-boat arrived. The life-boat *Michael and Lily Davis* slipped her moorings at 5.47 in a strong west north westerly breeze and a rough sea. The tide was ebbing. The life-boat found the yacht *Depaky II* whose mainsail had been carried away. There were three people on board. A member of the life-boat crew was put aboard and the yacht was then taken in tow to Ramsgate harbour. The life-boat returned to her station at 7.6.

At 5.18 p.m. on 11th August, 1967, the coastguard informed the honorary secretary that an R.A.F. helicopter had been dispatched to search for a light blue two seater canoe missing between North Foreland and Deal. The canoe was last seen one mile off Guilford hotel. At 5.22 a request was made for the life-boat to join the search. The life-boat *Michael and Lily Davis* slipped her moorings at 5.34 in a strong south westerly breeze and a very rough sea. The tide was ebbing. The life-boat rescued one of the

canoe's two occupants three and a half miles east of North Foreland. He was exhausted and was given hot drinks and massage to revive him. The other man had been picked up by the Swedish ship *Stena Baltica*. The life-boat went alongside the *Stena Baltica* and embarked the man. She then returned to her station at 8.4.

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

Aldburgh, Suffolk - 15th.
Arranmore, Co. Donegal - 8th.
Ballycotton, Co. Cork - 10th, 11th and 18th.
Barry Dock, Glamorganshire - 1st and 20th.
Beaumaris, Anglesey - 15th.
Bembridge, Isle of Wight - 23rd and 27th.
Berwick-upon-Tweed, Northumberland - 9th.
Bridlington, Yorkshire - 13th.
Clacton-on-Sea, Essex - 12th.
Cloughy/Portavogie, Co. Down - 12th and 24th.
Donaghadee, Co. Down - 4th, 19th.
Dover, Kent - 13th and 16th.
Dungeness, Kent - 31st.
Dun Laoghaire, Co. Dublin - 7th.
Eastbourne, Sussex - 28th.
Exmouth, Devon - 22nd and 29th.
Hastings, Sussex - 1st and 27th.
Holyhead, Anglesey - 6th, 16th and 26th.
Howth, Co. Dublin - 11th.
Ilfracombe, North Devon - 14th.
Llandudno, Caernarvonshire - 16th.
Minehead, Somerset - 6th, 31st.
Moelfre, Anglesey - 5th and 8th.
New Brighton, Cheshire - 2nd.
Newcastle, Co. Down - 12th.
Newhaven, Sussex - 11th.
New Quay, Cardiganshire - 12th.
Penlee, Cornwall - 10th.
Port Errin, Isle of Man - 16th.
Portrush, Co. Antrim - 20th.
Port St. Mary, Isle of Man - 16th.
Ramsgate, Kent - 28th.
Rhyl, Flintshire - 7th.
Rosslare Harbour, Co. Wexford - 4th.
St. Helier, Jersey - 16th.

St. Mary's, Scilly Islands - 22nd.
Salcombe, South Devon - 7th, 27th and 28th.

Seaham, Durham - 4th.
Shoreham Harbour, Sussex - 2nd.
Skegness, Lincolnshire - 26th.
Stornaway, Outer Hebrides - 18th and 24th.
Swanage, Dorset - 18th and 27th.
Tenby, Pembrokeshire - 9th and 12th.
Torbay, Devon - 11th and 16th.
Valentia, Co. Kerry - 13th.
Welton and Frinton, Essex - 15th.
Weston-Super-Mare, Somerset - 3rd.
Weymouth, Dorset - 4th and 5th.
Wick, Caithness-shire - 16th.
Yarmouth, Isle of Wight - 16th.
Life-boat 70-001 - 13th and 29th.

IRB LAUNCHES

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

NORTH WEST

Moelfre, Anglesey - At 9.28 a.m. on 16th August, 1967, the coastguard told the honorary secretary that a boat was in difficulties in Red Wharf bay. The IRB was launched at 9.35 in a south westerly gale and a choppy sea. The tide was ebbing. When she arrived at the scene they found the dinghy *Marie Ann* with her engine broken down. She was being carried out to sea. The dinghy with three people on board was taken in tow to St. David's beach. The IRB returned to her station at 11.15.

At 1 p.m. on 17th August, 1967, the coastguard informed the honorary secretary that a motor boat with dinghy in tow was in difficulties with engine trouble and was drifting rapidly out to sea. The I.R.B. was launched at 1.7 in a fresh west south westerly breeze and a choppy sea. The tide was ebbing. She took the motor boat, which had five people on board, and the dinghy in tow and returned to her station at 1.50.

Llandudno, Caernarvonshire - At 7.15 a.m. on 10th August, 1967, a member of the life-boat crew saw a motor cruiser drifting towards the rocks at the Little

Orme. It was considered possible that someone was asleep on board and the IRB was launched to investigate. There was a light south easterly breeze and a calm sea. It was one hour before low water. On closing with the cruiser, which carried a crew of three, it was found that she had engine trouble. She was taken in tow to a safe mooring in Llandudno bay and the IRB returned to her station at 8.25.

Borth, Cardiganshire - At 5.20 p.m. on 15th August, 1967, the police informed the honorary secretary that a man was trapped on the rocks two miles south west of the station. The IRB was launched at 5.25 in a fresh breeze and a choppy sea. It was high water. The man was soon found and two members of the IRB crew took the anchor rope and went to the cliff top. The rope was lowered and with the help of a visitor the man was hauled up. The IRB returned to her station at 6.25

Fleetwood, Lancashire - At 4.45 p.m. on 23rd August, 1967, two members of the public informed the winchman of the Fleetwood life-boat that two swimmers were in difficulties in the channel. The IRB was launched at 4.50 in a light south westerly breeze and a calm sea. It was two and a half hours after high water. One swimmer reached the shore safely and the second was rescued by the IRB which returned to her station at 5 o'clock.

IRELAND

Howth, Co. Dublin - At 3.20 p.m. on 24th August, 1967, the Baily lighthouse keeper informed the honorary secretary that a dinghy had capsized about a quarter of a mile from the lighthouse. The life-boat *A.M.T.* was launched at 3.32 in a fresh south easterly breeze and a moderate sea. It was high water. The IRB was launched three minutes later. The IRB reached the area first and was directed to the casualty by the lighthouse keeper. Her crew of

two were taken aboard the IRB. The life-boat came up 10 minutes later and the two rescued people were transferred to her and taken to Howth. The IRB then took the dinghy in tow to Sutton. The life-boat, having landed the dinghy's crew, set out again to confirm that the IRB was all right. She met the IRB at Red Rock and both boats then returned to their stations, the IRB arriving at 5.40, and the life-boat at 6 o'clock.

Tramore, Co. Waterford - At 5.30 p.m. on 17th August, 1967, the honorary secretary was informed that a speedboat and skin divers were overdue. They were last seen off Newtown Head. The IRB was launched in a moderate to fresh southerly breeze and a choppy sea. It was low water. The speedboat was found at anchor with her engine disabled. The owner told the IRB crew that two divers were missing and the third had gone to look for them. A search was carried out, and after a while two divers were found and taken on board. After the third man had been rescued the IRB took the speedboat in tow and returned to her station at 6.15.

SCOTLAND

North Berwick, East Lothian - At 3.45 p.m. on 13th August, 1967, after returning from a routine exercise, the IRB was sent to the aid of a man who had slipped into the sea while stepping ashore from a boat at the old pier at North Berwick. There was a gentle westerly breeze and a moderate sea with a heavy swell. It was low water. The I.R.B. found the man supported by the owner of the boat but he could not pull him aboard. The boat was in danger of driving on to the rocks. The crew of the IRB pulled the man aboard and brought him ashore. The IRB returned to her station at 4 o'clock.

At 6.25 p.m. on 27th August, 1967, the harbour master asked for the IRB crew to go to the assistance of two girls aboard a sailing dinghy which had run aground on the Maidens reef. The IRB was launched in a moderate easterly

breeze and a moderate sea. The tide was flooding. The two girls were taken on board and the dinghy was towed off the rocks and back to the beach. The IRB returned to her station at 6.55.

Helensburgh, Dunbartonshire – At 5.35 p.m. on 3rd August, 1967, a Royal Navy observer reported that a R.N. sailing dinghy with two ratings on board had capsized off shore. The IRB was launched at 5.43 in a fresh breeze and a moderate sea. The tide was flooding. One member of the dinghy's crew was picked up by a Royal Navy m.f.v. and a search was made for the other rating who had attempted to swim ashore. He was found two hours later in an exhausted condition three miles away down tide. He was taken on board and the IRB returned to her station at 7.55.

Stonehaven, Kincardineshire – At 9.30 p.m. on 7th August, 1967, the coxswain was informed that a boy had fallen from the cliffs at Downie point. He immediately proceeded to the scene of the accident by road and found that the boy had fallen about 20 feet, had a broken leg, and could not be moved without the assistance of a boat. The IRB, with a doctor on board, was launched at 9.40 in a calm sea at low tide. The boy was taken to the harbour and transferred to an ambulance. The IRB returned to her station at 10.10.

NORTH EAST

Whitby, Yorkshire—At 7 p.m. on 27th August, 1967, the coastguard told the honorary secretary that two men were stranded on Black Rock, one mile south of Whitby harbour. The IRB was launched at 7.9. The tide was flooding. The IRB rescued the two men and landed them at Whitby harbour. The IRB returned to her station at 7.25.

Sunderland, Co. Durham – Following information from the coastguard that two bathers were in difficulties one and a half miles off shore from Whitburn, the IRB was launched at 2.15 p.m. on 20th August, 1967. Conditions were fair

and the tide was flooding. The two bathers were rescued and landed at Seaburn. The IRB returned to her station at 3.15.

SOUTH EAST

Walmer, Kent – At 7.45 p.m. on 15th August, 1967, while the IRB crew were at the boathouse, a catamaran was seen to hit the marker buoy of the sewerage outfall at Walmer. Part of the hull was stove in and the catamaran capsized, throwing her occupant into the water. The sailing club's rescue boat went to her assistance but her engine broke down. The IRB was launched in a gentle gusting south westerly breeze and a smooth sea. The tide was flooding. The IRB brought in the three occupants of the rescue boat first and then returned to the assistance of the catamaran's owner. They found that he was trapped by his legs among the shrouds and rigging. Despite their efforts they could not get him clear. By this time it was getting dark and the catamaran was unmanageable and completely waterlogged. It was decided to cut the yacht's mast free. The IRB crew unshipped the mast and pulled the man and the mast on board. After half an hour the wreck was beached among the groyne alongside the coast-guard station. The IRB returned to her station at 9.20.

Southwold, Suffolk – At 2.50 p.m. on 4th August, 1967, the coastguard informed the honorary secretary that a small outboard dinghy appeared to be in difficulties off Dunwich. The IRB was launched 10 minutes later in a moderate westerly breeze and a choppy sea. The tide was ebbing. The casualty, which carried a crew of two, was found one mile off shore and two miles south east of the harbour. The dinghy and her crew were towed safely to Dunwich beach and the IRB returned to her station at 3.45.

SOUTHERN

Lyme Regis, Dorset – At 5.55 p.m. on 5th August, 1967, the police informed the honorary secretary that two adults

and two children were trapped by the tide at Gun Cliff at the east end of Lyme promenade. The IRB was launched at 5.57 in a moderate south westerly breeze and a moderate sea. The tide was flooding. The IRB rescued the four people who were found on a small ledge. The IRB returned to her station at 6.10 where the rescued people were cared for by the ladies' life-boat guild. In gratitude for the care shown the four made a donation to the Institution's funds.

At 2.15 p.m. on 11th August, 1967, the coastguard told the honorary secretary that a rowing dinghy with a boy on board was being blown out to sea. The IRB was launched at 2.19 in a strong west south westerly breeze and a moderate sea. The tide was flooding. The IRB found the dinghy, which had lost an oar, and the boy was embarked. The dinghy was taken in tow and the IRB returned to her station at 2.35. The boy's father made a donation to the Institution's funds.

At 4 p.m. on 11th August, 1967, the coastguard informed the honorary secretary that a sailing dinghy was in difficulties one and a quarter miles north east of the station. The IRB was launched at 4.7 in a strong south westerly breeze and a moderate sea. The tide was ebbing. The IRB found four people on board the dinghy which had lost her rudder. They were embarked, and with the dinghy in tow the IRB returned to her station at 4.28.

At 8.20 p.m. on 24th August, 1967, the honorary secretary was informed that a man and his son on board a yacht were overdue. They had left at 11 a.m. and were expected back at 5 o'clock. The yacht had no navigational equipment and daylight was fading. The IRB was launched at 8.45 in a calm sea. It was low water. On the information given it was decided to make a two to three miles' sweep of the area. On the return sweep contact was made with a fishing boat which reported having seen a sailing boat answering the description of the missing yacht near the East Bay buoy. The IRB proceeded to the buoy and then

turned on a course back to her station. The yacht was sighted one and three quarter miles off shore and she was drifting with the tide. The yacht was taken in tow to Littlestone beach, and the IRB returned to her station at 10.50. A donation to the Institution's funds was made by the rescued crew.

Lyme Regis, Dorset - At 4.22 p.m. on 2nd August, 1967, the beach superintendent informed the honorary secretary that a small yacht had capsized off Charmouth and that an adult and a child were in the water. The IRB was launched at 4.23 in a moderate west south westerly wind and a slight sea. It was high water. She searched the area indicated and on extending the search area seaward came up with an outboard dinghy with two people aboard. Her engine was broken down. The IRB returned to her station with the two men and the dinghy in tow. She was launched again immediately to check on the capsized yacht *Sylvalan* east of Charmouth. On reaching the yacht it was found that those aboard had already been rescued by a boat from Charmouth. The IRB returned to her station at 5.18.

Margate, Kent - At 3.7 p.m. on 3rd August, 1967, the coxswain informed the honorary secretary that two girls were in difficulties on a pedalo off the Nayland rocks. The IRB was launched at 3.10 in a moderate breeze and a slight swell. It was two hours before low water. On reaching the casualty, the mechanism of which had become entangled in the buoy ropes of some lobster pots, the two girls on board were transferred to the IRB and taken to Margate. A member of the IRB crew remained on the pedalo which was later taken in tow and beached at the Marine Terrace sands. The IRB returned to her station at 3.30.

Eastbourne, Sussex - At 2.12 p.m. on 29th August, 1967, the police and coastguard informed the honorary secretary that there was a capsized sailing dinghy off the pier with her crew of three in the water. The IRB was launched at 2.14 in a moderate westerly breeze and

a moderate swell. The tide was flooding. The IRB found the dinghy had been righted and was waterlogged. Her crew were clinging to her. They were helped back aboard the dinghy which was then towed ashore. The IRB returned to her station at 2.35.

Eastney, Hampshire - At 3.10 p.m. on 6th August, 1967, the coastguard informed the honorary secretary that a sailing dinghy was in difficulties with her rigging carried away between the sewer outfalls. The experimental fast boarding and rescue boat 18-02 proceeded at 3.13 in a fresh south westerly wind and a corresponding sea. It was two hours after high water. On reaching the position it was found that the dinghy and her crew had reached the shore safely. Later the crew of two of another capsized dinghy were rescued. Finally, before the dinghy was towed in, a rubber dinghy and its crew of two who were drifting out to sea were also rescued.

Eastney, Hampshire - At 3.15 p.m. on 3rd August, 1967, the coxswain observed the yacht *Daisy* in difficulties in the vicinity of Norris (Old Castle) buoy. The boat 18-02, which was already at sea, proceeded immediately to the casualty. There was a strong westerly wind and a choppy sea. The tide was ebbing. On closing with the casualty it was found that she had a split stem and that her mast was in danger of going over the side. The crew of two were transferred to 18-02 and the yacht was taken in tow to harbour. She returned to her station at 4 o'clock.

Hastings, Sussex - The IRB was launched on 1st August, 1967, and rescued a bather. A full account of this service appears on page 290.

SOUTH WEST

The Mumbles, Glamorganshire - At 4.20 p.m. on 20th August, 1967, the motor mechanic was informed that four people were marooned on Mumbles head. The IRB was launched at 4.30 in a gentle west north westerly breeze and a

slight sea. The tide was flooding. The IRB rescued the people and took them to the beach at the Mumbles. The IRB returned to her station at 5 o'clock.

The Mumbles, Glamorganshire - At 8.2 p.m. on 4th August, 1967, the IRB was launched to a motor boat in distress on the east side of Caswell bay. The IRB was launched at 8.7 in a fresh west north westerly breeze and a moderate sea. It was two hours after high water. The casualty with five people and a dog on board was taken in tow to Caswell beach. The IRB returned to her station at 9 o'clock.

St. Ives, Cornwall - At 2.8 p.m. on 6th August, 1967, the coastguard informed the second coxswain that a girl who had been swept away on a lilo was stranded on the rocks between Carbis bay beach and Porthminster point. The IRB was launched at 2.10 in a moderate gusting to strong southerly breeze and a slight sea. The tide was flooding. The IRB rescued the girl and returned her to her parents at Carbis Bay beach. The IRB then proceeded to a dinghy with four people on board, which was making little headway towards the beach. When the dinghy reached the beach safely the IRB returned to her station, arriving at 2.50.

At 7.50 a.m. on 8th August, 1967, the coastguard told the honorary secretary that a man had fallen over the cliff at Hells Mouth, six miles north east of St. Ives harbour. The IRB was launched at 8.15 in a fresh south, south easterly wind gusting to gale force and a moderate sea. The tide was ebbing. It was overcast and there were heavy rain squalls. The IRB found the man injured on a ledge 15 feet above the highwater mark. Two members of the crew passed him down into the IRB while the third crew member kept the boat close under them. The injured man, who was suffering from exposure, was transferred to the *Edgar, George, Orlando and Eva Child* life-boat which had also launched at 8.15. The IRB and the life-boat returned to their stations at 9.15.

At 12.42 p.m. on 16th August, 1967, the coastguard informed the acting coxswain that two girls on a paddle float had been swept away from Carbis bay beach. The IRB was launched at 12.45 in a moderate west south westerly breeze and a choppy sea. The tide was flooding. The IRB came up with the float a quarter of a mile south of Carrick Glodden point just outside the line of dangerous surf. The two girls were taken on board, and with the float in tow the IRB proceeded to Carbis bay beach. The IRB returned to her station at 1 o'clock.

At 6.40 p.m. on 4th August, 1967, a member of the IRB crew saw the sailing dinghy *Tizzy* capsize about half a mile south south east of St. Ives pier. The IRB was launched at 6.48 in a squally westerly wind and a choppy sea. It was two hours after high water. The swamped dinghy and her occupant were taken in tow to the harbour and the IRB returned to her station at 7.20.

Newquay, Cornwall - At 4.25 p.m. on 1st August, 1967, the coastguard informed the honorary secretary that a bather was in difficulties at Gazell. The IRB was launched at 4.27 in a light south westerly breeze and a slight sea. It was two and a half hours after high water. A member of the IRB crew went overboard to the assistance of the bather who was in an exhausted condition. He was taken on board the IRB which returned to her station at 4.34.

Aberdovey, Merionethshire - At 1.50 p.m. on 7th August, 1967, the coastguard informed the honorary secretary that three swimmers were in difficulties at Ynyslas. The IRB was launched at 1.55 in a gentle south easterly breeze and a slight swell. The tide was ebbing. The ex-life-boat at Aberdovey was also launched with a doctor on board. The IRB found one bather who was transferred to the ex-life-boat where resuscitation was applied. The IRB searched until 4.30 when the crew were informed that the bodies of the missing bathers had been recovered.

Weston-super-Mare, Somerset - At 8.10 p.m. on 28th August, 1967, a flare was fired from a boat off Sand point. The IRB was launched at 8.30 in a fresh westerly breeze and a rough sea. It was one and a half hours after low water. The motor cruiser *Wanderer* was found anchored to windward of Sand point. With a freshening westerly wind and a rough sea the cruiser's owner feared that she might be swept on to the rocks. Together with his crew of two he was taken on board the IRB and landed at the life-boat slipway. The IRB returned to her station at 8.55.

Porthcawl, Glamorganshire - At 7.30 a.m. on 27th August, 1967, while on exercise the IRB found a dinghy off the Black rocks with six people on board. There was a gentle north-westerly breeze and a smooth sea. The tide was flooding. The dinghy was being swept onshore and as the crew could not row they asked the IRB for assistance. Three of the people were embarked and landed on Newton beach. The dinghy with the others on board was then towed to Newton beach. The IRB returned to her station at 8.30.

Little & Broad Haven, Pembrokeshire - At 2.31 p.m. on 9th August, 1967, the coastguard informed the honorary secretary that a rowing boat with three people on board appeared to be in difficulties off Nabs Head. The IRB was launched at 2.40 in a gentle east south easterly breeze and a moderate sea. It was low water. On reaching the casualty it was found that owing to a broken rowlock it was impossible for her to make headway. The boat was taken in tow and the party were landed safely at St. Bride's Haven. The IRB returned to her station at 3.30.

Life-boat 70-001 Bristol Channel - At 11.55 a.m. on 20th August, 1967, the crew of the life-boat *Charles H. Barrett* (Civil Service No. 35) saw a canoe with two small boys aboard capsize about 50 yards away. The IRB carried on board the life-boat was launched at 11.57 in a light south easterly breeze and a slight

sea. It was low water. The boys were rescued and the canoe was taken in tow to the shore. The IRB returned to the life-boat at 12.15.

New Quay, Cardiganshire—On 16th August, 1967, the IRB was launched to the help of bathers. A full account of this service, for which special awards were granted, appears on page 293.

See page 311 for other IRB launches.

LATE SERVICES

The following life-boat and inshore rescue boat services should have been included in the September issue of THE LIFE-BOAT.

NORTH EAST

Bridlington, Yorkshire — At 3.40 p.m. on 30th April, 1967, because of the deteriorating weather conditions, the life-boat coxswain in charge of the IRB on exercise kept a number of hired rowing boats under observation. The wind was increasing to gale force with a choppy sea. It was one hour before low water. One mile from the shore a boat appeared to be in difficulties. When the IRB reached the casualty the boat, which had a man and three children on board, was taken in tow to the harbour. The IRB returned to her training area but shortly afterwards another boat was seen in difficulties. She closed the casualty with the three people on board and took her in tow to the harbour. The IRB again returned to her training area, and three quarters of a mile from the harbour a third boat was seen in difficulties. The boat was taken in tow with three men on

board into the harbour. A general sweep of the area was carried out and after establishing there were no further boats at sea the IRB returned to her station at 5.55.

SCOTLAND

Longhope, Orkneys — At 7 a.m. on 13th May, 1967, a local doctor informed the honorary secretary that one of his patients needed to be taken to hospital at Kirkwall. The life-boat *T.G.B.* was launched at 8 o'clock in a north easterly breeze and a smooth sea. The tide was flooding. The patient was embarked an hour later and taken to Scapa pier, arriving at 10.25, where he was transferred to a waiting ambulance. The life-boat returned to her station at 12.30 p.m.

On 26th March and 7th April, 1967, the Inner Islay, Hebrides, life-boat was called out and these services should have been included on pages 182 and 192 respectively of the September issue of THE LIFE-BOAT.

CLASSIFIED ADVERTISEMENTS

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Boat Named After Chairman

THE new 37-foot Oakley life-boat to be stationed at Clacton-on-Sea is to be named *Valentine Wyndham-Quin* after Captain the Hon. V. M. Wyndham-Quin, R.N., Chairman of the R.N.L.I.

OTHER IRB LAUNCHES

In addition to the services by IRBs which resulted in saving lives and which are recorded in full on pages 267, 283, and 304, the following launches on service were made during the months June to August, 1967, inclusive:

- Aberdovey, Merionethshire** – July 16th, 23rd, August 7th (thrice) and 27th.
Abersoch, Caernarvonshire – June 23rd, July 10th, August 7th, 9th and 16th.
Aberystwyth, Cardiganshire – July 27th, 29th, August 6th, 19th and 24th.
Ambie, Northumberland – July 2nd and August 31st.
Atlantic College, Glamorganshire – June 18th, July 9th, 23rd, 30th, 31st, August 20th and 23rd.
Bangor, Co. Down – June 22nd and July 31st.
Barmouth, Merionethshire – June 24th, 25th (twice), July 25th, 26th, 31st, August 2nd and 7th.
Barrow, Lancashire – June 11th.
Beaumaris, Anglesey – June 9th, July 28th, August 8th and 11th.
Bembridge, Isle of Wight – July 1st, 16th, August 3rd, 15th, and 27th.
Berwick-upon-Tweed, Northumberland – July 8th, August 4th, 8th and 9th.
Blackpool, Lancashire – August 23rd.
Blyth, Northumberland – June 4th and August 21st.
Borth, Cardiganshire – July 15th, 23rd (twice), 25th, 29th, August 7th and 8th.
Bournemouth, Hampshire – June 24th, August 11th (twice), 12th and 16th (twice).
Bridlington, Yorkshire – June 18th, 27th, July 6th, 19th, August 3rd (twice), 11th, 13th (twice), 15th, 24th, 27th and 28th.
Brighton, Sussex – June 8th, 12th, July 9th, 14th, (twice) and August 10th.
Broughty Ferry, Angus – June 10th, 12th, July 22nd, August 12th, 16th, 25th and 26th.
Bude, Cornwall – July 2nd, August 3rd and 26th.
Clacton-on-Sea, Essex – June 2nd, July 26th, August 4th, 5th and 21st.
Conway, Caernarvonshire – June 17th, 18th, 24th, August 5th, 8th and 19th.
Criccieth, Caernarvonshire – August 17th.
Crimdon Dene, Durham – July 25th and August 4th.
Cromer, Norfolk – June 6th, July 22nd, 24th (twice), August 7th and 16th.
Cullercoats, Northumberland – August 17th.
Eastbourne, Sussex – June 5th, 17th, 20th (twice), 25th, July 2nd, August 7th, 13th, 23rd and 26th.
Eastney, Hampshire – June 1st, 16th, 17th, 25th, 27th, July 1st (twice) 9th, 10th, 11th, 20th, 23rd, 26th (twice), 28th (twice) 30th, August 2nd, 6th, 7th and 13th.
Exmouth, Devon – August 1st and 8th.
Falmouth, Cornwall – August 10th and 31st.
Filey, Yorkshire – June 24th, July 17th and 30th (thrice).
Fleetwood, Lancashire – June 4th, July 2nd and August 2nd.
Great Yarmouth and Gorleston, Norfolk – June 22nd, 25th, July 15th, 29th, 30th (twice), 31st, August 9th, 14th, 17th (twice) 25th (twice) and 26th.
Happisburgh, Norfolk – July 5th, 8th, 9th, 13th, 20th, 27th, August 5th, 13th and 26th.
Harwich, Essex – June 7th, 18th, July 12th, 13th, August 9th, 12th and 30th.
Hastings, Sussex – June 15th, 18th, 25th, (twice) July 14th, 23rd, 25th, August 1st and 3rd.
Helensburgh, Dunbartonshire – July 8th (twice), 12th, 13th, and August 8th.
Holyhead, Anglesey – June 4th and August 20th.
Howth, Dublin – July 28th.
Humber Mouth (Cleethorpes) Lincolnshire – July 1st, 14th, 27th, 29th, 31st and August 20th.
Kinghorn, Fife – June 4th, 16th, July 25th, August 1st, 4th and 31st.
Kippford, Kirkcudbrightshire – August 7th.
Largs, Ayrshire – June 3rd, 16th, 28th, July 13th, 20th, August 2nd, 14th and 20th.
Little and Broad Haven, Pembrokeshire – August 28th.
Littlehampton, Sussex – June 17th, July 8th, 30th, August 6th, 11th and 12th.
Littlestone-on-Sea, Kent – June 4th, 25th (twice), July 16th, 29th, 30th, August 3rd and 13th.
Llandudno, Caernarvonshire – June 3rd, 8th, 11th, 20th, 25th, July 9th, 12th, 21st, 25th (twice), 28th, 29th, August 5th, 11th, 19th, and 26th.
Lyme Regis, Dorset – June 8th, July 8th, 22nd, 29th, August 6th, 16th, and 19th.
Lymington, Hampshire – August 5th.
Lytham-St. Annes, Lancashire – July 24th.
Mablethorpe, Lincolnshire – June 13th, July 19th (twice), 20th, 30th and 31st.
Margate, Kent – June 3rd, 25th (thrice), July 2nd, 10th (twice), 20th, 23rd, 26th, 30th, August 6th, 9th (twice), 12th, 16th, 21st, 22nd (twice) and 27th (twice.)

Moelfre, Anglesey – June 10th, July 1st (twice), 2nd, 14th, 16th, 20th, 23rd (twice), 24th, 27th and August 9th.
Mudeford, Hampshire – July 13th, 16th, 29th, August 3rd, 5th, 6th, 10th, 12th, 16th, 17th and 29th.
Newquay, Cornwall – June 5th, 10th, July 5th, 9th (twice), 18th, 22nd, August 3rd, 4th, 6th (twice), 7th, 9th (twice), 11th, 16th (twice), 18th, 20th (thrice), 21st (twice) and 28th.
New Quay, Cardiganshire – June 28th and August 16th.
North Berwick, East Lothian – June 24th and July 9th (twice).
North Sunderland, Northumberland – June 5th, August 1st, 17th, 20th and 28th.
Plymouth, Devon – June 7th, 17th, 24th, July 24th, August 6th and 9th.
Poole, Dorset – August 7th (twice), 25th and 29th.
Porthcawl, Glamorganshire – June 6th, 9th, 18th, July 1st, 9th (twice), 21st, 23rd, 31st, August 19th and 20th.
Port St. Mary, Isle of Man – June 17th and July 22nd.
Port Talbot, Glamorganshire – June 18th, July 2nd, 23rd and August 7th.
Pwllheli, Caernarvonshire – July 23rd (twice) and 30th.
Redcar, Yorkshire – June 14th, 24th, July 6th, 17th and 23rd.
Rhyl, Flintshire – July 30th, August 6th, 7th (twice), 8th, 11th, 20th and 22nd.
Rye Harbour, Sussex – June 21st.
St. Ives, Cornwall – July 9th, 15th, 16th, August 6th, 22nd, 23rd (twice) and 25th.
Scarborough, Yorkshire – July 17th, 28th and August 13th.
Shoreham Harbour, Sussex – August 10th, 12th (thrice), 13th and 27th.
Skegness, Lincolnshire – June 21st, July 3rd, and August 27th.
Southend-on-Sea, Essex – June 2nd, 5th, 8th, 10th (twice), 14th (twice), 17th, 18th, 23rd, 25th (thrice), 26th, July 2nd, 8th (twice), 10th, 15th, 18th, 19th, 26th, 29th, August 5th and 11th.
South Queensbury, West Lothian – July 29th and August 20th.
Southwold, Suffolk – June 10th, August 12th, 14th and 20th.
Sunderland, Durham – June 4th, July 9th, 22nd, August 2nd, 19th, 20th and 23rd.
The Mumbles, Glamorganshire – June 25th, July 8th, 14th, 17th, 22nd, August 1st, 7th, 8th, 16th, 18th and 25th.
Tighnabraich, Argyllshire – July 17th (twice).
Torbay, Devon – July 13th, August 5th, 11th, 16th, 21st, 30th and 31st.
Tranmere, Waterford – July 8th.
Tre-Ardur Bay, Anglesey – June 4th, July 2nd, 5th and August 6th (twice).
Tynemouth, Northumberland – July 1st and 8th.
Walmer, Kent – June 18th, 22nd, 29th, July 15th, 20th, 30th (twice), August 3rd, 28th (twice), and 31st.
West Kirby, Cheshire – June 18th, 26th and August 20th.
West Mersea, Essex – July 8th, 11th, 27th, 30th, August 5th, 8th, 9th, 11th, and 23rd.
Weston-Super-Mare, Somerset – July 9th.
Whitby, Yorkshire – June 4th and August 7th.
Whitstable, Kent – June 2nd, 12th, 18th, 25th (thrice), July 2nd and 27th.
Worthing, Sussex – June 9th (twice), 17th, July 2nd, 8th and August 12th.
Yarmouth, Isle of Wight – June 10th and August 23rd.

New organizing secretary for Ireland

LIEUTENANT-COLONEL B. D. H. Clark, M.C., G.M., has been appointed organizing secretary for Ireland. He has succeeded Lieutenant-Colonel G. W. Ross, R.M. (Retd.) who has held this post since the beginning of 1952.

Lieutenant-Colonel Clark, whose home is in Kilmacanogue, Co. Wicklow, served in the Royal Irish Fusiliers (Princess Victoria's) from 1939 until his recent retirement. From 1962 to 1964 he commanded the regiment's 5th battalion (T.A.) and was subsequently Naval and Military Attache to the British Embassy in Bucharest. Before the war he worked for a time at Lloyd's in London.

Lieutenant-Colonel Ross and his wife's many friends both in the Irish Republic and Northern Ireland will wish them much happiness in his retirement.